

BMX BREAK-
DANCE Page 22

THE NUMBER ONE BMX MAGAZINE!

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SEPTEMBER 1984

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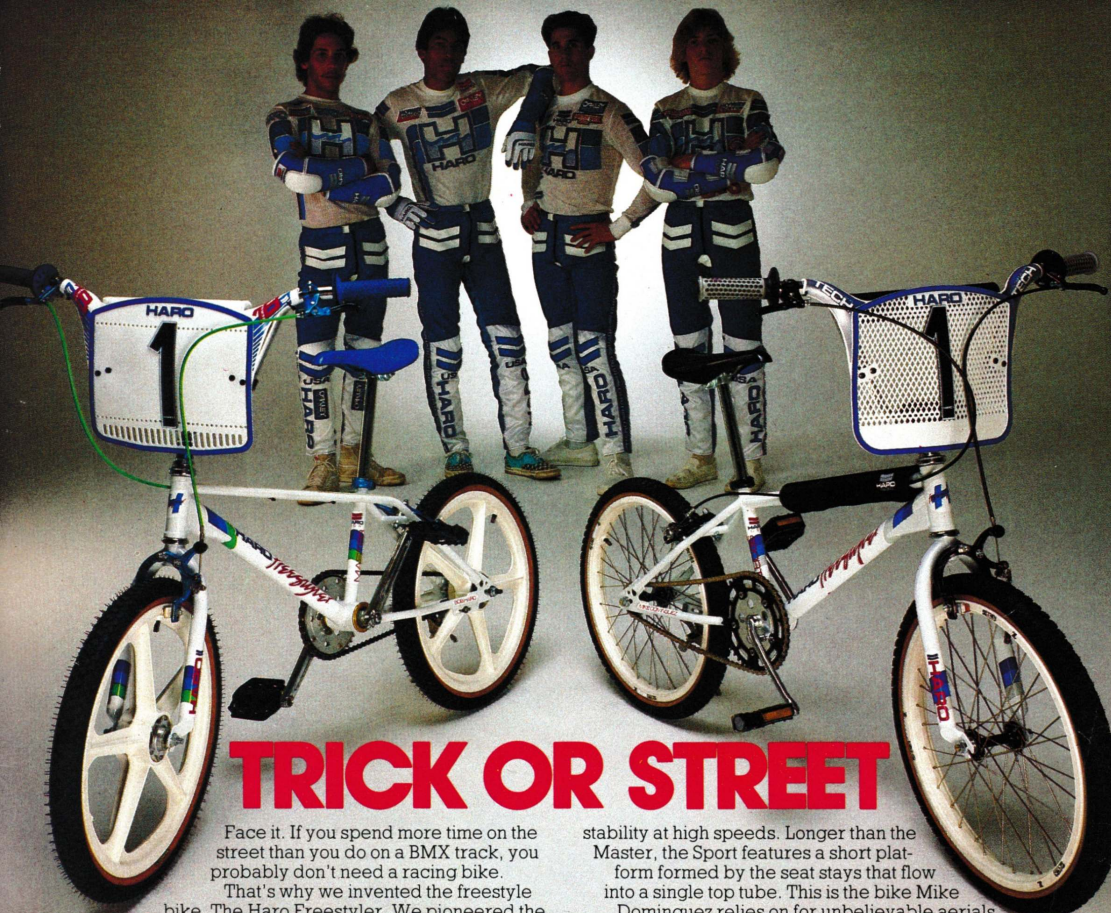
HOW TO BECOME A WINNER:
HOT SCOOP FROM ERIC RUPE!

NEWS FLASH:
RICHE ANDERSON
QUITS TEAM
PATTERSON!

USPS 485-510



BMX PLUS!



TRICK OR STREET

Face it. If you spend more time on the street than you do on a BMX track, you probably don't need a racing bike.

That's why we invented the freestyle bike. The Haro Freestyler. We pioneered the development of features like heavy duty dropouts, built in coaster brake brackets, anti-slip axle slots, precision machined head tubes, chromoly downtube gussets and a unique freestyle geometry.

And now there are two Haro Freestylers to choose from. The Master, and the Sport.

The MASTER—Bob Haro's choice for quick, precise moves. It features twin top tubes, a larger downtube and bold new graphics on either chrome or white finish. The Master is the result of over two years of proven freestyle performance. It will soon be available as a frameset or complete bike with components like white Skyway Tuff wheels, genuine Oakley grips, Dia Compe brakes, Sugino 3 piece cranks and more.

The SPORT—The newest Freestyler. Designed for better tracking and

stability at high speeds. Longer than the Master, the Sport features a short platform formed by the seat stays that flow into a single top tube. This is the bike Mike Dominguez relies on for unbelievable aerials and vertically oriented trick riding.

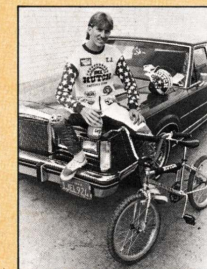
The Sport is also available as a frameset or complete bike in white only. Components include white ACS Z rims, one piece Sugino cranks and Dia Compe brakes.

Both Haro Freestylers feature the quality and attention to detail you've come to expect from Haro. Remember, when it comes to freestyle, one name stands out. Haro. Trust us. We invented freestyle BMX.

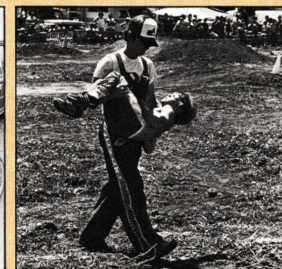


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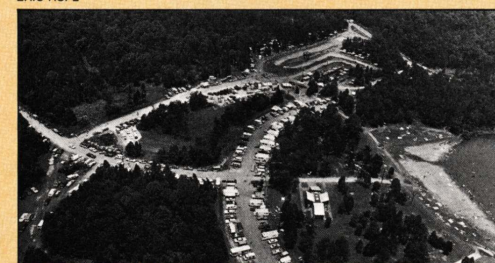
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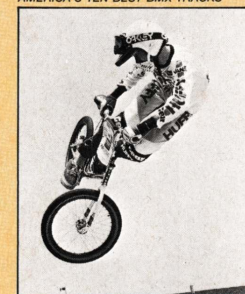
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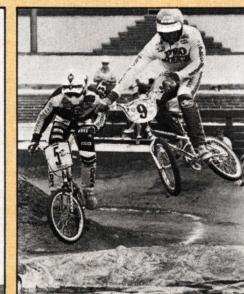
ERIC RUPE



AMERICA'S TEN BEST BMX TRACKS



RAD GALLERY



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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

BMX PLUS! Magazine (USPS 495-510) (Sept. '84) is published monthly by Daisy/Hi-Torque Publishing Co., Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$14.98 for 12 issues (one year). Canadian orders add \$4.00 U.S. per year additional postage and handling. All other foreign add \$5.00 U.S. per year. Copyright © 1984 by Daisy/Hi-Torque Publishing Co., Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a self-addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. BMX PLUS! Magazine, Post Office Box 9502, Mission Hills, California 91345.

ON THE COVER:—Brent Patterson shoots the trees at Tree View, one of the Patterson brothers' secret riding areas in Northern California. Inset: Timmy Judge goes flat-out at Jimmy Weinert's Valley Teen Center track in Van Nuys. Photos by John Ker with assistance from Radical Rick and MX Mug. Design by Dennis West. Color separations by Valley film.

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