

BMX PLUS!

A Bicycle Motocross Magazine

DECEMBER 1981
Volume 4 Number 12
\$2.00
CCC 02151

BMX PLUS!

SCHWINN STING

Is it the best bike ever?

U.K./U.S. CHALLENGE

Guess who won?

ANTHONY SEWELL

Murray's new deal



J8HNNY R1NGO 3

OLP SCHOOL MAGS.com

WE'RE NOT JUST SPINNING OUR WHEELS

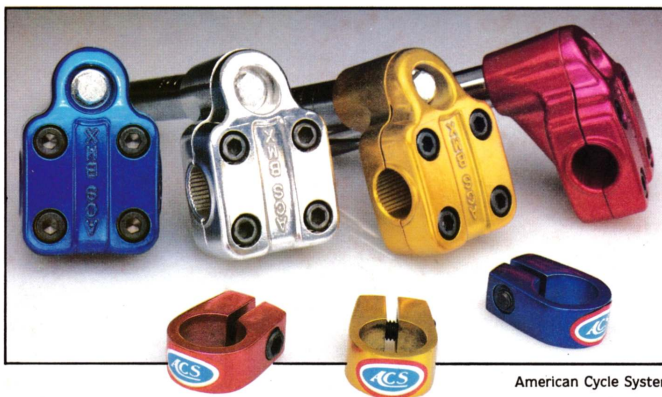


At ACS, we're on the move making parts to match the quality and strength of our Z-Wheels that you've proved can take the stresses of BMX riding and racing.

Now, ACS introduces the Stoker Stem and Stoker Seat Post Clamp. Both have new features that reinforce vital stress points. And there's no danger of ruining either part by stripping or breaking a bolt, because neither has internal threading in their melt forged alloy clamps. The seat post clamp bolt is secured with a steel sleeve. The stem has four clamp bolts held with high tension steel nuts.

Other special features of the Stoker Stem are a 4130 chrome-moly shaft and a knurled inner clamp surface to help prevent handlebar slippage.

Check out the latest ACS Stokers at your favorite bike shop and see for yourself that we're not just spinning our Z-Wheels.



Send a self-addressed stamped envelope for a free decal.



American Cycle Systems, 1449 Industrial Park Street, Covina, California 91722

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December 1981

BMX PLUS!

NBL LAWRENCEVILLE

It's Miller time—Clint Miller that is. The Torker star claimed the NBL national win at the Trenton, New Jersey track. Marty's Bikes, Jag & Jox, and the BMX'er combined for the sponsorship of round 26 of the War of the Stars series.



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ABA FALL NATIONAL

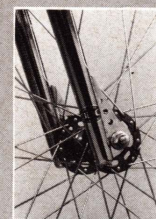
Over 1600 entries made the Dia-Compe, sponsored event a great success. The track was rated one of the best on the ABA circuit. Harry Leary proved to be too much in the pro class and local Bridgestone star Mahlon Abrams put one over on the Avalanche.



Page 26

SCHWINN STING TEST

The Schwinn Sting is the most expensive bike on the market, but is it worth the money? Is it the best bike on the market? Find out the answers to these questions and much more in the most comprehensive report ever published on the Schwinn Sting.



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NBMXA AT RANCHO

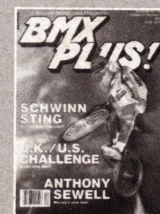
Diamond Back and the NBMXA got together and threw a race on California's fastest track. The result was lots of thrills, spills, and surprises, all of which climaxed in the pro main. It turned out to be a battle between Leary, Ruminer, and Thomsen. And the winner was...



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ON THE COVER

Tioga rider, Tom Christopher, leaps into the night at the Prado Regional Park BMX track. Tom is currently leading the NBL National points in the 13 expert class. Photo by John Ker



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Editorial Impressions

Sanctioning bodies, manufacturers, and the magazines are here primarily because we supply a demand, not because we create it.

by Bob Hadley

The ABA recently sent out a letter to all BMX manufacturers and publications outlining their position on upcoming races that directly conflict with their national scheduling. They addressed such topics as high entry fees, so-called one-time "rip-off" promoters, and beginners' programs. Then there was a paragraph which stated: "...sanctioning organizations... the track operator... that is why BMX is successful, without the two above ingredients there would be absolutely no use for a BMX publication or BMX bicycle. Both would falter and die within a few short months."

Falter or die? No use for a BMX bicycle? Give me a break. The rest of the letter gets mixed reviews, but to me this part of the letter is an insult. Who do they think started BMX anyway?

In the early days a bunch of kids who were hanging out at the Indian Dunes motorcycle races had to talk the motocross promoter (Ernie Alexander) into holding a BMX race for them. Got that, they had to *talk him into it*. The demand preceded the supply.

In the early days guys rode on old Stingrays, girls' bikes or anything that would roll. It wasn't until Marvin Church's dad welded together a frame in his garage that anything even looked like a BMX bike. Even then it was a while before any manufacturer realized that kids would actually buy bikes like this. Again, demand preceded the supply. Not one sanctioning body can claim roots in the origins of BMX: My message to the ABA and anyone else who has the same attitude towards BMX is: nobody needs you as badly as you need the

riders, the kids, and the parents that are involved in BMX. Without *them* we would all falter and die in a few short months. Sanctioning bodies, manufacturers, and the magazines are here primarily because we supply a demand, not because we create it.

I would be the first to agree that the sport needs the sanctioning bodies and track operators to facilitate the competitive aspects of the sport, but when all they do is bicker and fight among themselves the ones who get hurt are the riders. I know of several track operators who have switched sanctions in the middle of the year and left hundreds of card-holders and points-chasers out in the cold, forcing them to come up with the money to join the new association (note: some tracks have honored old cards after a switch-over). What really leaves me at a loss is that many times the operators jump on the next bandwagon just because it is the next bandwagon. I sometimes think that the sport has grown in spite of the sanctioning bodies, not because of them.

All is not lost, however, because I believe there's a great future for the sport. We've yet to see a substantial number of riders come out of the sport and into the industry. Most of the older riders are still active. Right now only a handful of ex-racers, guys like me, even participate in the industry.

There are literally scores of riders who are anxious to get into the business after their racing careers and education are over. When they do get into the industry they'll be there on every level: track operations, sanctioning bodies, manufacturing, and the press... The best is yet to come. ★

BMX PLUS!

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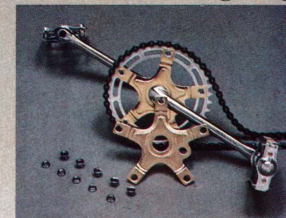
There it goes! It moves out FAST 'cause it's been slimmed down. All tubes are chromoly for super light weight and super strength.



Supergoose is state-of-the-art heliarc welded. Combined with precise geometry, you get unequal handling and acceleration. The fork is the famous Team Mongoose™—heliarc welded for strength.

ZONK!

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Mail Bag

THEY ARE ALL DIFFERENT

I am writing in regard to an article you did in your February 1981 issue. It was about the Rampar R-11XL. The criticism you said about it was rather harsh, but true. I think, in order to have made it a fair test, you should have tested the Rampar R-9. This bike is far superior to the one you tested. I didn't really care about it much when I first read it, but the thing that really aroused my attention was the article you did on the Ross Pantera, in your August 1981 issue. The Pantera had many of the same flaws as the R-11XL e.g. the steel stem, the Kenda gum walls etc. But you did not tell us about these. Why not?

Also, I have a question: where in the world can I get a Team Raleigh jersey? I've written to the Raleigh factory, and I have asked all my Raleigh dealers, but neither have given good information. Can you please help me?

Chris Tucci
Blackwood, New Jersey

The tires and stem are trivial flaws when compared to the Pantera's geometry problems, which we discussed at great length.

Try writing some of the various mail order companies about the jersey. Among our advertisers who sell Team Raleigh jerseys is: Byron's Bicycle Shop, Inc. 299 Glenwood Lansing Road Glenwood, Illinois 60425 Phone: (312) 758-4500 See Byron's ad on page 24 of this issue for more information.

TRY "KERK"

I want to know how to pronounce Kirk Claveau's name. Andre Williams
Baltimore, Maryland
The correct pronunciation is kluh-VO.

CAN I GET IT BIGGER?

I have a Red Line MX 111 with Arayas and a free hub and I was wondering how I could get the sprocket in the rear to go to a bigger size? Could you recommend a size for me? I have a 13 tooth on the back and a SunTour 44 on the front. Could you please help me?

David Roberts
Pasadena, Texas

44/13 is way too much gear for anyone. Try at least a 44/16, or better yet practice spinning with a 44/17.

SLIGHT? HOW SLIGHT?

Could you please tell me if TX 500 forks can be rebent after a slight accident without losing too much strength and if so, how?

Simon Holmes
Dunedin, New Zealand

Most tubular forks can be straightened out to some degree, but after they've been bent and straightened once they are always weaker than before and sure to bend again. Invest in a new pair; in addition to being stronger you can be sure they are properly aligned.

MY LINKS STINK!

I have a problem with my bike, a Mongoose. Everytime I go to tighten my chain I find it has a loose spot and a tight spot in it. I have changed the chain, both sprockets, the cranks and the bottom bracket fittings except for the bearing cups. But, still the chain has the same problems.

The cranks I had were one-piece steel cranks and the new ones are one-piece chrome-moly ones. The sprocket is a one-piece steel one. The hub I use is a Shimano quick-change type.

Also, when I looked at a Moose goose in a bike shop it had the same problem but not as severe.

David Moloney
South Hedland W.A., Australia

Tight spots are not uncommon. Even pros like Stu Thomsen and Brent Patterson suffer from them. Your problem is likely caused by the single-piece steel sprocket being slightly out of round. If it's real bad and causes frequent chain derailments then you should replace it with a quick-change set-up. If derailments are not occurring, don't worry about it.

IT'S GOOD

I just bought a new pair of Dura-Ace cranks with a Tange bottom bracket set and that Tange BB set only cost 10 bucks but I was going to buy a Bullseye BB set but it cost 51 bucks. I wanted to know why it cost 41 bucks more. Is it just cause it had sealed bearings?

Tim Jones
Florissant, Missouri

The Bullseye BB is what is known as a specialty component. The Tange BB set (which doesn't include the axle) is mass produced. Among other things, the Bullseye uses sealed bearings, precision-machined races and a custom axle.

REMEMBER, POLITELY

I am 14 years old and I own a Saint-Tropez. My parents believe that BMX is too dangerous and will not allow me to race at the track in Howell, N.J. I would like some help.

Matthew Russo
Marlboro, New Jersey

Ask them politely if they would go watch the races with you. While you're there introduce them to some other parents or the track director and get them involved in watching your friends race. Once they got involved the chances are pretty good they'll let you race.

SQUEAK

I have a problem with my brakes. I've got Tuff Wheel's free wheel, and a rear hand brake. But I am having a problem finding a pair of brake pads that don't squeak. Mine do and it's irritating. I have Kool-Stops and they stop fine, BUT THE NOISE!

I noticed in your September issue that Bob Morales and Bob Haro do their dual ramp routines with mags and wondered if you knew what kind of brake pads they use.

Ted Hanson
Mound, Minnesota

Try the Tuff Pads made especially for Tuff Wheels and other plastic rims. We suggest that you toe-in the brake shoes slightly to help eliminate the noise. Also check your callipers for proper adjustment of the pivot bolt. Top mechanics say you should clean your Tuff Wheels and Pads every week to keep the streaking on the rims from building up, which could also be a potential cause of the squeaking.

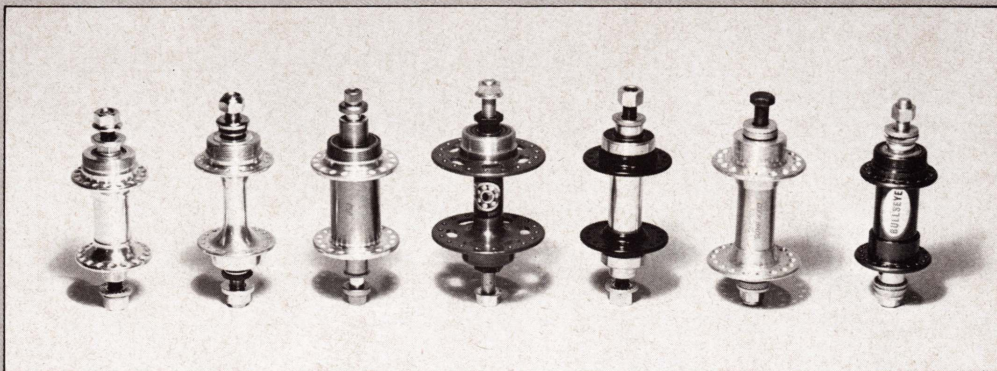
TOO BIG, HA!

I am 5 foot 8 and weigh 160 pounds. I was wondering if a Red Line Micro-Line Frame would hold my weight and would I be too big for it?

Gary Kenney
State College, Pennsylvania

(Editor Bob Hadley replies:) Back in the spring of 1978 I spent some time test-riding the Micro-Line frame for Red Line. I'm 5 feet, 10 inches and weigh 160 pounds. I found the bike to be fun, but restrictive for my size. I rode the bike basically to see how it would hold up under excessive stress (which it did very well). If I were you I'd look at the new Pro Line, particularly if you are still growing.

Track Talk



In the filthy, grimy, and mud-encrusted world of BMX, sealed-bearing hubs are a godsend. They all but eliminate ball-bearing maintenance and adjustments. It's no wonder they're becoming a more and more popular accessory item.

Sealed-bearing hubs come in two types, based on the construction of the hub shell: single-piece and three-piece. The single-piece hubs are simply regular, loose-ball hubs modified for a sealed-bearing arrangement. The three-piece hubs are somewhat more elaborate constructions of flanges and sleeves pressed together to form a unit. The most important part of any

sealed-bearing hub is the fit of the ball bearing between the axle and the hub shell. If it is loose the vibrations from normal riding will destroy the hub in no time. The axle must fit tightly, but not so much as to create any undue stress on the bearing. Any permanent load on the bearing will create binding and premature failure.

In this report we've taken a look at the six hubs currently on the BMX market and one prototype (X-Caliber). This comparison is not to determine a winner, but to present the facts and figures so you can judge for yourself.

	ACS	BULLSEYE	COOK BROS	OMAS	PHIL WOOD	SUNSHINE	X-CALIBER
APPROXIMATE RETAIL PRICE	\$50-60	\$85-95	\$85-95	\$85-95	\$85-95	\$55-65	N/A
WEIGHT FRONT	10 oz	8.5 oz	8.5 oz	7 oz	9 oz	N/A	8 oz
WEIGHT REAR	10.5 oz	10 oz	10.5 oz	9.5 oz	10 oz	10 oz	9 oz
FLANGE WIDTH FRONT	66.5 mm	72.4 mm	83.8 mm	65.4 mm	68.6 mm	N/A	68 mm
FLANGE WIDTH REAR	54 mm	59.7 mm	70.4 mm	57.2 mm	55.9 mm	54.6 mm	56.8 mm
FLANGE DIAMETER FRONT	63 mm	42 mm	52 mm	38 mm	49 mm	N/A	43 mm
FLANGE DIAMETER REAR	63 mm	42 mm	52 mm	43 mm	49 mm	48 mm	43 mm
HUB WIDTH FRONT	91 mm	93 mm	102 mm	97 mm	100 mm	N/A	90 mm
HUB WIDTH REAR	108 mm	99 mm	110 mm	108 mm	110 mm	110 mm	98 mm
FREEWHEEL THREAD DEPTH	9.8 mm	9.5 mm	13 mm	9.6 mm	7.9 mm	10 mm	9.3 mm
FRONT-HUB BALL-BEARING STATIC LOAD RATING	790 lbs	805 lbs	575 lbs	575 lbs	805 lbs	575 lbs	575 lbs
REAR-HUB BALL-BEARING STATIC LOAD RATING	790 lbs	805 lbs	575 lbs	575 lbs	965-805 lbs	575 lbs	575 lbs

All load specs are as listed in the Fafnir Handbook

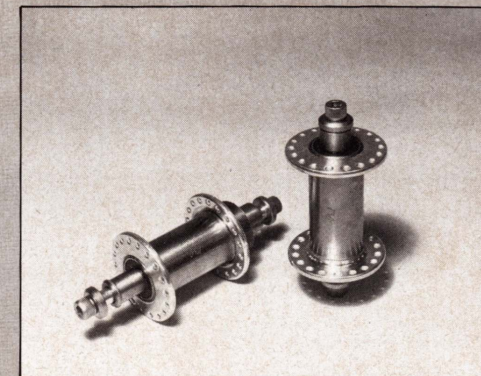
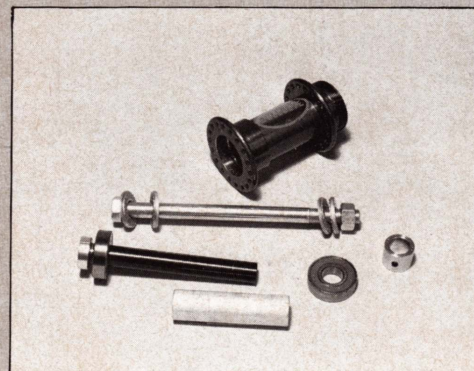


BULLSEYE

Bullseye hubs are among the cleanest-looking hubs on the market. The three-piece alloy body is available in red, gold, silver, blue or black. The hub shell is of three-piece, all-alloy construction. The axle is a five-piece unit consisting of a through-bolt, two alloy bearing retainers, a hollow axle and a center spacer that keeps the ball bearings from binding. Alloy washers are supplied to help dial in the axle width properly. A small Allen wrench is supplied with the hub set so the bearing retainers can be properly adjusted.

Although there is no written warranty, Bullseye's distributor, Durham Bicycles, does any service work for a very small fee. Unlike the Phil Wood hubs, Bullseye hubs are designed so the owner can clean and lubricate the ball bearings at home. Complete instructions are supplied.

Contact:
Durham Bicycles
418 S. Varney St.
Burbank, CA 91502



PHIL WOOD

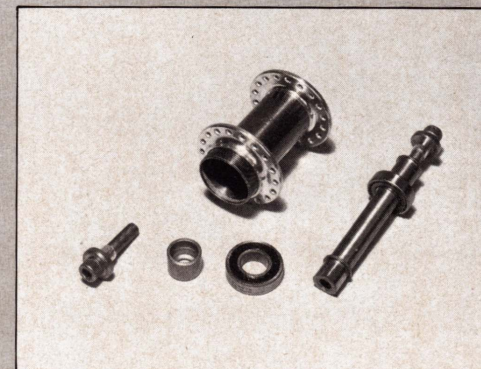
Phil Wood bicycle hubs are a spin-off of the ultra-high-quality wheelchair hubs that Phil designed to make life easier for the handicapped.

The body of the hub comes in three pieces. There are two alloy flanges pressed onto a stainless steel sleeve. What makes the Phil Wood hubs unique is the design of the three-piece axle assembly. The ball bearings press-fit onto the center axle until the inner race seats against a flange. End caps are then pressed over the axle so that they seat against the ball bearings (see photo). These end caps are available in different lengths so that the overall width of the axle can be tailored without washers to fit any bike.

On the power side of the rear hub Phil Wood uses a larger ball bearing than on the other side of the hub. Even without this combination Phil Wood hubs have, along with Bullseye, the highest-rated ball bearings.

Phil Wood offers a no-time-limit warranty which covers all parts of their hubs as long as the bearing seals are not tampered with. The hubs are available in silver only.

Contact:
Phil Wood and Co.
153 West Julian St.
San Jose, CA 95110





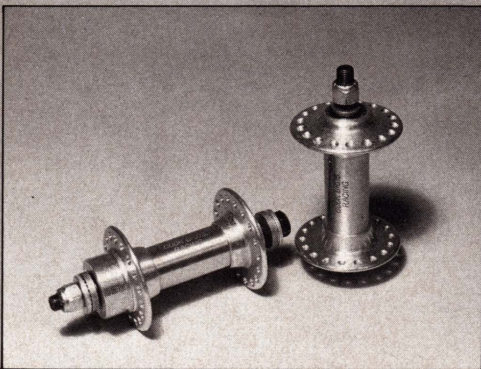
OMAS

From the outside the OMAS hub looks like a basic 10-speed-style track hub from Italy. That's because it is. The people at OMAS are just now getting involved in BMX and from the looks of their hubs, they mean business.

The body of the OMAS is one-piece alloy. The ball bearings are press-fit into the hub and onto the axle. Adjusting nuts and locking nuts keep the assembly together. The OMAS sealed hubs look identical to their loose-ball hubs on the outside because a dust cover is installed over the sealed bearing.

Contact:

Bicycle Parts Pacific
5841 Mission Gorge Road, Suite A
San Diego, CA 92120

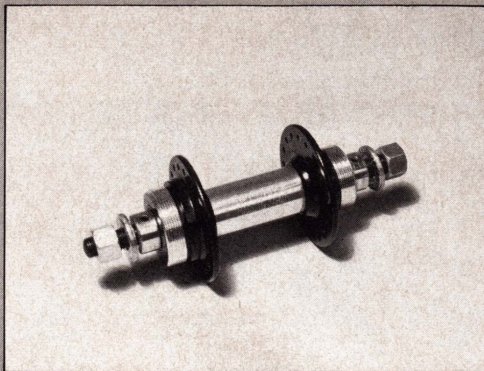


COOK BROS. RACING

Once the only manufacturer of a sealed-bearing hub designed for BMX use, Cook Bros. now has plenty of competition in the quality, BMX-hub market. Their hub shell is a three-piece alloy unit with the rear having the option of flip-flop threading. Even though Cook hubs have a chrome-moly spacer to prevent binding, they require that you observe exact torque specifications for the axle bolt when installing the hubs. The front hub takes five to seven foot-pounds; the rear hub should be tightened only enough to prevent the rear wheel from slipping.

Contact:

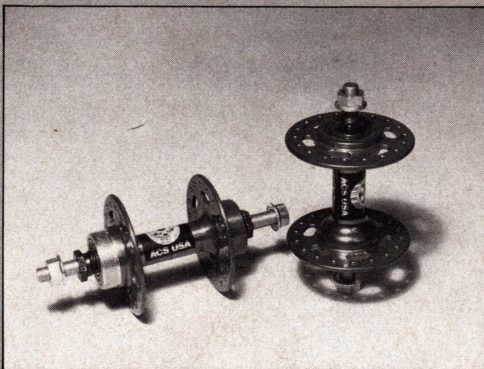
Cook Bros Racing
1609-B E. Edinger
Santa Ana, CA 92705



SUNSHINE BMX

The Sunshine BMX is the only sealed-bearing hub in our report that is manufactured in Japan. Although it looks very similar to the Bullseye design, it really isn't. On the Sunshine hubs the alloy bearing-retainers lock directly onto the through-bolt by means of an Allen-head set screw. The Sunshine rear hub comes only in the double-threaded flip-flop style. The Sunshine hubs are available in five colors.

Contact your local bike shop.



ACS

American Cycle Systems sealed-bearing hubs have gone through some major changes in the last year or so. The one-piece, aluminum-hub shell was redesigned to improve the function as well as the looks of the hub. The ball bearings are press-fit into the hub shell with a chrome-moly spacer in between them. Lock washers and adjusting nuts regulate pressure on the inner race to prevent binding when the axle nuts are tightened. The ball bearings are good sized, and are rated third best on the load capacity chart.

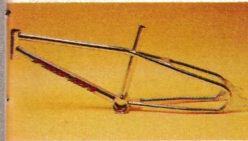
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Covina, CA 91722

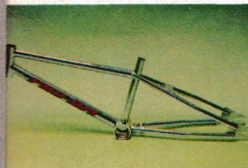
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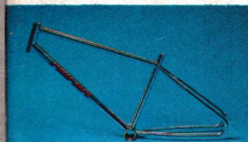


SUPER MINI PRO-AM

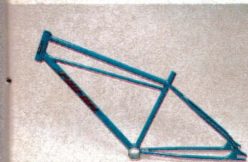


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PRO-AM CRUISER



PRO-AM CRUISER REPLICA

Victory is Sweet

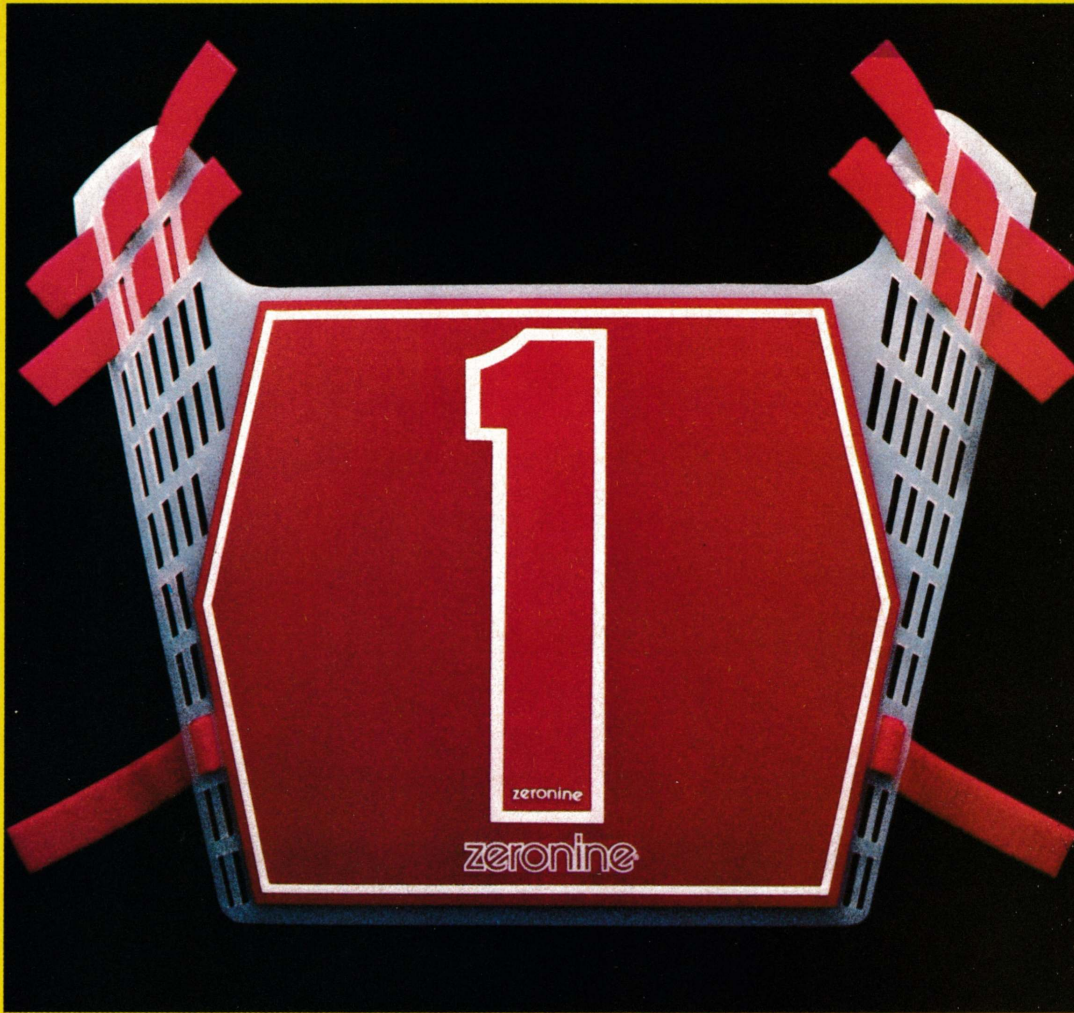


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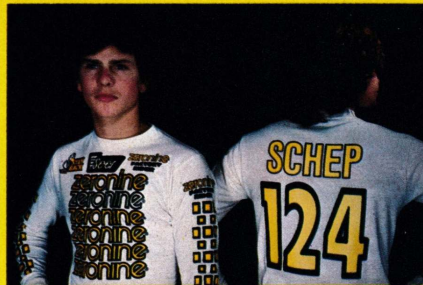
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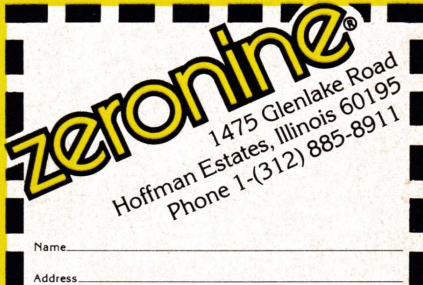
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E18 E15 E16 E17



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E28 E25 E26 E27



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Inside Scoop

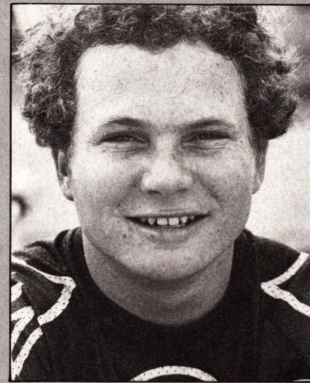


Bob Hash, senior vice president of Murray Ohio, and Scot Breithaupt of SE Racing.

The newest scoop on the market is the agreement between SE Racing of Signal Hill, California, and Murray of Ohio, Tennessee, to distribute BMX and cruiser models under the name SE Racing by Murray. According to Bob Hash, the senior VP at Murray, the SE Racing by Murray bikes will only be sold at SE Racing dealers and not at mass-market retailers. Contributing photographer Randy May who snapped the November cover shot of Torker's Dave Marietti recently got married. All of us at BMX Plus want to wish him the best of luck!

The National Bicycle League (NBL) has announced the formation of a trials division. Trials riding involves riding over tough obstacles without slipping or touching a foot to the ground. Eddy Kessler was named national director of the new division. For information readers can contact Eddy Kessler at 37 Kenneth Drive, Euless, Texas 76039.

In a sports bulletin issued by the American Bicycle Association (ABA) it was announced that the ABA and its members helped to raise more than \$33,000 for the Leukemia Society of America. Tragically, the young man who inspired the idea, Todd Kingsbury (see Track Talk, page 9, October 1981, BMX Plus), passed away on September 13, 1981.



Eric Rupe, currently leading the NBL pro points.

The War of the Stars is just about over as we go to press. With only one race left, the Grand National, it looks like every class is as tight as it could be.

In the NBL scoring system only a rider's five best races plus the Grand National count toward his national number. Their system counts motos more than mains. In the motos a first place earned 50 points; second place, 40; third place, 30; fourth place, 20; and fifth place, 10. In the mains a first place earned 10; second place, 8; third, 6; fourth, 4; and fifth, 2. Three firsts in the motos would thus earn 150 points; a first in the main would yield 10 more points; so, a perfect score for a single race would be 160 points. The best possible score a rider could have going into the Grand National would be 160 X 5, or 800.

If you want to know how your favorite riders are doing, check some of these points races. Keep in mind that the Grand National counts twice as much for both motos and mains, so nothing is final yet.

Some of the tighter classes are:

Pro	
Eric Rupe	782
Stu Thomsen	773
Greg Hill	742
Harry Leary	719
Roland Veicht	719
Clint Miller	713
Jeff Ruminer	711
Donny Atherton	710
Robby Rupe	707
Mark Driscoll	704

Sixteen Experts

Nelson Chanady	800
John Plant	799
Don Johle	781
Jim Wallace	778
Kerensky Bullard	776
Tim Judge	774
Eddy King	769

Fifteen Experts

Paul Gossrau	799
Dave Marietti	789
Brian Patterson	789
Vince Asbury	787
Richard Zagars	767
David Argyle	764
Mike Poulson	764

Fourteen Experts

Rich Farside	800
Pete Loncarevich	800

Thirteen Experts

Tom Christopher	794
Kelly McDougall	791
Mike Goeddey	780

Seven Experts

Shelby James	800
Andrew Soule	800

Fourteen and Over Girls

Kathy Schachel	
Terri Fregoe	

Renny Roker of Roker Enterprises has announced that charter flights are available to the JAG World Championships. The flights depart from the Oakland and Los Angeles areas. See the ad in this issue for more information. Diamond Back has announced that they have picked up 9 year old expert Jimmy Smith for their national team. Smith, formerly of the RRS team, is from Riverside, California. Charlie Williams, the winner of the fifteen expert class at the Dia-Compe/ABA Fall National was picked up by Robinson Racing Products. Williams was formerly on JAG BMX.

Gary Littlejohn Frames, Inc. has moved. According to company president Gary Littlejohn the new address is 7337 Varna Avenue, North Hollywood, California 91605. Littlejohn also has a new phone number for their east coast office: (603) 889-9002.

Bob Haro was recently hired by movie-director Steven Spielberg to participate in a series of BMX-type stunts for an upcoming movie. Although the security on the set is tight, word has come back that the story involves aliens on earth in Northern California. Stay tuned for more scoop on this. ★

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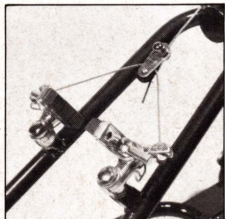
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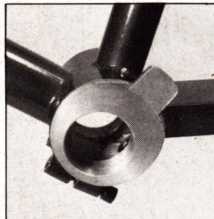
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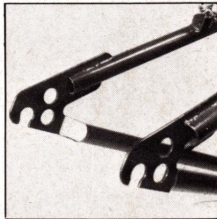
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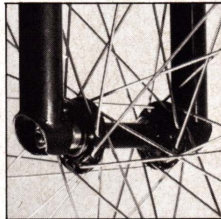
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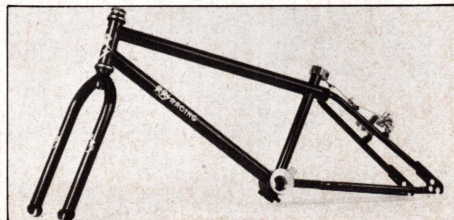


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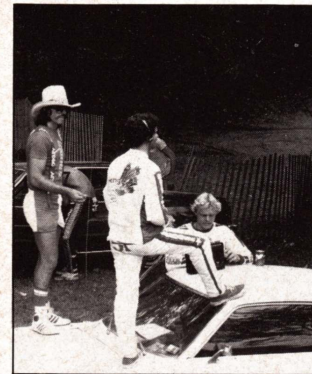
Paul Gossrau leads Rich Farside in the 14 and over open class.
Photo by Sean Webb.

Sunday morning, September 6th, somewhere east of the Mississippi. "Where are we?" "Is this St. Louis yet?" "What day is this?" Yes, boys and girls, it's Chapter XXVI in the saga of the **NBL WAR OF THE STARS IV!** Today's episode takes place just north of Trenton, New Jersey, which is just north of Philly, which is just north . . . ANYWAY, we're at the

LAWRENCEVILLE

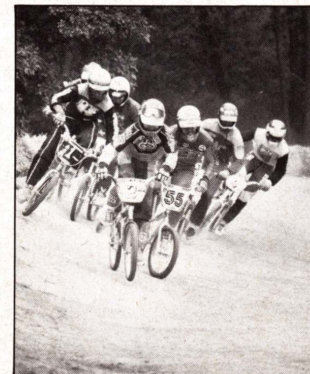
BMX track, along with about 500 wild and crazy BMXers, all hoping that the sky doesn't open up like last week in Virginia. Please, just a nice dry day!

Story and photos by: **Bob Webb**

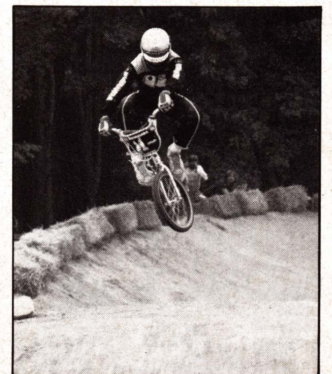


"The Duke" from Oakley, left, Greg Hill, center, and Stu Thomsen, right, tuned into some tapes between motos.

DECEMBER 1981



Eric Rupe (2) leads Mat Harris (1) and Brent Patterson (55) through the first turn. Photo by Sean Webb.



Mat Harris shows a little of the table-topping style that has made him famous in the East.



Kelly McDougall (79) topped the 13 expert class with his fast-and-fancy footwork.



Mark Lopez (50L) and Larry Von Moss (26V) do battle in 13 expert. Photo by Sean Webb.



The main in the 16 and over cruiser class: Missouri's Jim Wallace (88) won it as usual.



Tom Christopher goes down as Kelly McDougall scoots off to victory in 13 expert.

THE TRACK

Speaking of tracks (were we speaking of tracks?), this rascal was really something—an Indy-type layout with about 760 feet of jumps, big sweeping berms, and an absolutely incredible table top, all courtesy of the New Jersey Police Benevolent Association. Seems like the good guys in blue gave up their softball field so the area kids could go racing.

Have we got biggies behind this race? How 'bout 7-11, Thom McAn (as in Jox), Jag BMX, Marty's Bicycle, and the BMX'er, Jersey's own BMX newspaper! The crew was dynamite. It seemed like there was an official every 15 feet around the track.

THE PEOPLE

Racing? Bikes? BMX? Oh yeah, the races! Would you believe 147 hungry A pro riders all going after a slice of the \$1,500 purse? No? Well, then would you believe 24? In the motos, Jeff Ruminer, Brent Patterson and Kevin Ridling put together the low qualifying scores, and it really looked like Ruminer had the track wired; but when the gate dropped on the main event, it was Clint Miller taking a wire-to-wire, with Stu Thomsen putting on just enough pressure at the end to make it interesting. Robby Rupe squeezed in behind Stu, just ahead of Brent and Jeff, with Kevin, Greg Hill and Eric Rupe rounding out the field. The rest

of the action was wild in the motos and tame in the mains. Seems like everybody got the track down before final time, and most of the mains turned into start-to-finish parade laps... with some notable deviations from that format. "Hay! Dat's enouf talk about deviates!" Ooops, forgot I was in Joisey. Anyway, the pro cruiser final should have proved once and for all that God never wanted anybody to ride cruisers. After all, why would he have invented the 20" wheel? Brent Patterson, Kevin Ridling, and Roland Veicht were stomping all over everybody in the motos, and with the gate drop on the main, it looked like anybody's race. Somewhere on the big 180 that doubles as the back straight, Brent evidently decided to

try a new line — straight off the high side of the berm! Seems he had some help picking the spot! Anyhow, there he was, 15 feet off that good old Jersey dirt, faced with a choice: maintain his current altitude and become the hood ornament on a '55 Chevy, or drop that rascal down in a hurry and take his chances with the fence and that dirt. Fortunately for the Chevy, Brent chose the latter, and after several tension-packed minutes, emerged over the top of the berm to finish. Meanwhile, the Viking, Roland Veicht, took the cruiser bucks, followed by Ridling and Harlow.



Tom Christopher (07) dices with Mark Lopez (50) for the lead.

THE RIVALRIES

Some renewed rivalries made a few of the mains exciting. Paul Gossrau doubled, taking 15-expert and the 14 and over open, but in the 15 expert main, Henderson Cho was trying to climb into his back pocket all the way around the track, missing first by 3 1/2 spokes! The two Jasons, Griggs and Jensen, took their expert classes, 10 and 9, and then met head-to-head in the 8-10 open. Griggs had it his way, taking a wire-to-wire, with Jensen tucked into second. Shelby James, out of Orlando, took the only other double of the day, winning 7 expert and the 6-7 open. Tommy Brackens made up for missing the money main by taking pro trophy. And when someone over the age of 35 gets out on one of those big uglies and races 35 and over cruisers, you just gotta mention him. The win went to Ol' #93, Herman Frank from Sharpsville, Pennsylvania. Whatta show!!!★



The pro main. Clint Miller (4), had the lead from start to finish. Stu Thomsen (right behind him) grabbed second, Robby Rupe (10) took third, Brent

Patterson (hidden behind Robby) took fourth, and Jeff Ruminer (36) took fifth. It was Miller's second War of the Stars win this year.

NBL War of the Stars XXVI Lawrenceville, New Jersey September 6, 1981

A Pro Money

Clint Miller
Stu Thomsen
Robby Rupe
Brent Patterson
Jeff Ruminer
Kevin Ridling
Greg Hill
Eric Rupe

B Pro Money

Mark Roberto
Brent Walk
Keith Townsend
Dave Wellenc

Pro Trophy

Tom Brackens
Mat Harris
Eric Rupe
Dave Dechert

16 Expert

Nelson Chanady
Chris Blondek
Kerensky Bullard
Michael Rich

16 Novice

David Nettles
John McBride
Brian McInnis
Dan Charesi

15 Expert

Paul Gossrau
Henderson Cho
Doug Tedesco
Eric Flowers

15 Novice

Charlie Albertson
A. Jonathan Loree
Ronald Mueller
David Murphy

14 Expert

Rich Farside
Leroy Clark
Ed Scanlan
Chuck Sheffield

14 Novice

Chris Moulton
David Pitman
Scott Siloway
Charles O'Mara

13 Expert

Kelly McDougall
David Scruggs
Larry Von Moss
Mike Talbot

13 Novice

Howard Swanson
Mark Rydzynski
Dennis Brooks
Victor Grybowski

12 Expert

Danny Notte
Mike Laraio
Jim Stinson
Alan Russ

12 Novice

David Siloway
Joey Jackson
Kelly Roker
Doug Tingle

11 Expert

Paul Scamardi
Brian Bangle
Royce Stanley
Brian Harrison

11 Novice

Thomas Skinner
Joseph Block
Mike Orosz
Mike Nass

10 Expert

Jason Griggs
Tony Luke
Peter Kreamer
Trever Kuchy

10 Novice

Ricky Saloomey
John Murray
Adam Flick
Eric Danielson

9 Expert

Jason Jensen
Brian Bruce
John McNeill
Dion Richard

9 Novice

Kyle Landon
Jeremy Gaynon
Alan Van Leuven
David Merry

8 Expert

Jason Theodore
Tommy Rubel
Chris Johnson
J.D. Lind

8 Novice

Mark Weed
Joseph Maafredo
Ryan Flick
Shane Ellis

7 Expert

Shelby James
Chase Neizer
Charles Kavalir
Gino Scamardi

7 Novice

Kenny Williams
Ryan Lowe
Jeffrey Baker
Jason Weber

6 Expert

Durrion Johnson
Sidney Johnson
Clavin Flowers
B.J. Wadsworth

6 and Under Novice

Andy Brahy
Frankie Kloczek
Craig Allen Edsall
Eric Durst

14 and Over Open

Paul Gossrau
Chris Blondek
Vince Asbury
Derid Stamets

11-13 Open

Justin Shepard
David Scieggs
Kevin Sauter
Gary Mason

8-10 Open

Jason Griggs
Jason Jensen
Trever Kuchy
Dion Richard

6-7 Open

Shelby James
Jamie Spotted Elk
Sidney Johnson
Stony Greene

14 and Over Girls

Kathy Schachel
Terri Fregoe
Bridgett Bohren
Jacki Hoagland

12-13 Girls

Wendy Edman
Jenny Greer
Cindy Hardenfelder
Jennifer Zeuner

10-11 Girls

Paula Drappo
Kimberly Harrison
Traci Anderson
Susan Veale

8-9 Girls

Julie Greer
Lisa Easton
Milessa Yeager
Bobbi Nicholson

7 and Under Girls

Carrie Kerns
Jennifer Washington
Mary Szuch
Michelle Abrams

Pro Cruiser

Roland Veicht
Kevin Ridling
Kevin Harlow
Tinker Juarez

35 and Over Cruiser

Herman Frank
Roger Nass
Dennis Garehan
Jim Abram

25 and Over Cruiser

Reid Rowlands
William Green
Mike McLaughlin
Marty McHugh

16 and Over Cruiser

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Robert Litzenberg
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15 and Under Cruiser

Joe Robins
Ross Freedman
David Williams
Kent Gordy

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Eric Kocen (2) and Mahlon Abrams (236) lead the 14 experts. Photo by John Ker

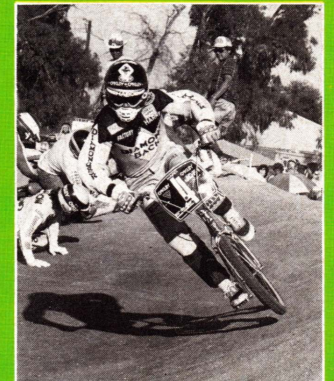
DEVONSHIRE DOWNS

Story by Bob Hadley

If your memory is any good you'll recall Devonshire Downs as the site of the NBMXA's Grand Nationals in 1977 and 1979. This year it was the ABA's turn to put on the show, and the event was the Dia-Compe-sponsored ABA Fall National.



Mark Perez (2) and Danny Farmer (1) dueling down the back stretch. Photo by John Ker.



Harry Leary (4) powers to victory in the pro main while the pack crashes. Photo by Bob Hadley

The Northridge track is right in the heart of the birthplace of BMX, the San Fernando Valley, where the pioneers of the sport emerged to become the stars of yesterday. The race served as sort of a homecoming for many of the California pros who spent the major part of their summer touring the East Coast pro circuit.

THE TRACK

The Dia-Compe National track was rated by many to be the "best track the ABA has held a national on all year!" It was a good track, but Chandler, Arizona, and the track in Clackamas, Oregon, were certainly of equal, if not slightly better, quality. Admittedly, the starting hill was one of the tallest man-made ones we've ever seen. Perhaps the only real fault in the track was the slightly short first

straight-away. Riders didn't have much of a run to spread out before hitting the first turn. First turns are always difficult and the one at the Downs was even tougher. It was a decreasing-radius (curving more sharply at the exit), 180-degree, sweeping right hander with a lipped berm on the extreme outside. This made for several "squeeze plays" where riders could cut across the inside of the turn, hit the berm late, and squeeze other riders off the top. This was what Bridgestone rider Mahlon Abrams did in the 14 expert main to take the win away from Richie Anderson.

Coming out of the first turn, riders hit a step jump and then went almost all the way back to the starting hill before the second turn. Turn two was a bermed 180-degree left hander that banked up a slight incline then



An unsponsored Charlie Williams blitzed the fifteen experts then took the trophy dash, too. Robinson Racing Products signed him up after the race to really make his day complete. Photo by John Ker.

emptied out into the fast back stretch. The last turn resembled a "blue groove" flat-track turn, except for the jump right smack at it's apex. In one of the last mains of the event, local hot shoe Trenon Jarvis held a slight lead over Eddy King going into the last turn, but he slid out right at the jump, totally blocking the path of everyone. King somehow managed to speed-jump/bunny-hop right over Jarvis and keep on going (Those of us who saw it still shake our heads in amazement!). King won the race ahead of Mike Miranda and Tony Harmon.

The final straight had two whoops spread just far enough apart to make it almost too difficult to jump them. Only a handful of riders even tried it, and some of them crashed in the process. Only one rider, Dwight Lowell (riding a cruiser) cleared the whoops in an actual race.

THE EVENT

The Dia-Compe National was a two-day affair, an essential for races having over 1100 entries. Over 1500 riders signed up for this one. On Saturday riders were allowed several hours to practice because the first round of motos didn't get underway until one o'clock in the afternoon. The second round got going about 3:30 p.m., and finally, the two hundred or so heat races finished up close to 6:30 p.m., just before dusk.

On Sunday the third set of heat races was started about ten in the morning. The quarter-semis and the semis immediately followed. The main events were over by about 5:00 p.m., a vast improvement over earlier Grand Nationals at Devonshire Downs, which finished long after dark.

THE RACERS

Harry Leary won the pro class, but not without a challenge in the first turn that resulted in Scott Clark, Clarence Perry, Denny Davidow, and Bart McDaniels going down. Leary was really on the gas going into the turn. He knew he had to have the lead because only a few motos earlier in the pro trophy he crashed heavily at the same spot. In fact, there was a question of whether or not he would be O.K. to ride in the pro main. He obviously was! Tim Gisler out of Washington made a big move and finished second to Leary. Third was Kevin McNeal, the current ABA pro points leader.

JMC's team made a grand showing in winning their fourth team trophy of the year. The victory brought them back into a tie with Diamond Back for the Team of the Year competition. Standouts on the team were Aaron



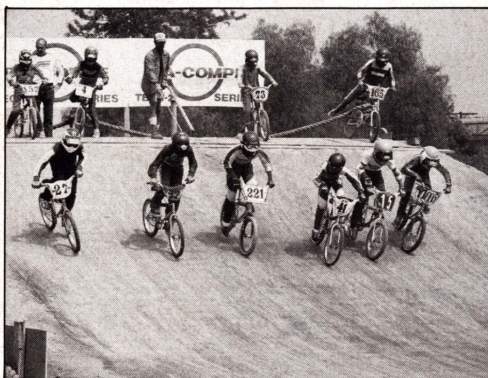
David Lee took the honors in the A pro class, to the tune of some \$200. He'll be turning AA pro any day now. Who says you have to work for a living? Photo by Bob Hadley.



Andy Patterson rocketed to victory in the 14-24 cruiser class. If he can't win the sixteen expert class, he'll win something else. Photo by John Ker.



Dwight Lowell was the only racer to clear the double jumps in a single bound. Dwight took third in the 14-26 cruiser class. Photo by Bob Hadley.



Devonshire Downs had one of the best man-made starting hills we've ever seen. You almost had to pop your ears on the way down. Photo by Rusty Harris.

Shook, who won the 6 expert and the 6 and under open; Jason Wharton, second in the 9-10 open and first in the 9 expert class; Justin Roos, second in the 8 expert; and Carl Butler, first in the 12 expert and first in the 11-12 trophy dash.

Only one rider, GT Racing's Geoff Schofield, scored a triple at the Dia-Compe Fall National. Geoff topped the 7-8 open class, the 8 expert class, and the 7-8 trophy dash.

The estimated 1600 riders were treated to a fine weekend of racing. With only three nationals left, it looks as if the ABA national title could go to anyone in the top five. Before the Fall Nationals the standings were: Chris Torres 1,408, Mike Poulson 1,381, Jason Wharton 1,347, Jeff Moten 1,180, and Richie Anderson 1,103. In the chase for the ABA number one pro plate, it looks as if Kevin McNeal has it all but wrapped up. By the ABA

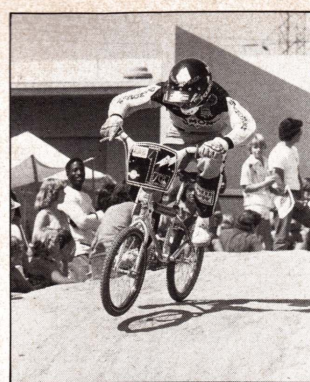
accounts McNeal has at least a four-thousand-dollar lead over Stu Thomsen! That's the biggest lead any rider has ever had this far into the season. For all the other pros in the hunt, McNeal's third-place finish at Devonshire put him another step further from their reach. For McNeal, it was just another step closer to the Trans Am.★



Margaret Christopher (26), our cover star's twin sister, won the 13-14 girls' class honors. Check the style—she even looks hot. Photo by Bob Hadley.



Dave Marietti's chances went down the drain in this first turn wreck. Photo by Rusty Harris.



Pete Loncarevich took second in the fifteen expert behind Charlie Williams. Photo by Rusty Harris.



It was the last race that Lance Bryson would cover for ABA Action. He's going back to motorcycle coverage to work for Cycle News. Photo by John Ker.



Denny Davidow was out on his new Basset, Scott Clark, on his new Murray. Harris photo.

ABA Fall National Sponsored by DiaCompe

AA Pro Money

Harry Leary \$500
Tim Gisler \$250
Kevin McNeal . \$150
Scott Clark \$100

AA Pro Trophy

Bart McDaniels
Steve Shobert
Denny Davidow
Tim Gisler

A Pro Money

David Lee \$200
Virgil Stuck ... \$150
Glen Adams ... \$100
Mark Rea \$50

A Pro Trophy

Rob Robison
Rod Beckering
Dennis Kishiyama
Aaron Ransom

16 Expert

Eddy King
Mike Miranda
Tony Harmon
Richard Kerr

16 Novice

Tommy Scorpion
Jim Currelin
Augustin Sandoval
Carl Serene

15 Expert

Charlie Williams
Pete Loncarevich
Andy Zirzow
Roger Linder

15 Novice

John Davies
Joe Ledesma
Phil Maggio
Colin Johnson

14 Expert

Mahlon Abrams
Kurt Gess
Duane Ballenger
Mike Salido

14 Novice

Travis Chipres
Koray Morrow
Richie Farbell
Jeffrey Willis

13 Expert

Gary Greene
Louie Stockmeyer
Chris Torres
Jeff Youngquist

13 Novice

Bruce Oakley
Johnny Johnson
Tom Harvey
Tim McKearney

12 Expert

Carl Butler
Peter Casano
Doug Davis
Roy David

12 Novice

Ron Garman
Jeff Smith
Tim Kowatch
Dennis Urbin

11 Expert

Danny Farmer
Mark Perez
Jerry Story
Rob Patterson

11 Novice

Toby Oakland
Tony Leavitt
John Heilman
Scott Massey

10 Expert

Joel Stangeland
Ron Hunt
Ryan Pool
Robert MacPherson

10 Novice

Tommy Little
Chris Scott
Eric Burdick
Tommy Wilson

9 Expert

Jason Wharton
Kevin Keller
Rinker Marietti
Jason Antanazio

9 Novice

David Wirsing
Rusty Jones
Jason Whited
Scott Smith

8 Expert

Geoff Schofield
Justin Roos
Sean Ho
Todd Guss

8 Novice

Dude Kleinman
Brian Bunn
Daniel Bonilla
Todd Platt

7 Expert

Ryan Fien
Scott Wilding
Brad Moore
Justin Dunbar

7 Novice

Danny Mallon
Judd Underwood
Eddy Wood
Brett Wheeler

6 Expert

Preston Lemmon
Jerome Glusing
Aaron Shook
John Dionne

6 Novice

Chris Combe
Joshua Deon
Danny Alvarez
Chris Burns

5 Novice

Chris Schoonover
Ryan Fleming
Christopher Allen
Scott Gray

15 and Over Open

Scott Ffield
Charlie Williams
Mike Miranda
Don Jolie

13-14 Open

Mike Salido
Kurt Gess
Shannon Kahahane
Mike Gottardi

11-12 Open

Dave Giannunzio
Carl Butler
Craig Bark
Mark Wilson

9-10 Open

Joel Stangeland
Jason Wharton
Lancer Holmes
Jude Schectman

7-8 Open

Geoff Scofield
Scott Wilding
Jason Christy
Justin Roos

6 and Under Open

Aaron Shook
Roger Moore
Brian Thompson
Richard Poe

15 and Over Girls

Kim Johnson
Lisa Mellen
Valerie McKiernan
Misty Dong

13-14 Girls

Margaret Christopher
Lisa Zeeb
Debbie Kalsow
Tracy Sweeney

11-12 Girls

Lisa Grossman
Rachel Lopez
Kim Martin
Jamie Atanazio

9-10 Girls

Dana Alexander
Robin Gunderson
Julee Lindsay
Krischelle Gill

8 and Under Girls

Lisa Terry
Mary Anderson
Brandy Garnaas
Kristi Massey

Pro Cruiser

Turnell Henry .. \$120
Clarence Perry .. \$90
Jim Pratt \$60
Glen Adams \$30

25 and Over Cruiser

Wade Nomura
Stuart Storie
Roman Jaworsky
Weldon Nomura

14-24 Cruiser

Andy Patterson
Rick Wilkinson
Dwight Lowell
Chris Versola

13 and Under Cruiser

Robert Eisenberg
Greg Kiss
Jan Walker
Donny Graves

15 and Over Trophy Dash

Charlie Williams
13-14 Trophy Dash
Mahlon Abrams

11-12 Trophy Dash

Carl Butler
9-10 Trophy Dash
Joel Stangeland

7-8 Trophy Dash

Geoff Schofield
6 and Under Trophy Dash
Preston Lemmon
Team Trophy
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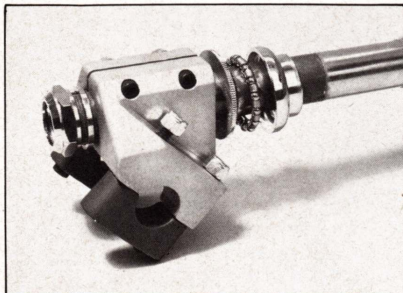
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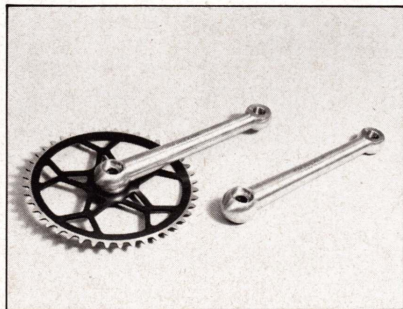
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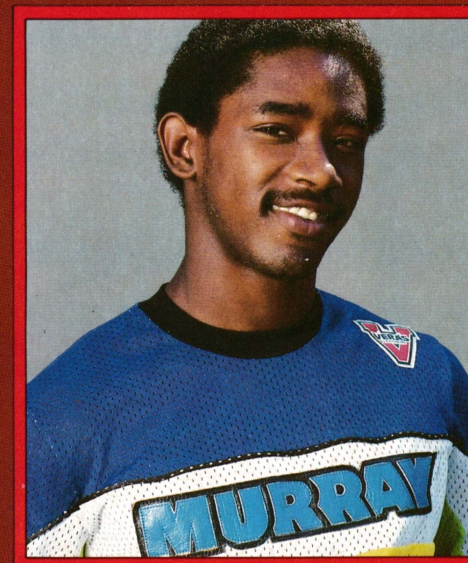
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ANTHONY SEWELL!



At nineteen, Sewell is one of the most accomplished riders in the history of the sport. He has held the titles of Grand National Champion (1978), World Champion (1978), NBL Number One Pro (1980), and NBMXA Number One Pro (1980). The last two accomplishments made him the first pro to be number one in two associations in the same year. He has already won the two richest pro races held so far this year: the Rondo Classic (\$5,000), and the Silverdome Spectacular (\$7,000). He's been called "the king of the concrete" for the reputation he's built on indoor tracks, but he has also proven his worth on the dirt tracks (as he showed at the Silverdome).

In talking with Anthony the thing that becomes most apparent about him is his uncanny cool. Undoubtedly it's what helps him win when the stakes are high and the pressure is on, which is when he's at his best. ★



Anthony was with Jag for three years, winning trophies and purses regularly. Photo by Bob Hadley.

Well, I like any track that isn't totally stop and go. It's not that I'm afraid of bumping. I can get in there and hang for myself as much as anybody out there.

You just signed a deal with Murray, a deal we haven't heard that much about. But we have heard that it will make you, if not the highest paid, at least one of the highest paid riders in the sport. How does that make you feel?

It makes me feel happy about myself. It's a great deal; I'm very satisfied with it. I know that it's one of the best deals to ever come along. I'm just happy that I'm one of the ones who got it.

We can't think of anyone else who deserves it more.

There are other riders who deserve it just as much. I'm just happy that it was my turn to get somewhere.

Remember that photograph of you doing the no-hander (See BMX PLUS!, July 1981, page 68)? How do you do that? I mean here's a jump that is going to launch you in the air ten feet and you let go of the bars.

Like everything, it comes with practice. Actually the jump is rather easy compared to something like a cross-up or a one-handed cross-up. It's easy once you learn how to do it. I learned how to do that when I was twelve or thirteen. See, all you've got to do is jump straight off the jump, up in the air and come back down.

But letting go of the handlebars seems like suicide.

O.K., with a cross up I have to balance out my bike enough so I can turn the tire or lay the bike flat out. For this I just have to fly straight up in the air. As soon as I feel my bike going straight up and launching in the air, that's when my hands are coming off. You have a split second to tell whether you should do it or not. You can tell if you are going to endo or loop it. When I learned how to do the jump I got hurt bad.

What happened?

I had one of those single-stem necks, the ones that come on the regular Stingrays. Apparently it was cracked partially already. So I'm sitting up there trying to learn how to do these things and I knew that if I could get the height I could take my hands off and put them back on quick enough before I came back down to the ground. So I started off for the jump and started jamming

and jamming, and the only thing I was thinking about was getting up in the air and getting height. I totally forgot about ending and that's exactly what I did. I went straight up and straight down on my front wheel. That's when the neck snapped. There was a piece still stuck in the fork head, and it cut up my leg and I had to get 8 stitches. That's the worst accident I've had since I've been riding—knock on wood.

As the original World Champion of BMX how do you perceive the Indy World Championships?

Well, that's kind of putting me on the spot. Right now it's not practical to put on an international race from country to country to have a championship. It seems pretty fair to have it as one big race at the end of the year, but it can be held in other countries to kind of give it a widespread flavor. But there haven't been any other real international races anywhere else.

Last year you were number one in the NBA and it didn't seem like you really got the big send off, your just reward. I mean, the year before, Scott Clark got a mini truck from them, and then the ABA gave Patterson a Trans-Am and you got nothing. Do you resent that?

Somewhat, in a way. Since that happened things have changed and Peter (Peter DeRaffell, the new president of the NBMXA) is treating me very well. I'm very happy with what they've done for me. Especially when I was independent, they did a number of favors for me, getting me to a couple of races, which I was very grateful for. I'm not really upset that I didn't get anything or all of the hubba-bubba or a big truck or something like that. True, it would've been cool if I would've got something. I would've been that much happier. But I'm still happy. You know, it still jams to know that I got the number one plate.

And also number one in the NBL.

That came along as an extra bonus, to have two number ones at the same time.

The NBL thing was typical of how Anthony Sewell operates. I mean, here it was, five guys with a shot at the title all in the last moto and you end up the winner. I mean, it seems

like you always pull it off at the most intense moments. How do you do it?

I don't know. It has a little bit to do with fate, it has to do with different atmosphere that I can concentrate better in. Most of my indoor races, whether they're dirt or concrete, I can get my concentration together (easily).

You've been labeled as a concrete specialist by many. How do you feel about that?

It doesn't bother me, you know. I take it as a compliment, but then I would like to be more recognized as a good dirt rider, too. I think I've proved that last year. I think of myself as being able to perform on smooth tracks. Whether it's dirt or concrete.

I remember last year when you dusted Brent Patterson at the Big Mama at Corona (See BMX Plus! Sept. 1980) and Corona isn't exactly what I'd call a smooth track.

Well, I like any track that isn't totally stop and go. It's not that I'm afraid of bumping. I can get in there and hang for myself as much as anybody out there. But I think that a track that has a lot of passing room and a lot of obstacles is better for me. Especially indoor track's where you go over board jumps; they're tough. Everybody's got a different technique on how they go over them.

How do you turn it on when you're facing at least improbable odds, if not impossible odds. Take the '80 Rondo race. You had the outside gate position with Leary, Clark, Post, Ruminer, Thomsen, and Robinson all inside of you, yet you shot out of the gate and won.

Well, I knew I had to do that in order to win. Most of the time when I'm in an underdog situation I do better. Even at the World Championship in 1978 I was on the outside.

You were still an amateur then, too, and you beat out the pros for it.

I think I just concentrate better when there's pressure.

What do you do when your not racing?

Next week I'll be going to school at Santa Monica J. C. I'm starting off with general subjects, then I'll be switching over to business. Right

Anthony (center) with his racing and practice buddies Tommy Brackens (left) and Turnell Henry (right) at Corona's last race. Photo by John Ker.



I find it to be an asset for my style of riding.
As light as I am I couldn't be a power rider. I'm a spinner.
As light as I am I need those easy gears.

now all I'm doing is racing and I'm taking classes to do something more useful in my spare time. Plus I didn't go to school last year. I graduated in '80, and I just got kinda hungry again for school.

Weren't you one of the top track athletes in high school?

Yeah. In my league I ran the 120 low hurdles. I made it to the state finals but they held the state finals on Saturday and Sunday and that's the same day they race bikes, so I had to choose between one or the other. I went for the bikes.

You haven't made much ground chasing a number one plate this year—are you tired of chasing points?

No. I kinda got screwed up when I was racing for Kuwahara. Most of the races that we went to were ABA and we just never hit any NBL or NBA races. I really didn't get the chance to protect either one of those plates. When I finally quit (Kuwahara) I started riding more NBL and NBA races and I found myself in a catch-up situation. By the time I went back on the ABA races, Kevin McNeal had stormed away with the lead. He's so far ahead I just went back to try and get my five NBL races.

But you haven't seemed to get up there in the mains.

I've got enough points in the motos to put me within striking distance of the top 10. I've had the pits luck in the mains.

Do you find your size to be an asset or a disadvantage.

I find it to be an asset for my style of riding. As light as I am I couldn't be a power rider. I'm a spinner. As light as I am I need those easy gears.

What gears do you use most of the time?

41/16. I've run some tracks where I've run hard gearing. There are just some days you feel like you can push it and some days you can't.

How did you start racing?

I first started racing at the place called Palms Park.

What was your first bike? Do you remember it? Didn't you have an old, old Red Line?

Ah, man, that was one of my better bikes after I'd got up a little ways. Palms Park was before then. I started on an old girl's Schwinn with a bar welded across the top. Then I graduated to a Webco, then a Red Line.

What's in store at Murray? Are you going to get factory bikes or are you going to be riding production models?

Production models. At least for now we are riding around on X-20 models.

What was your first impression of the bike?

It looked good. It handles kind of close to the Jag, but it turns a little slower. Other than that, I kinda liked the way it handles. I really don't know what their plans are for the geometry, but they may leave it the same and make a Chrome-moly one.

What do you think of the geometry?

I really can't say right now, I haven't ridden the bike that much. In order for me to get used to a bike enough to race it well it takes at least a good two weeks. It still takes a while after that to dial it in. I'm always changing things. I don't know exactly what co-sponsors and what equipment we are going to be going with so...

So we shouldn't be talking about the bike set-up yet... Do your eyes ever give you any problems now that you've switched to contact lenses?

No, it's about the same as glasses.

Are you nearsighted?

No, farsighted.

Why did you switch to contact lenses?

It was far less of a hassle to deal with, as far as not having to worry about glasses falling off and breaking.

What tips would you give to guys who have to wear glasses to race?

They're cool, they don't really bother you at all when you race. Just get one of those straps to keep them from falling off.

How much do you practice?

Basically I'll just try and stay on my bike and ride throughout the

neighborhood if there's nothing coming up. If there's like a big race that I'm getting ready for I'll start training up. What I'll do is basic training: practicing gates and riding.

Do you practice with anyone?

Me, Turnell (Henery, of the Nomura Team), and Tommy Brackens (of Powerlite) practice together. We're like riding buddies. We like to jam on each other and cut each other off and talk about it and just try to make each other better.

You've been a pro for two years—tell me, is it possible for a guy to make a pretty good living racing BMX?

It's possible, but it's not easy. If you're pretty consistent and rated around the top it's possible. You could get by month to month, if you knock down a good sponsor. I consider myself pretty lucky for, you know, what I've gotten. I've had three cars, bought all three on my own. Who'd have thought I'd have been able to buy three cars from racing bicycles? That's where my money comes from month to month. You could say that's the way I'm making it. The way the sport is going now things are getting better all the time. I could say that I could move out and get on my own pretty comfortably, very comfortably.

How much longer will you keep on racing?

Three more years. I enjoy it. I like the sport so much—I tend even to like it more because it's the way I get my cash, you know, that's the way I try to look at it so I I don't get too hung up or stuck up on getting depressed. If I get jacked up I just look on to the next one.

I'm not saying I'm Mr. Nice Guy—I get mad, too. I can get teed off just as much as anybody. It ain't going to help none throwing temper tantrums, one way or the other. You just got to wait til next time and go for it then.

You're leaving for Tennessee tomorrow to visit the Murray factory. What's in store for you?

I'm going out there to meet the top guys, the head honchos, I guess. They're going to give us the big tour of the factory.★

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POWDER PUFF CLASS:	MAIL ENTRY PER POWDER PUFFS	26.50
	POST ENTRY (DAY OF RACE)	36.50
PRO CRUISER CLASS:	MAIL ENTRY PER PRO CRUISER	30.00
	POST ENTRY (DAY OF RACE)	50.00
PRO BMX CLASS:	MAIL ENTRY PER PRO BMX CLASS	50.00
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DECEMBER 1981

A Jolly Good Show!

The first Anglo-American challenge took place on British soil, and the Americans proved that even on foreign soil, BMX is still their game.

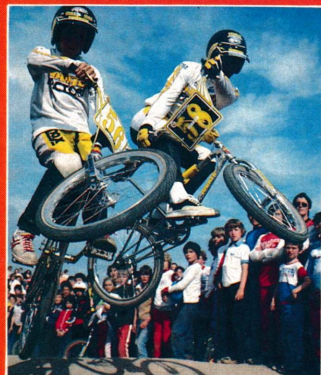
by Richard Grant
photographs by Richard Francis

How do you celebrate your first birthday in BMX? That was the problem for UKBMX, the association that got the sport started in Britain in July '80. They were certain there was something to break open the champagne for. Racing had only really started in March this year and yet in a few months 20 sanctioned tracks had opened (and over a hundred thrash tracks) in a country no bigger than California. British kids were getting into BMX fast with most meetings getting several hundred sign-ups. They were also kinda curious to know how good they were.

The only way to find out was to stage a meeting with some top U.S. riders. A few United Kingdom riders had been to Southern California around Easter and collected some district league trophies but nobody had faced real hot U.S. competition. Then in May, Halfords, one of the biggest British outfits, invited Greg Esser, Kerensky Bullard and Jamie Burrows over to a European international race at Redditch. Redditch, Halfords' hometown, is smack damn in the middle of the country and some days it collects every drop of rain going. The day Greg, Kerensky and Jamie turned up it rained so hard that the mud ran like ketchup.

THE THREE AMERICANS

The three lone Americans bred on Florida sunshine weren't put off. They tripled in their motos with Burrows taking the 16-over main and Kerensky winning the trophy dash. (Greg burnt out in the mud and came up dressed like a hippopotamus).



The Torker team proved to be real crowd pleasers. Here Jason and Dave perform double cross-ups.



Jamie Burrows with an easy lead in the early motos.



British ace rider, Scot MacDonald ahead of Dave Marietti, Kerensky Bullard and Clint Miller in the 16 mains semi qualifier—only four raced and all four were to qualify. The American guys gave MacDonald an easy time.



One for the picture book — Big Ben — Big Bullard, Esser and Burrows.

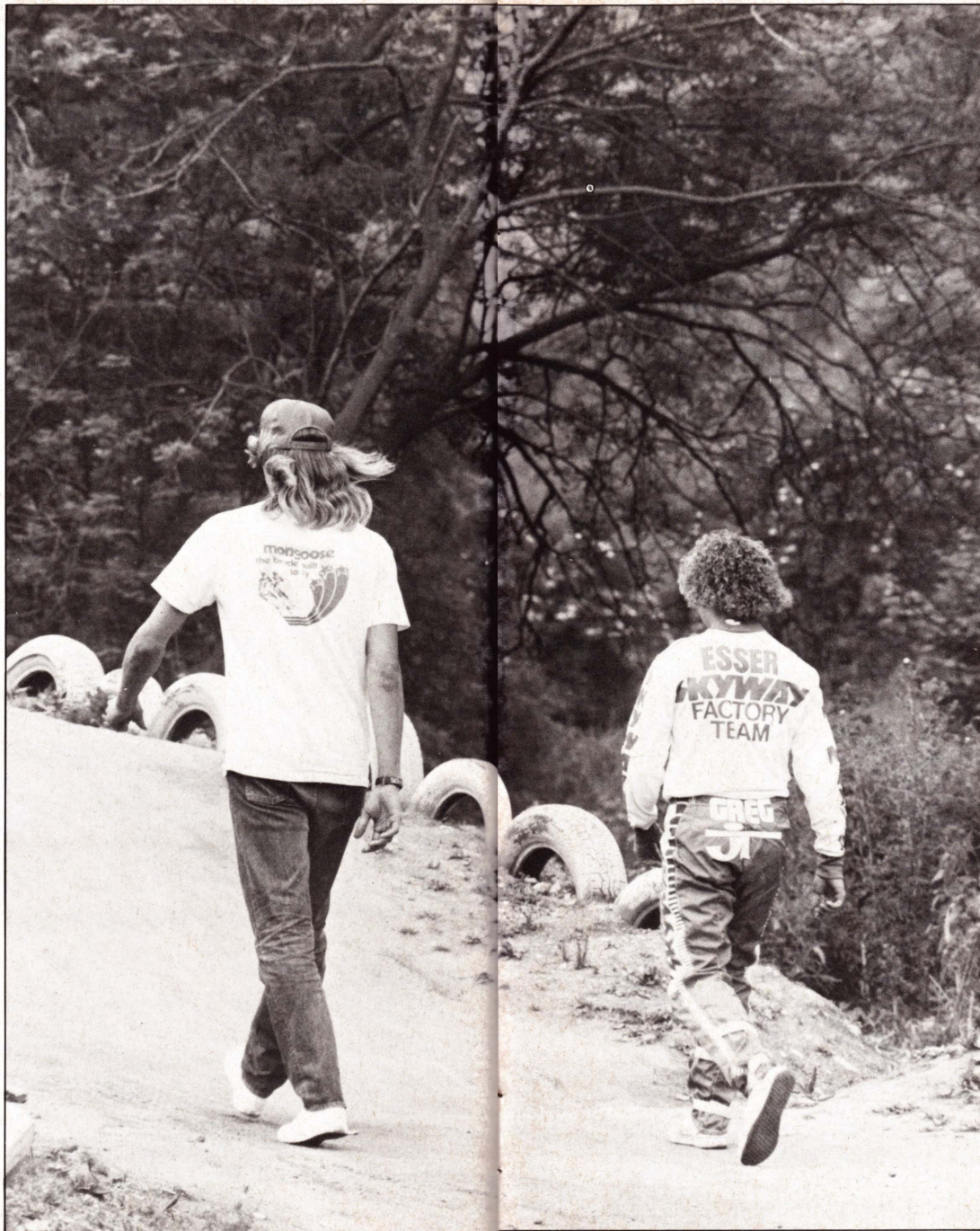
But it wasn't how they won that turned Halfords and UKBMX on to them. It was the way the crowd reacted. Overnight the three did for BMX in the UK what Big Macs did to our hamburgers. They were 110% popular. They were mobbed for autographs and stickers, and everyone wanted to know about their two-pedal starts and how to do them.

From then on, the decision about how to blow out UKBMX's first birthday candle was easy. We'd hold an Anglo-American trophy. The birthday invitations went out. The Florida three came back to Redditch courtesy of Halfords again. Mongoose sent Kenny Nachman and Roland Veicht. Torker brought in Clint Miller, Dave Marietti and Jason Jensen; and MCS's David Argyle and SE's John Hutelin were invited over from Holland where they had been running summer clinics. Chuck Robinson, whose UK team is currently No. 1 under his UK factory rider, Alan Woods, also decided to come, bringing with him Gary Ellis for the 15s. "Gary got the trip," Chuck explained, "because he comes from Seattle and knows about rain. . ."

SOME PROBLEMS NO SWEAT

A few days before the Anglo-American trophy, the Atlantic started to buzz with BMX business. . . and hassles.

Roland Veicht and Kenny Nachman flew in without their bikes (They'd been misrouted to Chicago). Arriving at London's Heathrow Airport, they bumped into the Florida trio who should have flown into London's second airport at Gatwick but had lost their pick-up. Fortunately, a UKBMX rep had turned up and shipped them all to the home of the UK's Mr. Mongoose, Malcolm Jarvis. It proved to be a good choice because Malcolm has a BMX track laid out in his back yard.



Roly Veicht and Greg Esser examine the highs and lows of the Chatham track, which was used for their first day's practice.



Jason Jensen with time to spare. He tripled through his motos and took the final.

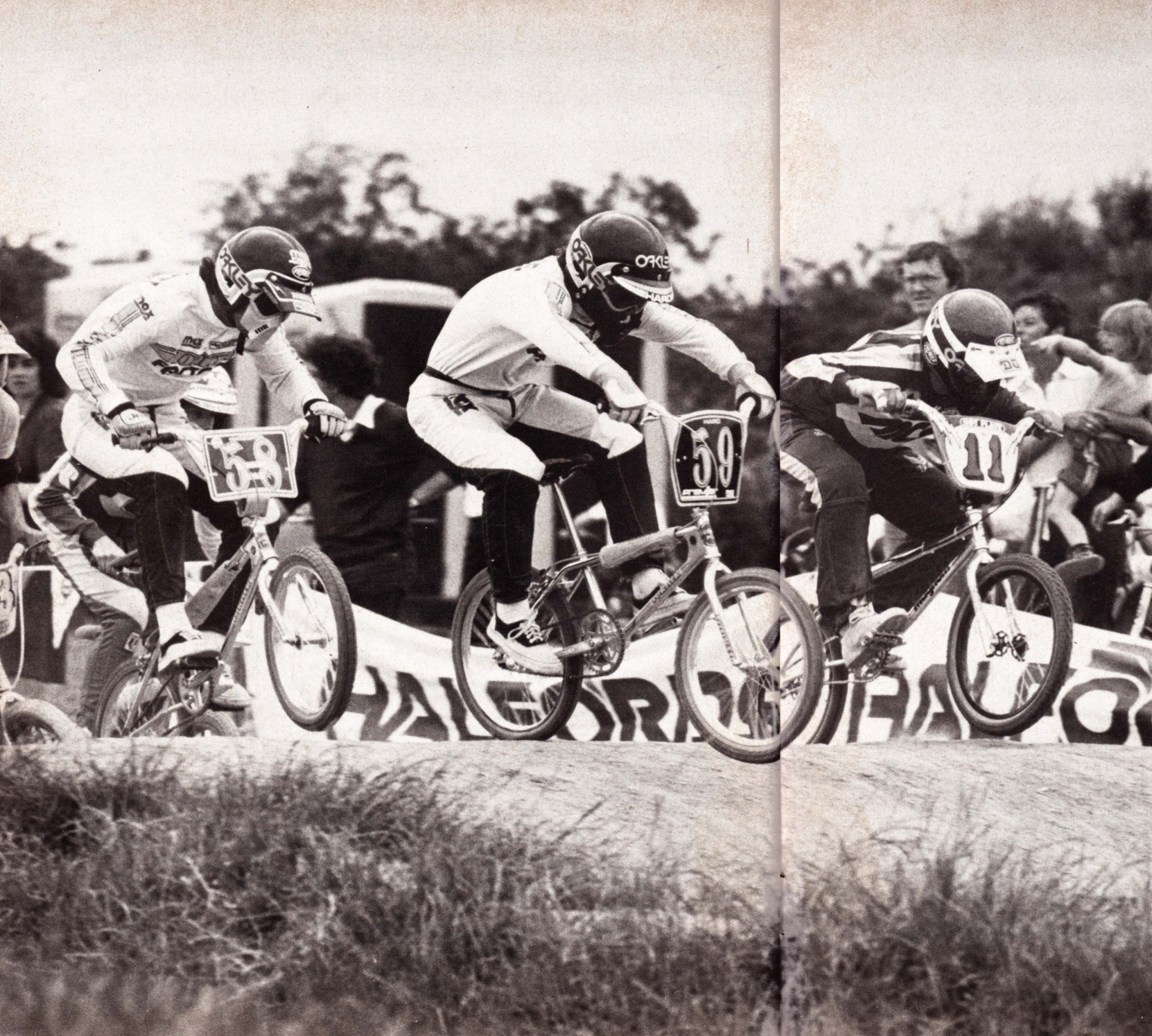
Next day disaster struck when Kenny Nachman broke a bone in his foot stunting for a national newspaper photographer. (It swelled up like bubblegum, and stopped his racing. . . but didn't keep him out of the UK discos). Greg Esser, travel weary from the NBL summer tour, tipped rival Clint Miller to win "because he's faster out the gate than anyone else." Torker team manager Steve Johnson was confident but reckoned that Kerensky Bullard might give Clint a hard time. Both predictions proved correct.

Come the big day and Redditch laid on the sunshine. The four-berm track with its bomb-hole dip before the final berm turned into a dustbowl and Halfords called out the local fire brigade to hose it down. Everybody had to ride three motos, but that didn't bother the U.S. riders. They qualified for the mains with ease except John Hutelin, suffering from a cold, who blew out in the 15 semis.

AMERICANS ARE TOUGH

It hurts to write this but American power out of the gate and over the speed jumps was definitely superior. In the 10 expert Jason Jensen tripled and took the main by a clear 10 yards. Jason's performance drew applause from everyone, especially Chuck Robinson: "For a 10 year old he's magnificent. His technique is as good as any pro the way he powers out of the berms. I hate to think what he will be like when he's bigger. He could be unbeatable."

Mr. R's own bonus came in Gary Ellis' performance. In the 15 experts Gary's only real competition came from MCS's David Argyle after English ace, Andy Rufell, went under at the first berm, lost his line and got stuck at the end of the pack. In the final berm, Ellis pulled the inside line elbow-to-elbow with Argyle and finished half-a-bike ahead.



Revenge for Argyle came in the 15 and under trophy dash. This time out he made sure he got the inside on the crucial last berm, smoking Ellis out in a final-straight dust cloud. Robinson's Fenwick Carr took third place for the UK ahead of Jason Jensen.

In the 16 experts, Clint Miller and Kerensky Bullard had battled it out in the same motos with Bullard winning one and Miller taking the other two motos. Come the main, it was Miller who holed out first with Greg Esser just behind. Bullard and Veicht started closing in the first berm with Alan Woods, the nearest British rider, several yards behind. Miller and Esser were jamming it into the third berm when the Skyway pro misfooted and appeared to lose interest, letting the others past with Miller streaking to victory. In the trophy dash, Clint Miller pulled even more power out for the holed shot despite getting the No. 1 lane where there was a slight upward incline. Greg Esser overbalanced a two-pedal start and went clean over the bars leaving Kerensky Bullard to challenge Miller all the way home. The crowd went for it as the pair disappeared into the bomb hole, Miller emerging just ahead to take his second silverpot of the day.

MILLER'S SECRET

How did Miller do it? His breathless explanation at the finish was: "I told myself, 'Hey, unwind!! You know when you see the bucks in your eyes you go a little faster,' so I pretended there was money up front and made myself want to be first."

Steve Johnson, his team manager, was ecstatic — not just about the victory but also about the meet which had attracted 401 sign-ups: "I'm really impressed." He added that this and the other race meeting they went to had the look of proper meetings. They have the look of a European motorcycle meeting, with lots of colour 'bout them, flags and sponsors' banners. Steve really liked the old-fashioned open-top double-decker bus used by Halfords to entertain their guests with a grandstand view. "It's really neat. Where can I get one?" he asked.

Meanwhile, the only question on British lips was how the U.S. aces rated our racers. David Argyle's verdict was typical: "We'll have to get our rear end cookin' if we want to stay ahead of these British guys. They've got a lot of potential for guys who've only been racing six months. What's more, they've got the desire to win so we'd better watch out".

You have been warned.

Results

Halfords 16 and Over Anglo-American Trophy Dash

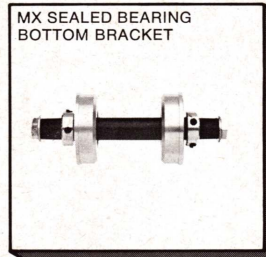
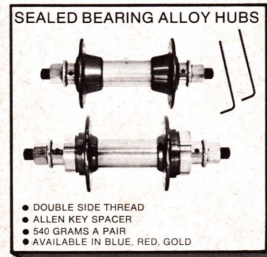
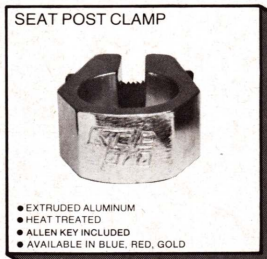
Clint Miller _____ Torker USA
Kerensky Bullard _____ MCS USA
Dave Marietti _____ Torker USA

Halfords 15 and Under Anglo-American Trophy Dash

David Argyle _____ MCS USA
Gary Ellis _____ Robinson USA
Fenwick Carr _____ Robinson UK

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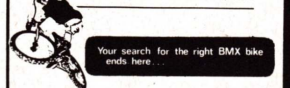
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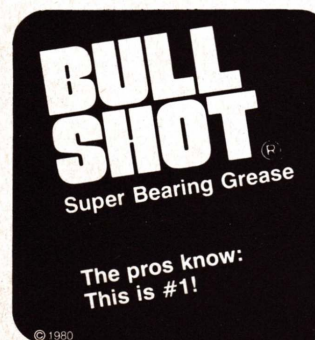
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THE STING

High tech and high price make the Sting a bike for the BMX elitist.



Speed-jumping is really The Sting's forte. The front end really sticks to the ground. Photo by Mike Aguirre.

Story by:
Bob Hadley

Photos by:
Bob Hadley, Mike Aguirre, John Ker

When Schwinn introduced The Sting frame and fork in 1978 it proved once and for all that the Chicago bicycle giant was serious, dead serious, about bicycle motocross. At that time it was the most advanced machine to ever hit a race track. Schwinn clearly showed its superior engineering, design innovation and capacity to build, at any cost, the best bike on the market. Now, three years later, the question is: How has the Sting stood the test of time? Is it still the most advanced machine on the racetrack?

Our answer is: Yes, but other manufacturers have closed the gap on Schwinn in several areas. For example, the Sting's tapered fork blades were once a Schwinn exclusive, but now they can be found on other bikes (Panda and Red Line). What keeps the Schwinn on top is that, while some competitors are using only one or two of the Sting's best features, nobody else is using all of them. The reason is likely to be sheer economics. The Sting is expensive. The frame and fork alone are about \$250, far and away



SCHWINN STING!

Serial Number: F1T0421

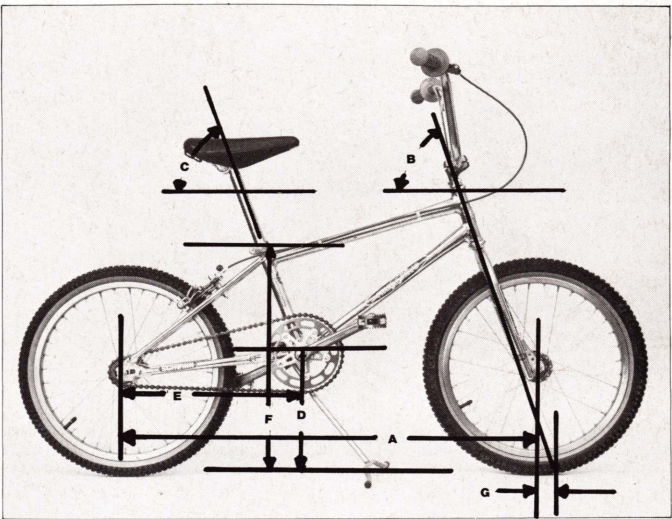
Schwinn Bicycle Company
1856 North Kostner Avenue
Chicago, IL 60639

This report was compiled by:

Michael Hadley

Bob Hadley

Craig Kundig



DIMENSIONS

Weight	(A) Wheelbase	(B) Head Angle	(C) Seat Angle
10.82 Kg	927 mm (912 mm—942 mm)	71 degrees 30 minutes	70 degrees 15 minutes
(D) Hanger Height	(E) Hanger to Axle	(F) Top Tube Height	(G) Trail
284.5 mm	400 mm	472 mm	40.2 mm

FRAME SPECIFICATIONS

Weight	Material/Construction	Seat Post Diameter	Head Tube Style	Hanger Style
1.79 Kg	Chrome-moly/Brazed	27 mm	10-speed	Standard

FORK SPECIFICATIONS

Weight	Material/Construction	Height	Offset
.80 Kg	Chrome-moly/Heli-arc	308.7 mm	43 mm

BIKE COMPONENTS

Cranks	Chain	Pedals
Team Schwinn 170 mm	Union 1/2 X 1/8	MKS BM-10
Gearing	Wheels/Hubs	Seat/Seat Pillar
44/16 (55 in/gear)	Ukai Alloy/Sunshine BMX	Brooks B18/Steel
Stem	Bars/Grips	Suggested Retail Price
SunTour 1000	Schwinn Chro-mo/Oury	\$450.00 (Approx.)
Brakes	Tires	
Weinmann 1024	NTKK 20 X 2.125 (Front) NTKK 20 X 1.75 (Rear)	One inch=25.4 millimeters. One kilogram=2.2 pounds.

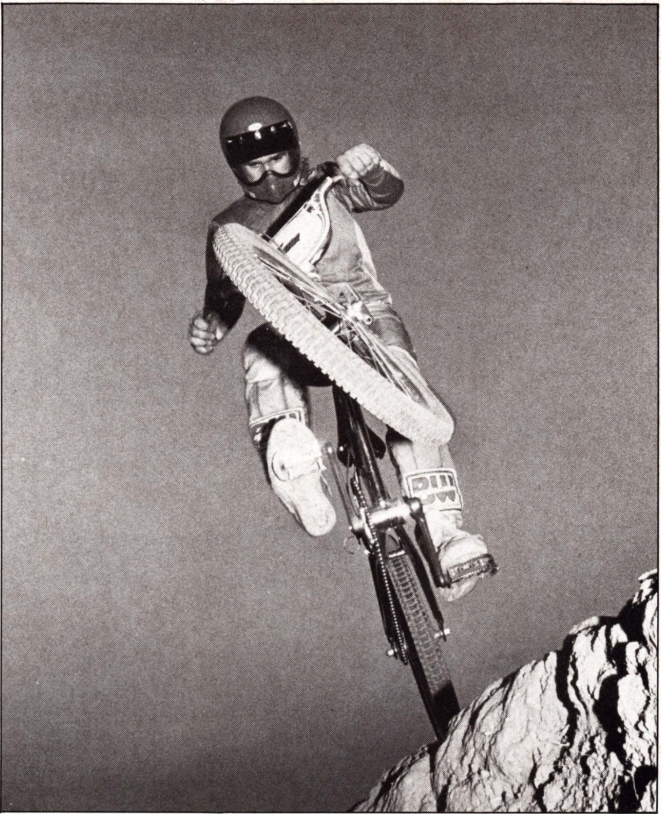
the most expensive combo on the market. The price is high simply because of all the details that go into making the frame. The most obvious is the expanded-oval ends on the top and down tubes. The less-expensive Sting Competition (SX-2000) also shares this feature, but there's a big difference in the structure of the tubing.

To get the expanded-oval shape, the end of a normal round tube is forced to swell by means of a swedging device. Obviously anytime you stretch out a tube in that manner the metal gets thinner. This is how the expanded tubes on The Sting Competition are. On The Sting, however, this is not the case. In order for the factory to get the weight on the Sting frame down as low as it is they had to go to thinner gauge tubing. Expanding this thin-wall tubing would be very dangerous. To get around this problem Schwinn went to double-butted tubing. The wall thickness of the double-butted tubing is twice as thick on the ends. This allows them to expand the end of the tube yet still retain a sufficient wall thickness for welding.

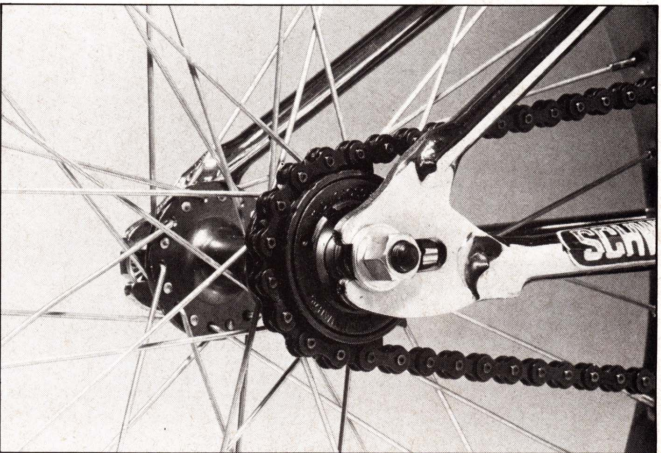
Why go through the trouble of expanding the tube in the first place? It's a way of increasing the weld area without increasing the size and weight of the rest of the frame tube. Schwinn gets about a fifteen-percent increase in the weld area with this method. This, in addition to the five-inch head tube, eliminates the need for any type of gusset in the head area. The seat mast is also expanded at the crank hanger to help stiffen up the frame in that area.

Although not as fancy as the front half of the Sting, the rear triangle is equally well engineered. The tapered chain stays offer a great strength-to-weight ratio. The seat stays are tapered also, but to a lesser degree (the chain stays start at 25 mm in diameter and go down to 16 mm; the seat stays go from 14 mm to 11 mm). Since the chain stays are largest at the hanger it was necessary for Schwinn to prevent the sprocket-side chain stay in order for the sprocket to have adequate clearance. The crank hanger itself also has a 2 mm bias towards the sprocket side in order to give additional clearance.

In case you haven't noticed, the Sting frame is not heli-arc welded. It is hand brazed, an expensive, but very sound method of joining together steel tubing. Brazing creates less fatigue at the weld than heli-arc (another reason why there's no gusset at the head area).



Claveau and The Sting prepare to launch off a steep ledge at this month's test track.



You're looking at the loudest freewheel known to man. It's impossible to sneak up on anyone with this on your bike.

The Sting fork is as near bullet proof as you could get. The tapered fork blades are heli-arc'd to a heavy-duty stem. The Sting uses 10-speed-size head parts which require precision alignment of the fork race and frame races. Our Sting was perfect; there was no binding at all in the stock headset.

COMPONENTS FOR 1981

We say components for 1981 because that is the model we tested. We hope there will be a few changes in this department by the time the 1982 model rolls around.

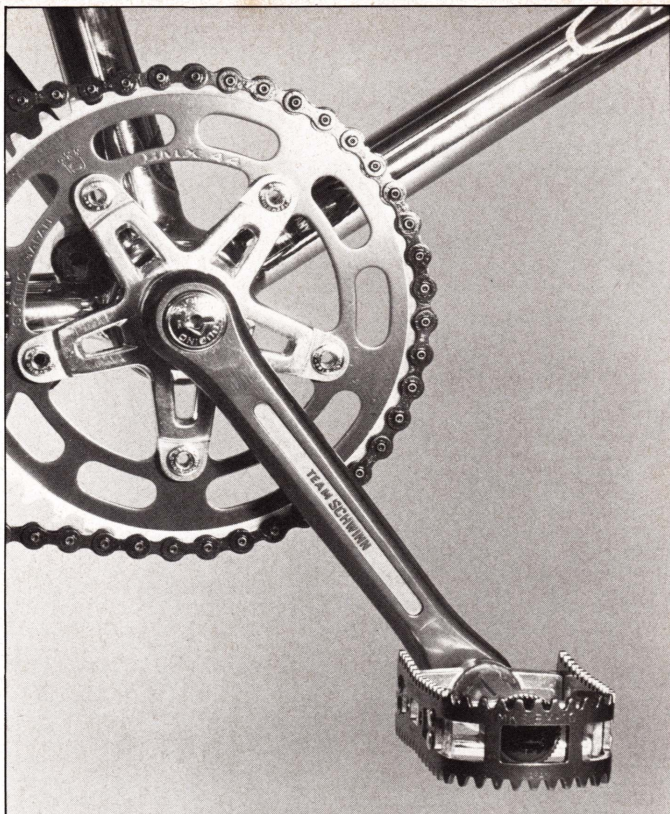
Starting with the good stuff, we find NTKK skin-side tires, Ukai alloy box rims, .80 gauge spokes and Sunshine BMX hubs making up the wheel department. An excellent alloy seat clamp and steel post arrangement makes seat height adjustments easy. MKS BM-10 pedals keep your feet in place; a good choice.

The new Weinman brake comes with a Teflon anti-friction pad between the overlapping actuating arms. The brake worked excellently, after we replaced the stock lever with a Shimano DX (model MX-20) brake lever.

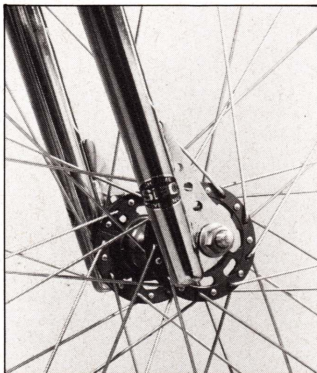
The Team Schwinn handlebars have a good shape to them, and we found the stock grips to be fairly comfortable.

Mediocre components on the Sting are the Team Schwinn (Sugino made) 170 mm cranks and the Schwinn BMX four-pawl freewheel. The cranks just aren't serious BMX equipment. If you go alloy cranks at all, you go Dura-Ace with a length of 175 mm. Anything less than that isn't up to Sting standards. A top-quality chrome-moly one-piece crank would have been a better choice than the Team Schwinn alloy cranks. They may be slightly heavier but at least they won't bend. The Schwinn BMX freewheel has been known to cause master links to hang up. At the very least they are terribly noisy, probably because all four pawls ratchet simultaneously. Most of the guys on the factory team use SunTour freewheels. We recommend them highly.

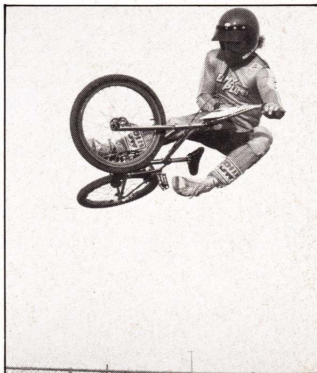
The only really lame part on the Sting is the Brooks B18 saddle. It is comfortable enough but the metal rails bend much too easily. A Kashimax or Elina BMX seat would be a healthy improvement.



The Team Schwinn cranks by Sugino aren't up to par with The Sting. Dura-Ace or chrome-moly would be better. The MKS pedals are an excellent choice.



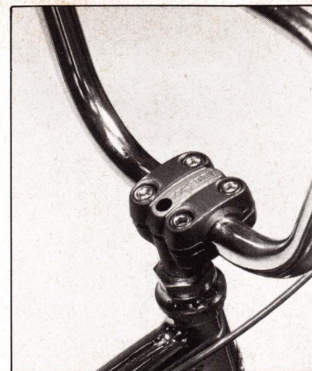
The tapered fork blades are clean as are the new drop-outs. The hubs are Sunshine BMX.



Once you get used to The Sting you can go for the gusto. Kirk Claveau gets sideways.



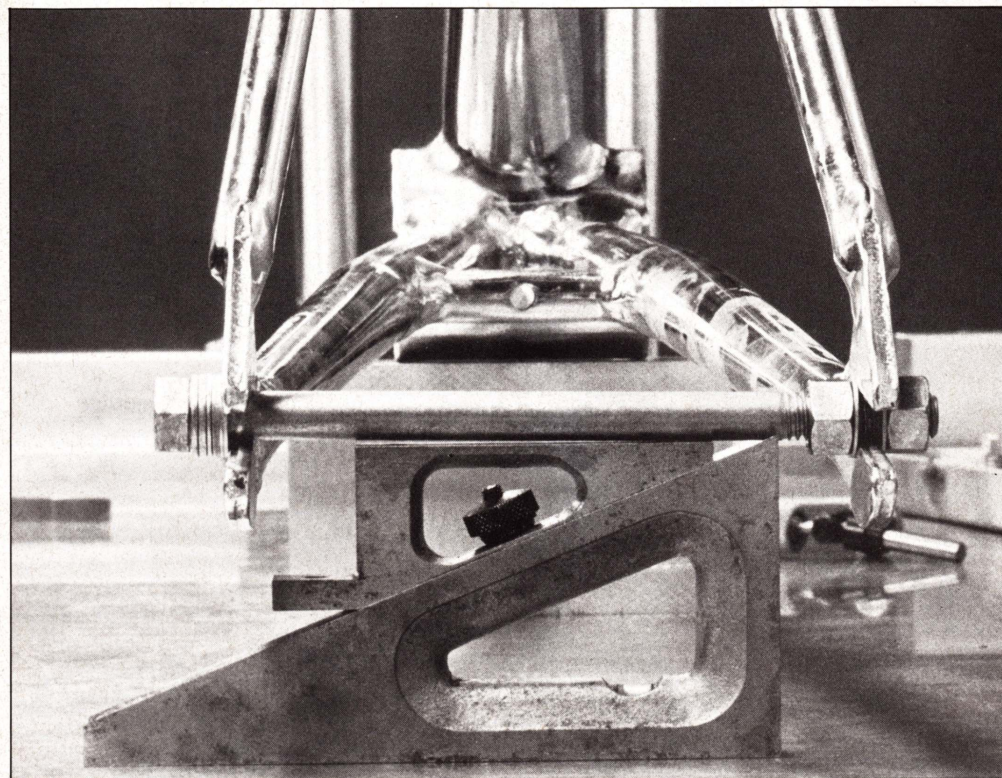
The Sting is a "go for it" bike. The faster, the better, but you better be able to hang on.



The stem says Schwinn, but it's a SunTour. A new wedge keeps it from slipping.

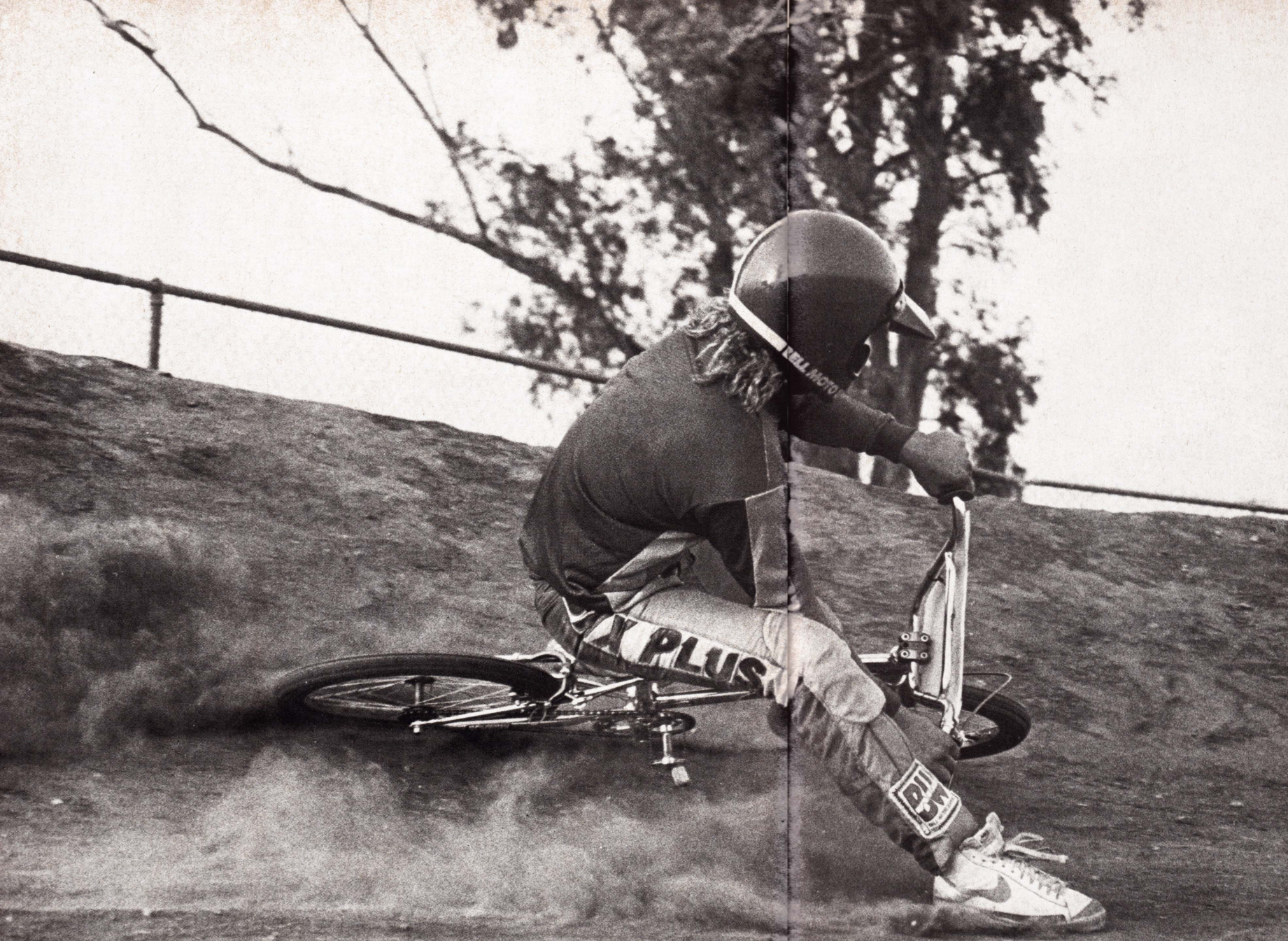


The Prado Park BMX track was the site for many of these photos.



After brazing, all Sting frames are checked for trueness. Our test showed the production tolerances on The Sting to be very, very good. This instrument

helps determine how nearly perfect the rear drop-outs on the bike are made.



The NTKK tires stood up to every test. They are definitely an improvement over the old tires.

HANDLING IMPRESSIONS

The Sting is one of the best all-around-handling bikes we've ever tested. It tracks through berms like a Robinson or a Hutch, yet it still slides as well as a Red Line or a Patterson. Either Schwinn just lucked out back in '78 or they were onto the idea of angling the seat mast less acutely to improve speed jumping and reduce front end slide-outs. Whatever happened, the Sting is a great speed jumper. You can put all your power into the pedals, yank on the bars to pull the front wheel over the obstacle, and never worry about the bike looping out. The hanger, bar, and seat position tend to put the rider's weight towards the front end. The front wheel on The Sting likes to stay on the ground, at least whenever the back wheel is on the ground, too.

On jumps the Sting tends to exhibit its front-end weight bias less severely. It is most apparent only when you get off another brand of bike and onto the Sting. After a few laps to get used to the basic feel of the Schwinn, the other bikes start to feel like their front ends are too light.

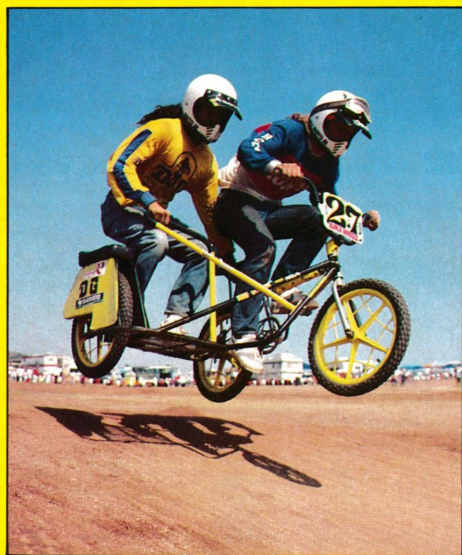
We felt that the Supergoose we tested last month also had very good all-around handling. The geometry is very different between the two bikes, yet their overall performance characteristics are very similar. Both track, jump, and slide with nearly equal competence. If anything, The Sting is a bit more stable at really high speeds (30-45 mph) than the Supergoose. No doubt it's due to the Sting's more raked-out head angle (71 degrees, 30 minutes versus 72 degrees, 30 minutes) and greater fork offset (43 mm versus 29.6 mm).

Even with its low profile The Sting adapts to small or large riders. In its stock configuration it centers around someone about 5 feet, 5 inches or 5 feet, 6 inches. Smaller riders probably would want to change the bars; larger riders, the cranks and stem (from the stock SunTour 1000 to the longer-reach, Red Line-style SunTour 1100 stem).

As it stands, the '81 Sting goes for somewhere around \$450. If the '82's come with better cranks, seat, and free wheel, that price will be even higher. That's a bunch of money for a bicycle to play around in the dirt on. Is it really worth it? Is a Rolls Royce worth it? Maybe yes, possibly not, but if you've got the cash and feel like you deserve it, go for it. I've never heard of anyone complaining about owning a Rolls Royce.

RANCHO!

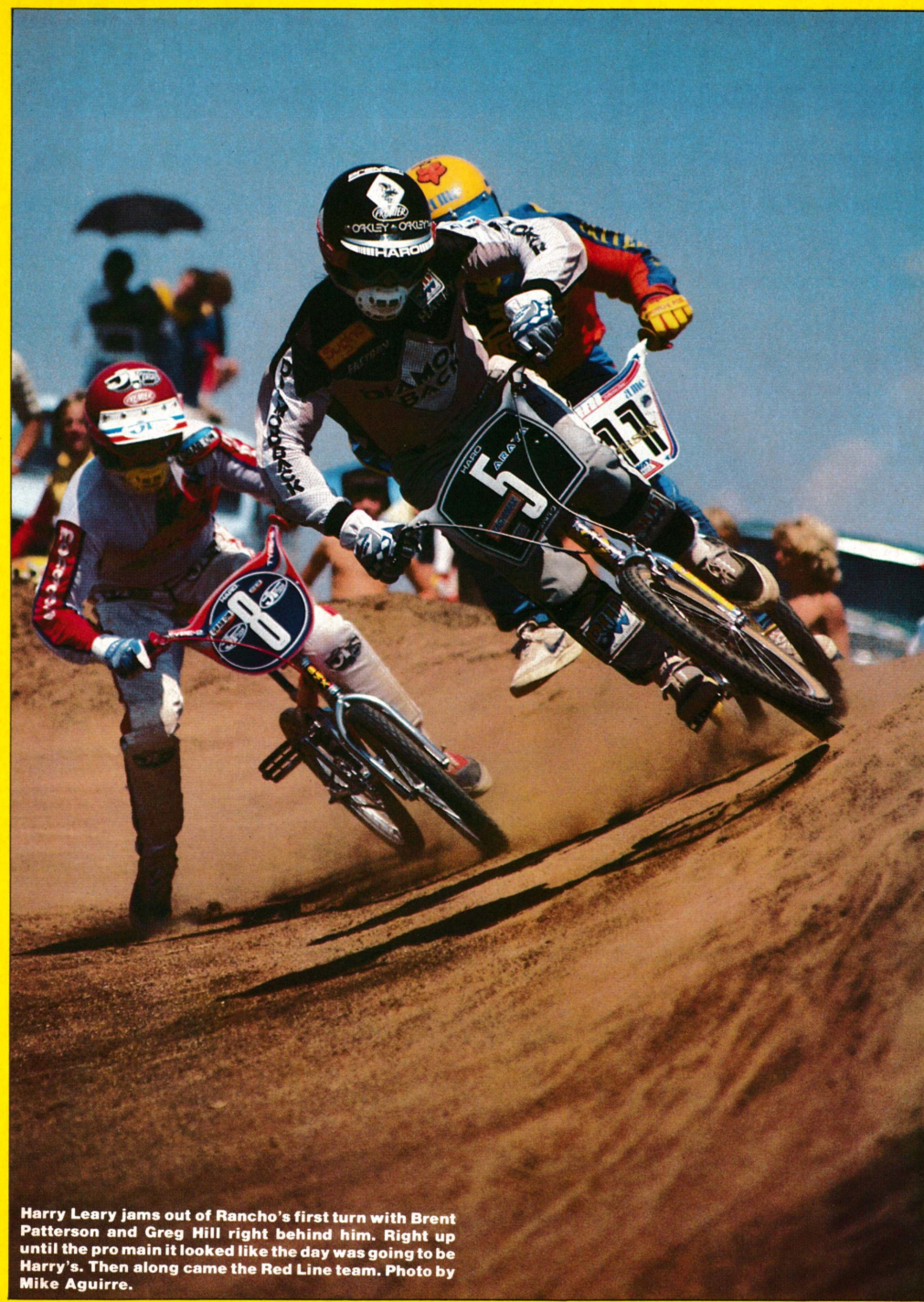
Stu pulls through at the Diamond Back/NBMXA Fall National.



Kirkum and Rodriguez were the sidehack stars of the day. Photo by Bob Hadley

Downhill: For many BMX enthusiasts it is nothing more than scores of black-and-white glossies printed in the pages of their favorite BMX magazine. But for the national and the would-be, national-plate chaser it's the ultimate challenge. Downhill is the gnarliest, most spine-tingling, most hair-raising experience available to two wheels. So it was on Sunday, August 16, 1981, that 800-plus BMX thrill seekers converged upon a mountain side just outside El Cajon, California, to pit their nerve and daring against a downhill heart stopper known to locals as "Rancho".

Story and photos by: Mike Aguirre



Harry Leary jams out of Rancho's first turn with Brent Patterson and Greg Hill right behind him. Right up until the pro main it looked like the day was going to be Harry's. Then along came the Red Line team. Photo by Mike Aguirre.

Normally when there's a race like Rancho happening the entire race-reporting staff of the magazine makes the trip. But by Wednesday it became apparent that Hadley and I would be the only two available for the San Diego trek. Seems John Ker, our resident photo editor and staff photographer, was up to his ears with last-minute printing for the November issue. Bob and I would simply have to work the photographic artistry for the Diamond Back/Premier Summernationals. Bob had made plans with Sandy Finkelman (Diamond Back's team manager and the proprietor of the Wheels n' Things Bicycle Shop) to spend Saturday night in El Cajon. I'd planned to come over Sunday morning, but the call of the downhill was far more than this writer could bear. At 5:00 p.m. Saturday evening I pointed my red stallion toward San Diego, and three tapes and two hours later, I was planted firmly on El Cajon soil. After a heavy-duty uptown rice-and-beans session (that's Mexican food to you country folks) it was into the sack early, because Hadley wanted to rise with the pigeons for some early-morning shooting (photos, not birds). It all sounded reasonable to me and by 7:30 a.m. we were trackside dodging flying bikes on the Rancho hillside.



Rancho was the last leg of the Gary Littlejohn sidehack series. Photo by Bob Hadley.



Eric Kocen nabs the lead in a junior cruiser moto from Tom Christopher. Photo Hadley.

It didn't take 20/20 vision to see that the NBMXA had groomed the track smoother than freshly fallen snow. Rancho seemed to be smiling, it was so clean. On closer inspection it was obvious that more than just a superficial face lift was done. Beginning at the starting-gate area the surface was graded to make things more fair for the outside rider. To keep the riders on their toes the European drop-off following the first turn was built up into a bigger jump.

Dwight Lowell (Team Littlejohn) was one of the first to experience the next change. Going into the second-to-last straight, the NBMXA added three large whoops. Now, Dwight is a good flyer—even our sky-sailing winged and feathered friends respect his abilities—but the whoops were just a wee bit farther apart than Mr. Lowell had



Nomura's Ernie Ballard hits the drop-off out of turn one. Photo by Bob Hadley.

figured. In fact they caused him to rearrange the design of the rear wheel. Later, after numerous short stroker types ate it as well, the general consensus was to remove the third whoop. The last but not the least change was, to put it mildly, monumental. The last jump, just prior to the finish, was changed from a scant four-foot mound to a towering six-foot launch ramp.

Pre-race practice among the pros is something Hadley and I always use as basic criteria for our betting (Oops, the cat's out of the bag. Oh, well, Bob and I never bet very much—you know, something small: a Turbo Carrera, or a 4-bedroom condo in Kauai, nothing too outta range).

But this day was going to be a tough bet. With the conditions of the track, and the changes, it looked like it could be anyone's game. So we felt some individual rider



Luck wasn't with Clint Miller. Photo by Harris

comment would be in order. Stompin' Stu Thomsen was the first guy I cornered. Stuie is rarely complimentary; today was no exception: "It's a freeway—just whoever goes for it." Harry Leary, on the other hand, was more than enthused. His performance all day long showed his positive spirit. Brent Patterson had flown in from his east coast touring especially for this event. Brent commented that the track was, in his estimation, "flawless". Quite a compliment, I must say. Byron Friday was out sporting his newly acquired Scorpion colors. And as we expected, Byron's feelings were very affirmative. He felt that the track had "never looked or ridden so well." Another superstar flying new colors, Bassett Racing colors, more precisely, was Denny Davidow. Denny was out to prove his worth to his new sponsor and this was the place to do

it. Denny boasted, "With the track being as clean and fast as I've ever seen it, I'll give the press guys something to really write about."

Pros-only do not a race make. Mikey King's (Torker) only comment was in the form of an ear-to-ear grin and a quick glimmer in his eye. Ah, what sweet truth comes from the unspoken word. Tom Christopher (Tioga) was, in a word, "stoked", and Kim Johnson (Kuwahara) said softly, in her laid-back way, "It's really nice."

Rancho's temperament can be that of a woman scorned, sending riders sprawling helplessly into open space, throwing racers careening into multi-machine pile-ups and pulling the very ground they ride on from underfoot. Today Rancho was, except for brief interludes of forgiving permissiveness, up to its usual less-than-playful tricks.

Thomsen leads Kosmala, Davidow (Bassett) and Byron Friday (Scorpion) in an early moto.
Photo by Bob Hadley.



Number one Vegas rider Tracer Finn was on hand for CW Racing. Mike Aguirre photo.

What happened in the pro main was typical. The main confrontation was between Harry Leary and Jeff Ruminer. Harry described the action; "I knew I had the holeshot right from the gate! I can usually tell if anyone is next to me on either side. Coming out of the first turn I rolled a pedal. No, not really—my foot was just not positioned right and I had to slack off a split second (to reposition my foot) before I could go. I didn't have the full momentum that I should've had going into the second turn. Just as I was starting to gas it to come out of the berm was when Ruminer bumped me. He didn't hit the berm until the last second, he dove as far inside of me as he could. I'm not saying he never could have made the turn if he hadn't crashed me, I'm saying I think that's the only way he made



Stu Thomsen and Jeff Ruminer—first and second in the pro main. Hadley photo.



Stu takes the cautious approach: One foot down and a finger on the brake. Photo by Bob Hadley

the turn. (Editor's note: That little bump by Ruminer sent Harry flying over the berm.) That move probably cost him the win anyway: the only way you can win at Rancho is ride the berm and keep your speed up. If you square off the turns it slows you down too much."

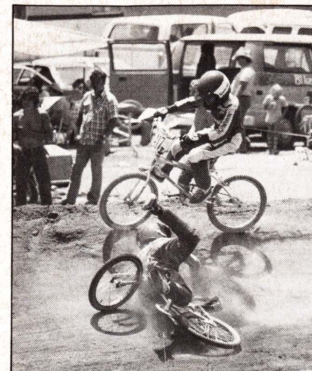
Jeff's move was gutsy for sure, but the lead he had was short lived. Stu Thomsen, seeing his chance, moved in behind Ruminer out of turn two and reeled him in quickly. Coming out of turn three Stu moved to the outside line on the fast right hander and pulled even with his Red Line teammate. Over the whoops they were so close they actually bumped each other in mid-air. Thomsen got the top to the ground first and pulled away for the win. The final results were Thomsen (Red Line), Ruminer (Red Line), Greg Hill (Mongoose), Bobby Woods (Robinson), Perry Kramer (SE Racing) and Scott Clark (Murray). Leary never made it to the finish. He was steaming mad at Ruminer, too (Incidentally, we got that quote from Harry a couple of weeks after the race).

In the amateur classes the Diamond Back team really dominated the action. Eddy King took the fourteen and over open class on his home track, while Pete Loncarevich nabbed the fifteen expert honors. Pete also triumphed in the trophy dash. Even the younger Diamond Back guys were winning. Doug Davis blew away the twelve experts while Mike Horton romped in the eleven expert class. Talk about a team, they've got one.

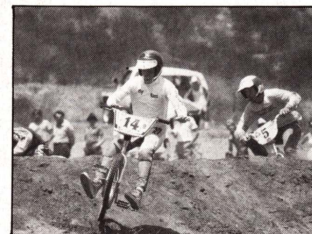
Besides Pete Loncarevich, there were three other riders who doubled. Stu Thomsen took the senior open in addition to his victory in the pro main; Tom Christopher won both the fourteen expert and fourteen and under cruiser classes; and John Johnson ran away with the gold in the thirteen expert class and the eleven to thirteen open.

Lest we forget the girls, we should say that Kim Johnson of Kuwahara dominated the action in the seniors; Sue Gingrich whipped the eleven to thirteen year olds; Lisa Terry blasted the eights and nines; and Jennifer George took the seven and unders.

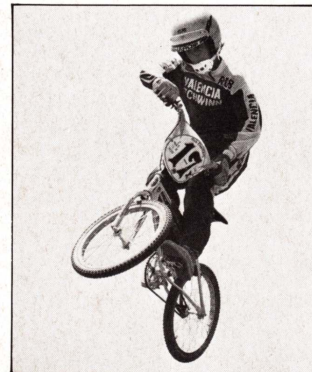
It was indeed a memorable race. Of course, it always is at Rancho. Let's hear it for downhillers!



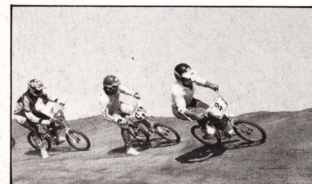
At Rancho you can't relax for even an instant. Photo by Rusty Harris.



When you start to go over the first berm at Rancho you might as well bail. Harris photo.



Twelve expert Rob Eisenberg gets stylish for M.A.'s camera.



Murray's Scott Clark leads Mike Bush (Champion) and recently turned pro, Rod Beckering.

Rancho San Diego Sponsored by Diamond Back August 16, 1981

Trophy Dash Pete Loncarevich

Pro Class

Stu Thomsen
Jeff Ruminer
Greg Hill
Bobby Woods
Perry Kramer
Scott Clark

Senior Open

Stu Thomsen
Harry Leary
Bobby Woods
Scott Clark
Pro Cruiser

Turnell Henry
Rod Beckering
Scott Breithaupt
Tinker Juarez

16 Expert

Dave Marietti
Keith Gaynor
Tracer Finn
Eric Braganza

16 Novice

Bill Knudsen
Alfred Howard
Carey Welch
Steve Dalton

15 Expert

Pete Loncarevich
Tracey Thomas
Mark Bush
Roger Linder

15 Novice

Scott Robinson
Will Layman
Alan Monroe
Darrell Estrada

14 Expert

Tom Christopher
Kelly McDougall
Robert Magaro
Jon Anderson

14 Novice

Rich Selcombe
Chris Harris
Alan Centurion
John Sobenes

13 Expert

John Johnson
Kiyomi Waller
Felix Samano
Bryan Ledford

13 Novice

Terry Collins
Robert DeVerell II
Fred Bautista
Eddie LaCoste

12 Expert

Doug Davis
Brian Gass
Billy Griggs
Todd Henry

12 Novice

Doug Belcher
Kris Hartzler
Mike Williamson
Erick Rohman

11 Expert

Mike Horton
Ronnie Lardzibal
Karim Richardson
Sean Roberts

11 Novice

Steven Russell
Tim Lucas
Jeff R. Smith
Torrey Russell

10 Expert

Kele Rosecrans
Buzz Cote
Darren Dickey
Tim Ellis

10 Novice

Chris Scott
Jack Velasco
Kent Richardson
Danny Tackett

9 Expert

Robert Swick
Danny Ruth
Sam Arellano
Joey Hespelt

9 Novice

David Wirsing
Gregory Zamora
John Matson
Jason Price

8 Expert

Geof Scofield
Spencer Sharp
Jason Christy
Eddie Jesse Olivas

8 Novice

Brian Roach
Chad Dotson
Ray DeVore
Beale Howard

7 Expert

Scott Wilding
Troy Bailey
Richie Sherman
Jesse Cenicerros Jr.

7 Novice

Derek Nicholson
Josh Noack
Brian Bradley
Kevin Moore

6 Expert

Pop Lemmon
Smokey Joe Lara
Roger Moore
Eric Scofield

6 Novice

Joseph Romano
Jason Richardson
Jeff Tilton
Richard Zarzosa

5 Novice

Mike George
Jason Vaughn
Mario Garcia
7 and Under Girls

Jennifer George
Angela Cerone
Lisa Nomura

8-9 Girls

Lisa Terry
Annette Russell
Janell DeRaffaele

11-13 Girls

Sue Gingrich
Glenda Bethel
Robin Inglett
Vicki DeVore

14 Over Girls

Kim Johnson
Jodie Robledo
Valari McKiernan
Margaret Christopher

7 and Under Open

Troy Bailey
Roger Moore
Richie Sherman
Derek Nicholson

8-10 Open

Jeff Bowles
Darren Dickey
Ronnie Rioux
Rex Underwood

11-13 Open

John Johnson
Tony Denham
Kiyomi Waller
Scott Stout

14 and Over Open

Eddie King
Shawn Texas
Lee Medlin
Dave Marietti

14 and Under Cruiser

Tom Christopher
Eric Kocen
Mike Discipulo
Robert Kazahaya

15-26 Cruiser

Andy Patterson
Dwayne Williams
Rick Wilkenson
Constante Manapsal

27 and Over Cruiser

Wade Nomura
Steven Potts
Peter DeRaffaele
George Antill

Junior Sidehack

Mike Hinshaw/Leon Philpot
Mike Ward/Ray Reens
Senior Sidehack

Kirkum/Ridriguez

Croffoot/Croffoot

Van Pelt/MacArthur

Elliott/Cruz

LAST ISSUE, IN PART ONE OF THIS SPECIAL SERIES, WE LEARNED OF RICK'S HIGHLY DEVELOPED BALANCING SKILLS, HIS LUST FOR EXCITEMENT AND HOW HE FINALLY MET UP WITH THE BICYCLE. THE SAGA CONTINUES THIS MONTH AS **BMX PLUS!** EXPLORES

THE ROOTS OF RADICAL RICK!

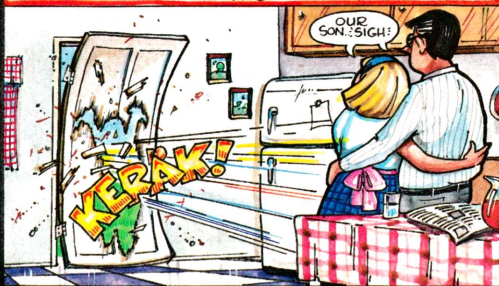
Part 2

ART & STORY BY DAMIAN

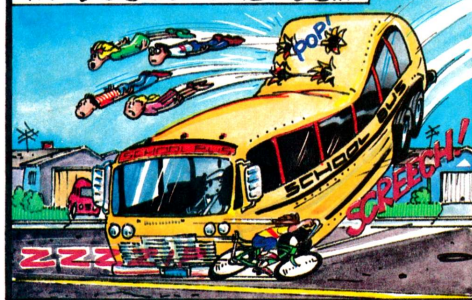
THE YEARS OF RADICAL RICK'S EARLY CHILDHOOD PASSED QUICKLY AND SOON, LIKE ALL YOUNGSTERS, RICK WAS READY TO ATTEND SCHOOL FOR THE FIRST TIME...



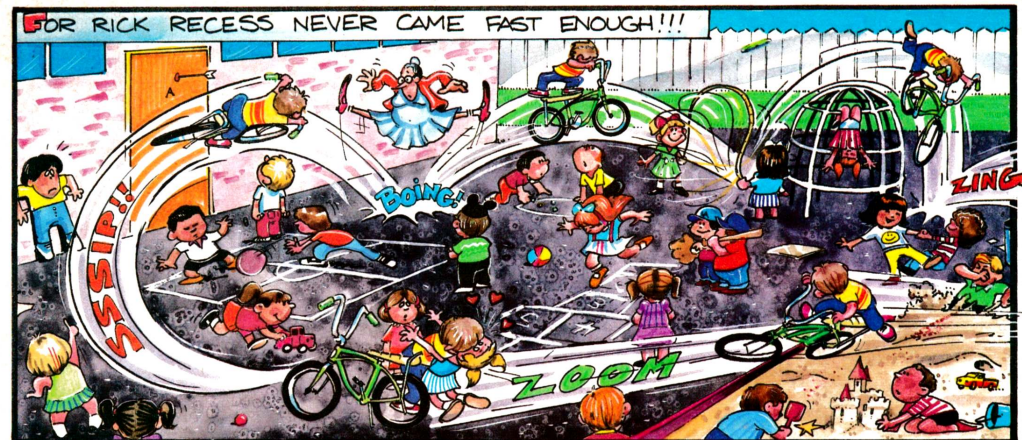
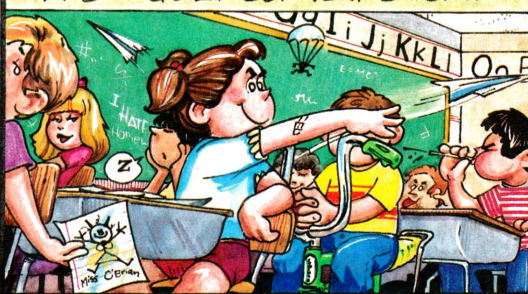
HIS PARENTS KNEW THE ONLY WAY THEY'D GET RICK TO STAY PUT DURING THE LONG SCHOOL DAY WOULD BE TO LET HIM BRING HIS BIKE TO SCHOOL



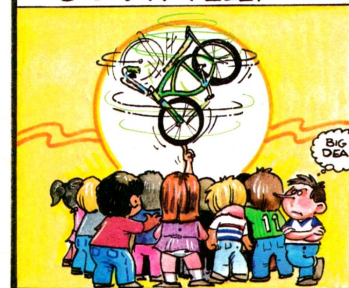
BESIDES, RICK REFUSED TO RIDE THE BUS, HE NEVER GOT INVOLVED IN **VOGUE TRENDS**...



HOWEVER, IN THE CLASSROOM RICK BEHAVED JUST LIKE A NORMAL KID, A BIT QUIET BUT VERY BRIGHT.



RICK WAS IMMEDIATELY ACCEPTED BY HIS CLASSMATES. MOST WANTED TO TAKE HIM HOME FOR **SHOW 'N TELL**.*



AT AN AGE WHEN MOST BOYS SAY THEY **HATE** GIRLS, RICK SAID NOTHING AND THE **GIRLS UNDERSTOOD**.

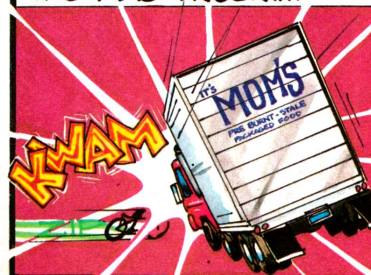


RICK'S FAVORITE SOUND SOON BECAME THE **LAST BELL OF THE DAY!** AND BLASTING OUT OF THE ROOM BECAME AN **UNCONTROLLABLE HABIT**



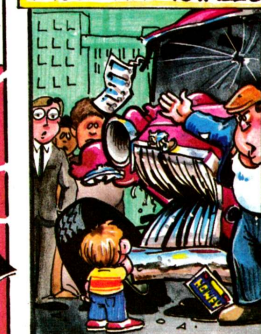
*CHECK OUT **BMX PLUS!** OCT. '80 & **BMX PLUS!** JULY '81

HIS FLASHY BICYCLE RIDING DIDN'T PASS WITHOUT INCIDENT... ONE DAY, WHILE RACING THE BUS BACK FROM SCHOOL, RICK WAS **STRUCK** BY A SPEEDING **MAC TRUCK!**...



*ONE POINTED NOSED KID, MORTON X. MUG, WAS AN EXCEPTION, HE RETURNS IN FUTURE ISSUES.

RICK SURVIVED UNSCRATCHED, BUT UNFORTUNATELY THE TRUCK WAS **TOTALED**.



RATHER THAN TAKING ANOTHER CHANCE, HIS CONCERNED FOLKS BOUGHT SOME **MOTORCYCLE HEAD GEAR**. NO TELLING IF RICK WOULD HAVE BEEN AS LUCKY HAD IT BEEN A **TRAIN**.



DON'T MISS THE NEXT ISSUE!! **RADICAL RICK** DISCOVERS HIS **FORTE**.....

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Jeff Day, 11 Expert



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NBL WAR OF THE STARS

\$3,000 in Howell New Jersey

On Labor day, you're not supposed to work, right? Try telling that to the 550 riders that showed up at the CJ BMX track for Star Wars number 27!

Story and photos by:
Bob Webb



Dave Nettles (61) showed the 16-novices how to take on the whoop-de-doo in truly outrageous form. Brian McInnis (83M) utilized the speed-jump approach. Nettles won.

Why work? Well, that track just wasn't going to make anybody's day easy. It's about 950 feet down the middle, with a "lipped" table top about 20 yards down from the gate, and then it gets really tough! As the good Mr. Thomsen was heard to say, "That's a b-i-i-g lip!" Seems that the track operator, Mr. Ruben, decided to eliminate a "home track" advantage, and made several modifications the week before the National! It worked. Nobody had that track wired, and depending on racing luck, you either made it through the whole thing, or it upped and bit you! And it did bite a lot of riders! In the pro main, the crowd got to enjoy the dulcet tones of Charlie Litsky, and Charlie got to enjoy using several multi-syllabic words all at once, big ones like "Megabuck", "Megapro", and "Stereo SE", the latter courtesy of the Rupe brothers managing to be in the same place at the same time on several occasions. Brent Patterson had the best transfer score to the semis, with three straight firsts in the motos, but the semis took their toll, and on the gate for the main, it was Eric Rupe, Clint Miller, Robby Rupe, Massachusetts native Jim Paiva, Bobby Woods, Mat Harris, Stu and Greg Hill. Stu evidently liked the starting gate a lot, 'cause that's where he got left! Eric Rupe put together a smooth ride to take home the lion's share of the \$3,000 pro purse, followed by Woods, Harris, Miller, Robby Rupe, Paiva, Hill, and eventually, Thomsen.

OTHER CLASSES

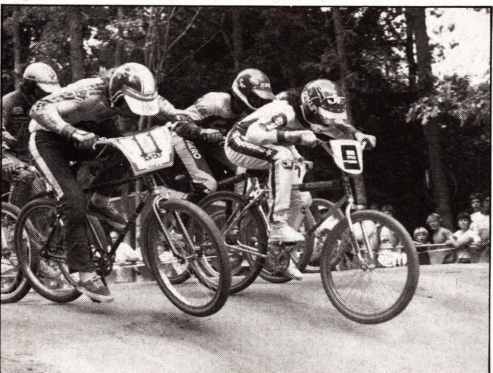
Paul Gossrau made Jag's Rennie Roker happy by doubling again, doing it to the 15 expert, and sweeping the 14 and over open. Eric Rupe proved his dollar victory no fluke by taking the pro trophy for his double. Ten expert Jason Griggs, Hutch's newest team member, did it again in the 8-10 open and his class, again followed home by Jensen in the open. Shelby James did it to the 7 expert and 6-7 open, and Tom Christopher took both 13 expert and the 11-13 open. The new 16 expert on the block, Nelson Chanady, took a wire-to-wire in that class. The pro cruiser class again demonstrated that big bikes are almost (but not quite) as fun as the little ones. The very tall refugee from a basketball court, Roland Veight, took the win, but the dice for second between Brent Patterson and Jamie Burrows was great! Unfortunately for Mr. Burrows, it ended with him exploring the far



Florida's Eric Rupe (2) dominated the pro action for the sixth time this year in the War of the Stars series. Clint Miller (4) finished fourth and Stu Thomsen (49) took eighth.



Vineland, New Jersey's Rich Farside (3) was unbeatable in the fourteen expert class. With the way he's been riding this year, his national number could be a "1" by next January.



Pro cruisers, second moto: Tinker Juarez (9) leads the pack with Bobby Strandberg (11) right beside him.



Derek Stamets (80S) leans into the turn as Eric Flowers (73) dives for the inside line. Stamets finished sixth in the 14 and over main, Eric didn't make the cut. Both had better luck in Lawrenceville the day before. There Eric took fourth in the 14 expert class, Derek took fourth in the open. Photo by Sean Webb.



"B" Pro Keith Townsend (37) leads the way into the first turn, while Dave Wellenc (93) takes the outside line. Photo by Sean Webb.

side of the first turn berm, while Brent motored on around the track for the second place bucks. In the powder-puff classes, Carrie Kerns took the 7 and under, Julie Green swept the 8-9, Paula Drappo did it to the 10-11, and Wendy Edman and Kathy Schachel did it to their classes, 12-13, and 14 and over.

THE OLDER GUYS

The old guys? You mean the ones who lost their hospitalization when their insurers found out how they spend their weekends? Twenty-five and over went to Reid Rowlands, and the really ancient, the 35 and over class, was taken/dominated/outlasted (pick one) by the inexhaustible Herman Frank! It's not that Herman was that fast, it's just that some of those guys are really old! And after making casual acquaintanceships with that dynamite Jersey sand, a lot of them were not going to get out of bed the next morning without rolling out! A tough track, some terrific racing, some FANTASTIC flights off that table top—and the WAR OF THE STARS moves on. . . ★

NBL War of the Stars XXVII Sponsored by: Thruster Howell, New Jersey September 7, 1981

A Pro Money

Eric Rupe
Bob Woods
Mat Harris
Clint Miller
Robby Rupe
Jim Paiva
Greg Hill
Stu Thomsen
B Pro Money
Brent Walk
Steve Malaguti
Mark Flores
Keith Townsend
Pro Trophy
Eric Rupe
Mat Harris
Dave Dechert
Wayne McFarquhar

16 Expert

Nelson Chanady
Sal Echel
Mike Rich
John Kelly
16 Novice
Dave Nettles
Roy Hampton
Tom Bolrassia
Dan Chorest

15 Expert

Paul Gossrau
Brian Patterson
Steve Logare
Wayne Clay

15 Novice

Kevin Olsen
John Loree
Eric Courtmanche
Mark Harpon
14 Expert
Rich Farside
Leroy Clark
Jim Abram
Chuck Sheffield

14 Novice

Mike Bogdan
John Lux
Brett Malone
Scott Silloway
13 Expert

Tom Christopher

Kelly McDougall
David Scruggs
Randy Heenan
13 Novice
David Jackson
Mark Rydrynski
Dennis Brooks
Jason Manowitz

12 Expert

Danny Notte
Fred Hooper
Mike Laroia
Shawn Lardon
12 Novice
Dave Silloway
Joey Jackson
Todd McEnroe
John Lupresti

11 Expert

Frank Chirlo
Paul Scamardi
Marty Yocker
Mike Stinson
11 Novice
Dustin James
Luke Peirson
Tom Webber
Mike Nass
10 Expert
Jason Griggs
Tony Luke
Pete Kreamer
Tom Pisano

10 Novice

Rich Saloomey
Billy Joe Sanbiacom
Adam Flick
Bob Jaworski

9 Expert

Jason Jensen
Debby Sundin
Don Richard
Brandon Zerfoss
9 Novice
Charlie Vohden
Kyle Landon
Eric Carlson
Dennis Dayrit

8 Expert

Jason Theodore
J.J. Banks
Tom Rubel
Mark Bachardy
8 Novice
Mark Weed
Scott Lawrence
Ryan Flick
Shane Ellis

7 Expert

Shelby James
Gino Scamardi
Scott Hartmann
Stoney Greene

7 Novice

Jeff August
Rob Giaretta
Ken Williams
Jeff Baker

6 Expert

Calvin Flowers
Bradd Theodore
Sid Johnson
Durrion Johnson

6 Novice

Todd August
Craig Edsall
Emerson Johnson
Frankie Klockek

14 and Over Open

Paul Gossrau
Vince Asbury
Brian Patterson
Rich Farside

11-13 Open

Tom Christopher
Randy Heenan
David Scruggs
Justin Shepherd

8-10 Open

Jason Griggs
Jason Jensen
Tom Pisano
Kevin Dunn

7 and Under Open

Shelby James
Jamie Spotted Elk
Stoney Greene
Toby Schwette

14 and Over Girls

Kathy Schachel
Tovi Petropolis
Terri Fregoe
Bridgett Bohren

12-13 Girls

Wendy Edman
Debby Sundin
Jennie Zeuner
Cindy Hordentfelder

10-11 Girls

Paula Drappo
Traci Anderson
Tammy Willever
Kim Harrison
Chris Zeuner

8-9 Girls

Julie Green
Bobbie Nicholson
Julee Loree
Lisa Easton

7 and Under Girls

Carrie Kerns
Gennifer Washington
Mary Szuch
Lisa Marie Bennett

Pro Cruiser

Roland Veicht
Brent Patterson
Kevin Ridling
Bobby Strandberg

35 and Over Cruiser

Herman Frank
Roger Nass
Jim Abram

25 and Over Cruiser

Reid Rowlands
Will Green
Mike McLaughlin
Marty McHugh

16 and Over Cruiser

Hank Russ
Bob Litzenberg
Gordon Bantum
Pat Davenport

15 and Under Cruiser

Ross Freedman
Charlie Mulrooney
Ken Aman
Kent Gordy

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A nice guy worries about pile-ups. A Scorpion sportsman is too

busy dusting the competition to care. Sure, you're gonna crash and burn a time or two. You can bet your sweet mama's mercy on it. So you need a machine that'll pick itself up out of the way as fast as you will. And won't cry about a fall by busting a spoke or bending a bar.

Just give it a little thought. There's nothing wrong with being a good sport. But when push comes to shove on that last inside turn, and the checkered flag's waving at the meanest man, you've got to ask yourself, should I be riding a Scorpion?

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REAR HUB: Coaster brake/36 hole.
TIRES: Knobby 20x2.125 Black.
CRANK: Ashtabula "Black Magic" heat treated.
HANDLEBAR: Scorpion "V" style/ flamboyant color coat.
SADDLE: Racing style/Black.
BRAKES: Coaster brake/Shimano.
GRIPS: Ornate "Winner's Circle" color-coordinated racing style.
FINISH: Electrostatically applied epoxy powder fused at 410°F.

FRAME: PyroFused™ lugged, lightweight Mangaloy steel frame manufactured by Scorpion.
FORK: Tange TX-1200W tubular.
RIMS: Alloy with brushed aluminum sides.
FRONT HUB: Anodized alloy hub/large flange/36 hole.
REAR HUB: Anodized alloy Freewheel/large flange/36 hole.
TIRES: MX 20x2.125-front/20x1.75-rear.
CRANK: Ashtabula "Black Magic" heat treated.
HANDLEBAR: Scorpion "V" style/ flamboyant color coat.
SADDLE: Racing style/color-coordinated.
BRAKES: Dia Compe anodized alloy sidepull.
PADS/GRIPS: Color-coordinated.
FINISH: Electrostatically applied epoxy powder fused at 410°F.

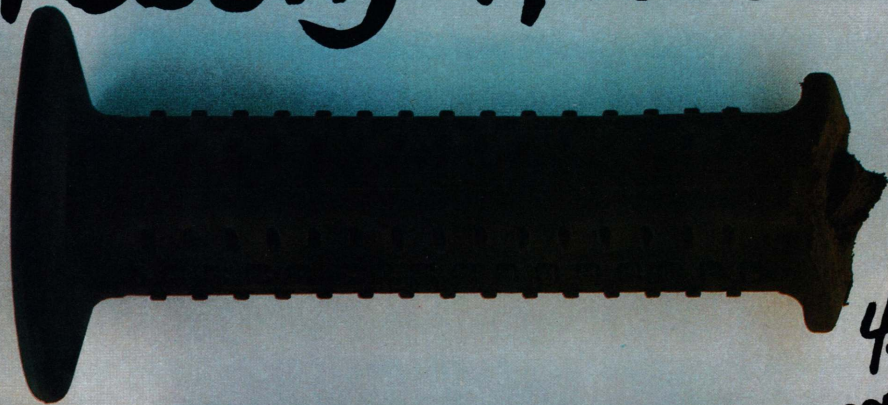
FRAME: PyroFused™ lugged, lightweight Mangaloy steel frame manufactured by Scorpion.
FORK: Tange TX-500 Chromoly tubular.
WHEELS: Injection molded Zytel® nylon.
TIRES: MX 20x2.125-front/20x1.75-rear.
CRANK: Ashtabula "Black Magic" heat treated.
HANDLEBAR: Scorpion "V" style/ flamboyant color coat.
SADDLE: Racing style/color-coordinated.
BRAKES: Coaster brake.
PADS/GRIPS: Color-coordinated.
FINISH: Electrostatically applied epoxy powder fused at 410°F.

FRAME: PyroFused™ lugged, lightweight Mangaloy steel frame manufactured by Scorpion.
FORK: Tange TX-500 Chromoly tubular.
RIMS: Alloy with brushed aluminum sides.
FRONT HUB: Anodized alloy hub/large flange/36 hole.
REAR HUB: Anodized alloy Freewheel/large flange/36 hole.
TIRES: Competition II Skinside 20x2.125-front/20x1.75-rear.
CRANK: Takagi alloy cotterless/racing style.
HANDLEBAR: Scorpion aluminum alloy "V" style/flamboyant color coat.
BRAKES: Dia Compe anodized alloy sidepull.
PADS/GRIPS: Color-coordinated racing style.
STEM: Alloy double clamp.
FINISH: Electrostatically applied epoxy powder fused at 410°F.

AVAILABLE IN TWO SPEED MODEL
FEATURING SUN TOUR HOLE SHOT
DERAILLEUR SYSTEM.

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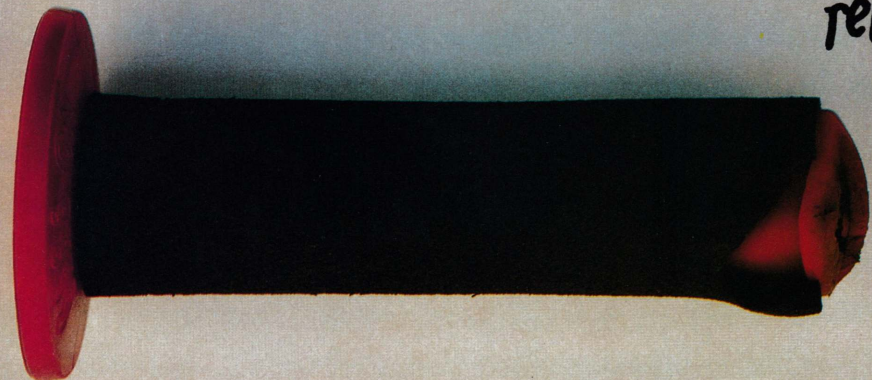
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4.50*
to
replace



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keep your head together

Grant
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BICYCLE MOTOCROSS HELMETS



BLACK ON
YELLOW

YELLOW ON
BLUE

WHITE ON
RED

RED ON WHITE

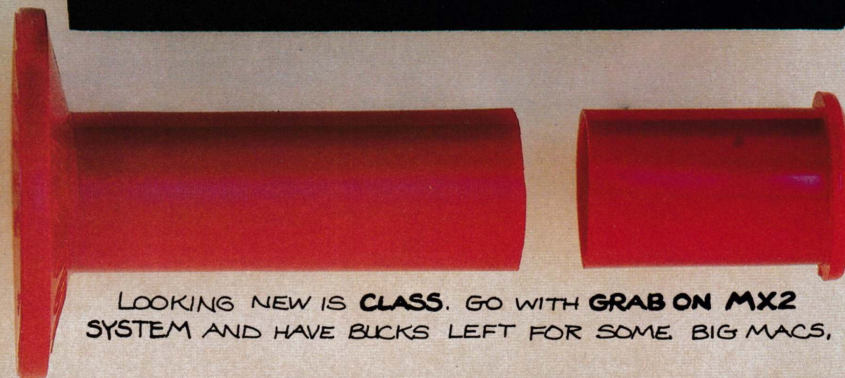
Protection—styling—comfort. That's Grant BMX protective helmets, with built-in quality construction throughout. Lab tests show Grant BMX helmets are more effective against shock attenuation compared to more expensive brands. Super-tough, lightweight polycarbonate shell • head-hugging protective liner • polyfoam padding covered with nylon lining • cushioned crown piece • trick styled • four attractive color combinations. When you want to keep your head together, rely on Grant.



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Skyway's new Pro Model Tuff Pads are made of the same material as the original Tuff Pads that work so well on both nylon and alloy rims. With self-centering mounting hardware, anodized backing plates and a design that channels water and grit away from the braking surface Pro Model Tuff Pads allow for more responsive braking.

They're available as complete assemblies, or pads only, in red, blue, yellow and black. Also available are hardware kits, including anodized backing plates in red, blue, yellow, black and silver.

BMX RACING FEVER is written for beginning and intermediate racers that want to be experts. Written in BMX language, it combines words, pictures and recorded cassette to give you the information you want most about BMX racing:

- How to get started as a racer.
- What features to look for in a good racing bike.
- How to keep your bike in top racing shape.
- How to prepare for a standard, pre-race safety inspection.
- How to use expert racing techniques and come out ahead at the finish line.
- Who the leading national BMX sanctioning organizations are and what services they provide.

This new book is distributed exclusively by Skyway.

TUFF PEDAL

The new Tuff Pedal, available in red, blue and gold, features an ultra lite graphite reinforced body, super tough heat treated chrome-moly spindle, and maximum grip cage angle and tooth design. Replaceable cages are also available in the same colors.

TUFF WHEEL "16"

This mini TUFF WHEEL offers the same rugged dependability as TUFF WHEEL I's & II's. TUFF WHEEL "16" is ideal for pit bikes and young beginners!

Available in red, blue, yellow and black, with 3/8" heavy duty front axle and Bendix coaster brake.

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| 11 Years | Cruiser |
| 12 Years | 15 & Under |
| 13 Years | 16 & Over |
| 14 Years | 25 & Over |
| 15 Years | 35 & Over |
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In applying to enter any or all of the above mentioned races, I the racer and I/we the parent/guardian hereby waive and release all rights and claims for damage which I/we may have against you arising from conditions related to use of the track or track area or as a result thereof. Each of the undersigned expressly agree that the foregoing release waiver holds harmless and indemnifies ROKER ENTERPRISES, its directors and officials, owners, possessors and operators of ROKER ENTERPRISES, its operators and employees.

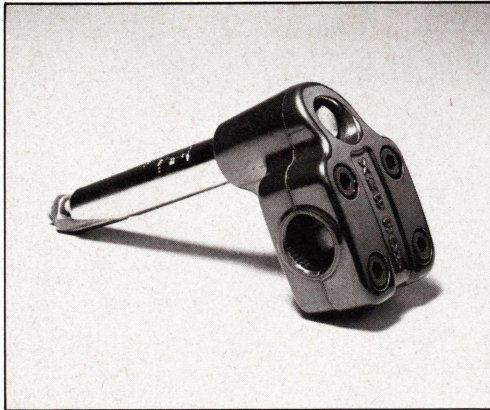
Parent/Guardian _____

Riders Signature _____

Mail Entries to: JAG BMX, 31368 Via Colinas, Suite 108
Westlake Village, Calif. 91361

For more information call (213) 707-0422

Products



ACS STEM FOR BMX

The new ACS Stoker Stem features reinforced vital stress points and recessed high-tension steel nuts. The inner clamp surface is knurled to help prevent handlebar slippage. Smooth lines and no sharp edges make the stem safer than most others on the market. Available in red, gold, silver, or blue. Contact your dealer or write to:

American Cycle System
1449 Industrial Park St.
Covina, California 91722

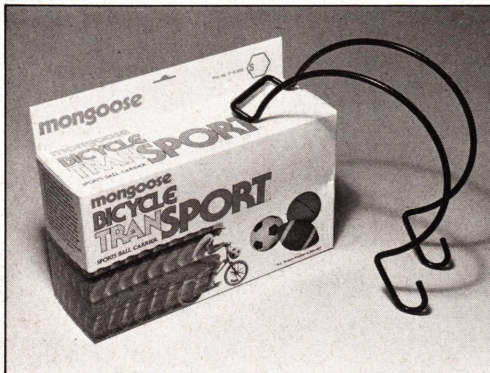


ALLOY POST AND CLAMP FOR BLITZ

Just as we were telling everyone that good replacement seat posts for the Cycle Pro Blitz were nonexistent (see BMX Plus — October 1981) the guys at Cycle Pro were in the process of getting a top quality seat post and seat clamp made. The post is a fluted alloy type, anodized in your favorite color. The seat clamp is extruded aluminum and is color matched with the post.

Available at your Cycle Pro dealer or contact:

West Coast Cycle
8631 Hayden Place
Culver City, California 90230



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A safe and convenient carrier designed especially for the bicycle riding sports enthusiast, the Transport Sports Ball Carrier allows you to maintain two hand steering control and handbrake operation. This versatile carrier works equally well on any size or style bicycle and doubles as an easy-tote carrier and hanger. A unique accessory for every bicycle owner and a practical gift idea for every Soccer, football, and basketball player.

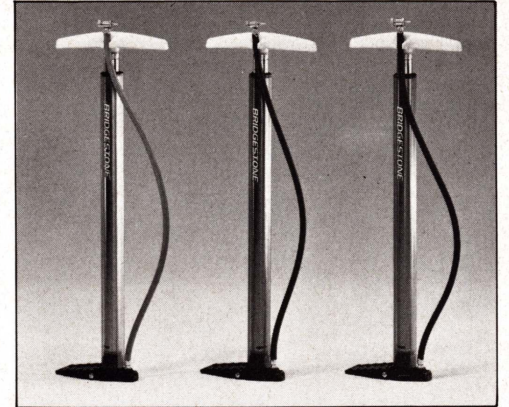
For more information contact:

BMX Products
9621 Irondale Avenue
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The Bridgestone Easy-Pump offers effortless high-pressure capabilities in a compact unit. Weighing only 3 1/4 pounds, the Easy-Pump features a durable one-piece molded handle, folding foot rest and built-in valve extractor tool. With a standard tire valve coupling, the Easy-Pump has auto and home applications as well. The design is patented by Bridgestone. Easy-Pump is available in blue, gold, and green with color coordinated body and hose. For more information, contact:

Bridgestone Bicycles, USA, Inc.
19140 Van Ness
Torrance, California 90501

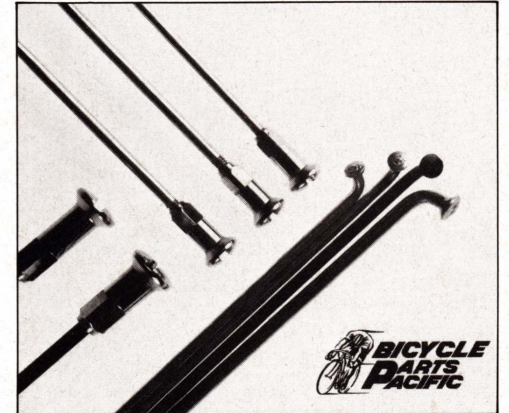


DT BMX SPOKES

DT BMX spokes are manufactured by United Wire Works of Switzerland. They are of the same high quality as DT spokes for ten-speed wheels, which have become famous for their durability and strength. DT spokes are now available for BMXers in three types: stainless steel, black enamelled, and zinc (galvanized). They soon will be available also in. Also available, alloy nipples.

Available at BMX pro shops or contact:

Bicycle Parts Pacific
5841 Mission Gorge Road
San Diego, California 92120

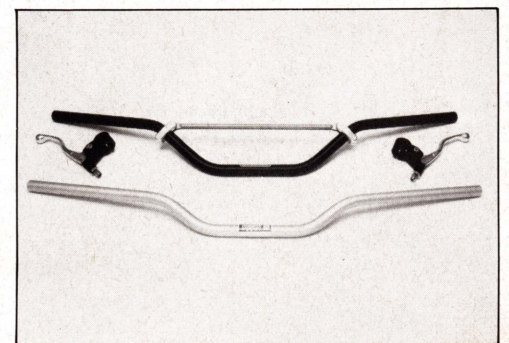


MAGURA FOR CRUISERS

Magura trials handlebars, trimmed in width, have proven ideal for mountain cruisers. They are extremely strong and durable. The silver trials bar is made from 3 mm drawn aluminum alloy, and features an internal reinforcement sleeve. The black trials bar with clamp on reinforcement is very lightweight. Right and left brake handles feature forged alloy "shorty" levers each.

For more information contact:

Jevelot
Box 349
La Honda, California 94020



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This lightweight baby (680 grams fr. and 460 grams r.) will take all the punishment you can dish out, the all new nylon cord increases side wall strength while decreasing energy loss and maintaining acceleration.

3. Special Rubber Compound

Long life and handling comes naturally to the COMPETITION II. The special rubber compound creates higher flexibility and greater hardness which increases cornering efficiency and provides better traction on the straights. No problem with chipping and less abrasion means more riding time for your money.

Available in 20" x 2.125" for the front and 20" x 1.75" for the rear. The coordination colors are black, blue, red and yellow.

Whether it's time for new skins or not, shoot on over to your nearest BMX pro shop today for a new pair of COMPETITION II's.



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Another fine product from **TIOGA** Cycling

PRO-NECK SERVES CAM... THE PLATE OF CHAMPIONS!



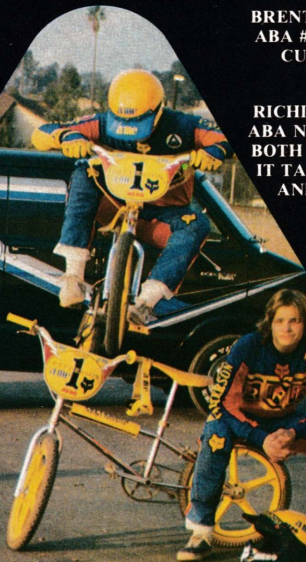
Aerodynamically designed, Cam is a three dimensional molded number plate that comes in all the popular racing color combinations. Fastener eyelets are on the

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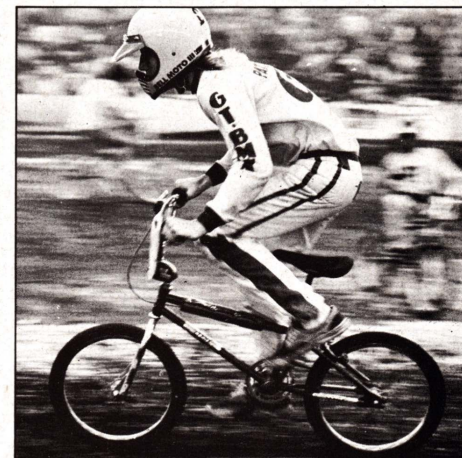
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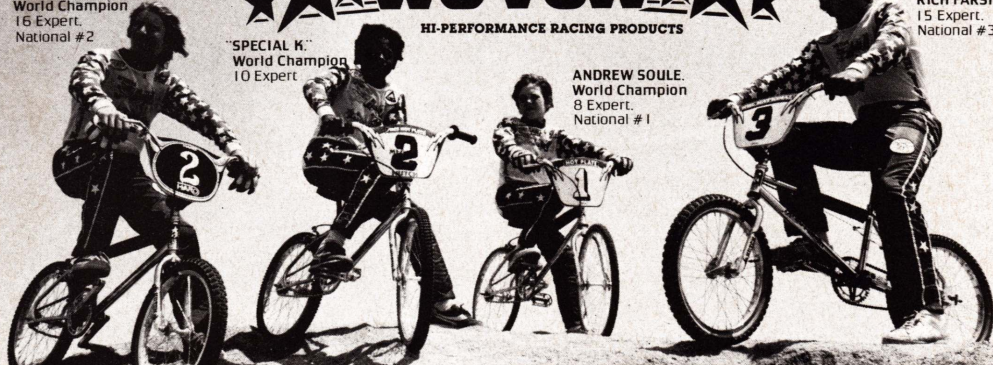
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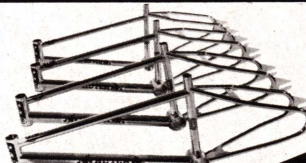
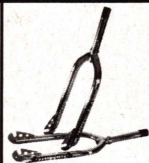


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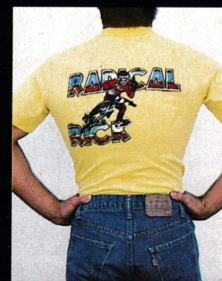


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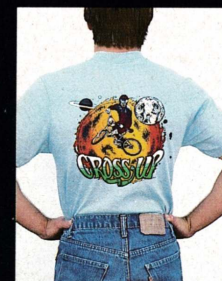
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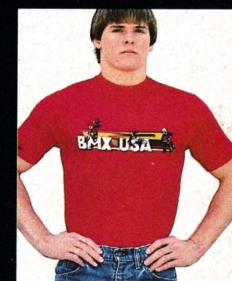
GET AIR



RADICAL RICK

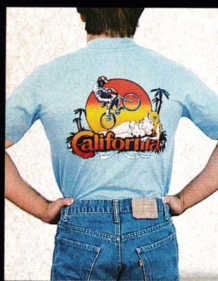


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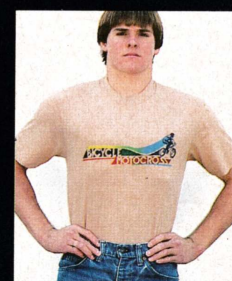
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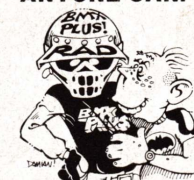
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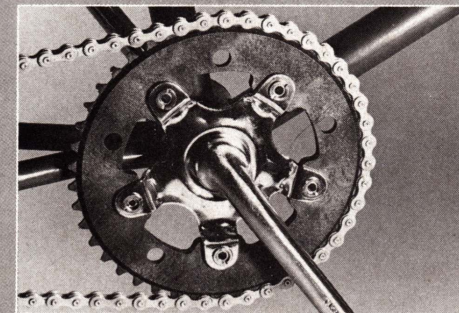
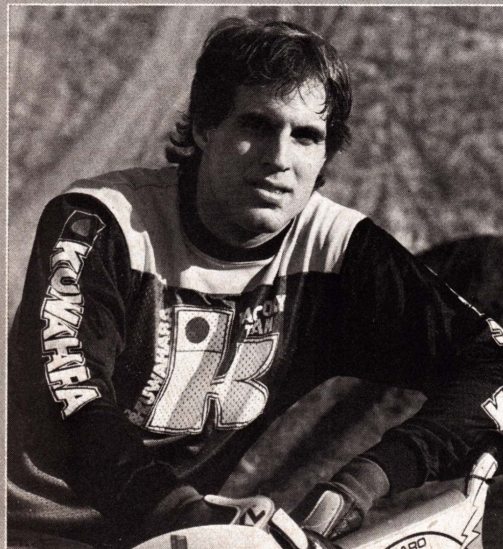
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Checkpoint

Over 600,000 people got a chance to see what BMX is all about at the Thruster/ABA Ohio State Fair National. In addition to the usual riders and parents in attendance, visitors to the fair were allowed free access to see the race from the grandstands. Ohio Governor James A. Rhodes also came out to watch and even gave a short speech before the mains. The Governor was impressed, and it's no wonder, it was some of the best racing all year.

After getting his first loss of the year, Andrew Soule bounced back this day to take top honors. Soule, who had lost to Geoff Scofield in Waterford, Michigan, was out for revenge, but Scofield was absent. Soule still had to prove himself and he did, taking top honors in the 8 expert class, followed by Brian Street for second, with Brent Frankenhoff third.

JMC's little dynamo, Jason Wharton, is still on the hunt for the number one national plate. Wharton, who was sitting number one a month ago, has dropped down a couple of notches, basically due to the fact of rider count. Wharton has probably been the most consistent rider on the track this year, but as you get into the older age groups such as the 16 expert, there are more riders, and consequently more points for a high finish, and Wharton is feeling the price of that. Today was just like any other national for Wharton: A first. RRS's James Smith, who had been following the circuit earlier this year, stepped up in age group and now was competing in the 9 expert class. This day he finished behind Wharton. Third went to Kevin Keller of California.

Kuwahara's Troy Raatz and Torker's Jason Jensen went at it together again. Anytime you put these two on the same track you can expect a good fight, and that's exactly what happened. The two went at each other like cats and dogs, but it was Raatz who pulled it out and took the win. Jensen took second and Prestis, third.

In the A Pro Money, it was Skyway's Rob Robison pulling things out. Maurice Matthews out of Maryland had things going his way. Matthews got back going but it was too late, Robison crossed the line for first, with Roger Hertzberger second, Maurice Matthews third, and Chris Raudman fourth.

In the AA Pro Trophy Class, it was The Man, Mr. Stu Thomsen,

Red Line, taking top honors. When you put together Thomsen, Mat Harris, Jim Paiva, Jamie Burrows, Bart McDaniels, and Harry Leary, you can expect a battle. A battle of which I didn't think Thomsen would be the over-all winner—this was not exactly Thomsen's style of track. Granted, it did have a long straightaway, but I thought with the tight turns, Thomsen would get into trouble. Thomsen proved me wrong. Thomsen made sure he was number one going into turn one, and that's all the room he needed—from there on it was history. Kuwahara's Mat Harris followed in for second, and Jim Paiva, third.

When you think of the 14 expert class you automatically think of Richie Anderson, but today was different. Oh, Anderson was there and he was going fast, and when it came to his semi, Richie had it going away. But, over the last jump, Anderson looped it. The result: no qualifying. It had to be the first time I've ever seen Anderson fall or even not qualify for that matter. In the main there was still thrill and excitement, for this time it was Jeff Nielsen out of Iowa who took top honors. Jim Price out of Michigan followed in for second, with Buddy Johnson out of Virginia, third. With Richie not qualifying for 14 expert his hopes for ever taking the national number one plate for 1981 pretty much disappeared.

As the 15 experts lined up on the gate, I thought for sure this would be one of the most exciting races of the day, due to the fact that Diamond Back's Peter Loncarevich was pitted against Hutch's Rich Farside. These two, when on the track at the same time, are bitter enemies. In the last few nationals Farside had been hot; he couldn't seem to do anything wrong. However, today Loncarevich had different ideas for the outcome of this finish. Loncarevich shot out of the gate with the holeshot while Rich was still balancing on his pedals. He couldn't get out for anything. He slipped a pedal, and by the time he got going, he was almost dead last. But Loncarevich wasn't even concerned—the only thing he was worried about, was getting across the finish line first, and that's exactly what he did. Paul Gossrau of Missouri followed in for second with Roger Linder of California following in for third. Farside, well, he could do no better than a disappointing sixth.

Sixteen experts Don Johle, Mike Poulson, Brian Patterson, John

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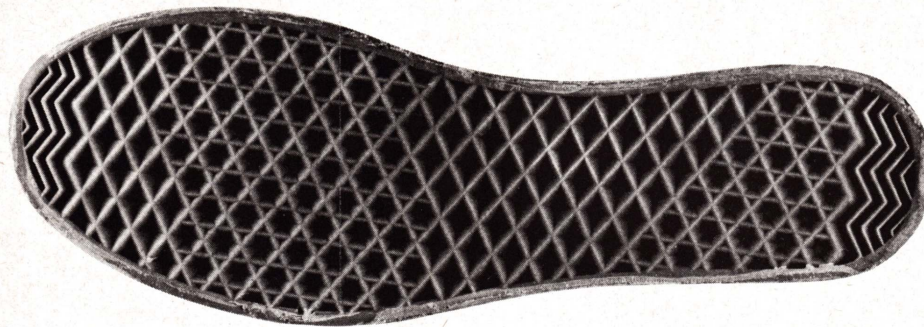
by Lance Bryson

Baker, John Piant, Eric Lutz, Andy Patterson, and Eddy King all stood tall on the line, ready for the main. With the ABA national series starting to dwindle down to an end, every point counts—every win, every second place—anything to get points counts, and in this class a half an inch counts. As the gate dropped, it was Poulson jumping out in front, followed by John Piant and Brian Patterson with the rest of the group all piling into turn one. Poulson came out first, with Piant second, and Brian Patterson third. Andy Patterson, Eddy King, Don Johle, and Eric Lutz all got cluttered up in turn one together, with handle bars and metal clanging. After the dust cleared it was Poulson who had taken the top honors for Schwinn. DG's Piant finished second with Patterson Racing's Brian Patterson third; Andy Patterson fourth; and Eric Lutz fifth.

The Thruster Ohio State Fair National was coming to an end. The last race of the day was on the gate—the AA Pro Money. This was the big one, a \$1000 pro purse. Brent Patterson, Patterson Racing; Tommy Brackens, Powerlite; Harry Leary, Diamond Back; Jamie Burrows, MCS; Stu Thomsen, Red Line; Kevin McNeal, Pro Neck: they were the ones ready to go. As the gate dropped, it looked like Patterson had the holeshot, but it was Thomsen, on the outside, who got the jump going into turn one. It was a repeat of the AA Pro Trophy. Thomsen nailed it and had the pedal to the metal. Patterson following in second, McNeal in third, fighting desperately for every inch he could get. Thomsen went into the last turn with his usual calm; everything was no problem. Then it was a sprint to the finish. Thomsen was first, Brent Patterson followed in for second, with McNeal, desperately trying to overtake Patterson, but failing, in third. Fourth went to Harry Leary.

The day had ended with a little over 800,000 non-related BMX spectators viewing what BMX was all about. We would like to thank you Thruster for making it all possible. We'd also like to thank the Fair Committee, which was backing this whole BMX program 100%. We'd also like to thank the parents and riders who came out and participated for giving those non-BMX people a show that they won't soon forget. Maybe it will get them interested in BMX.

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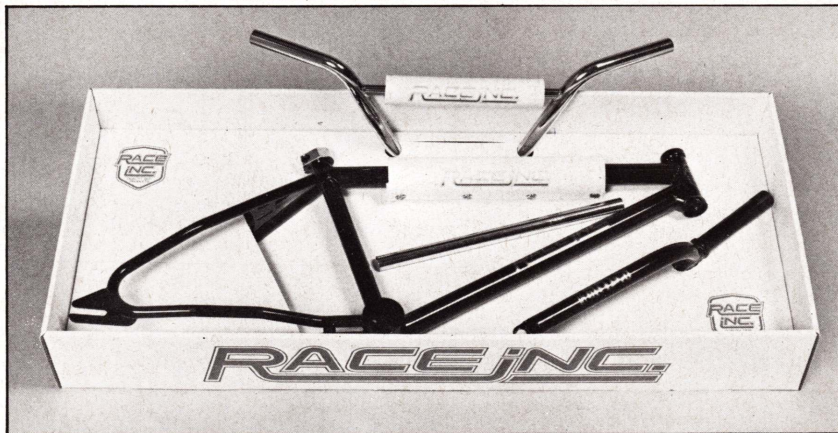
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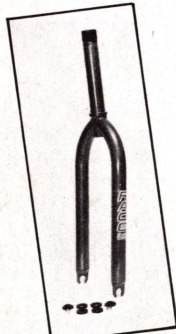
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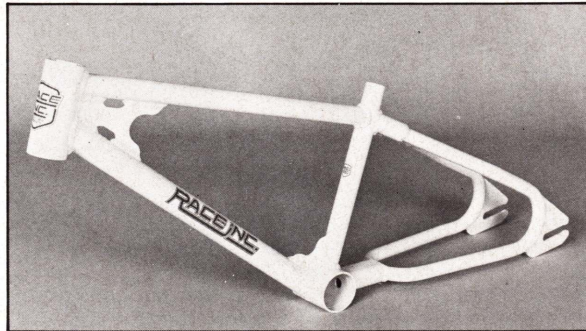
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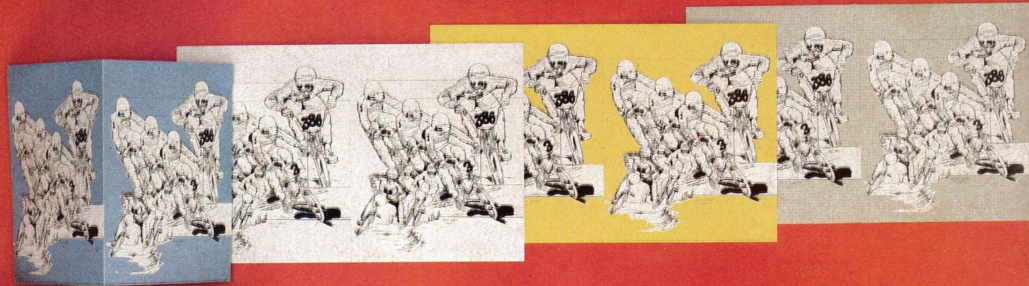
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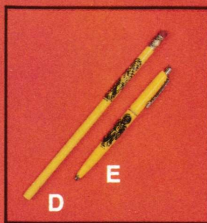
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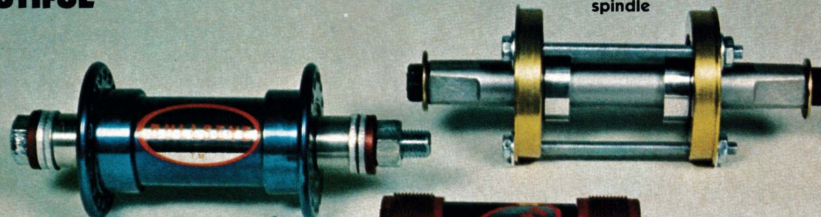
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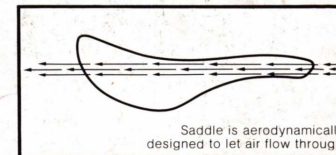
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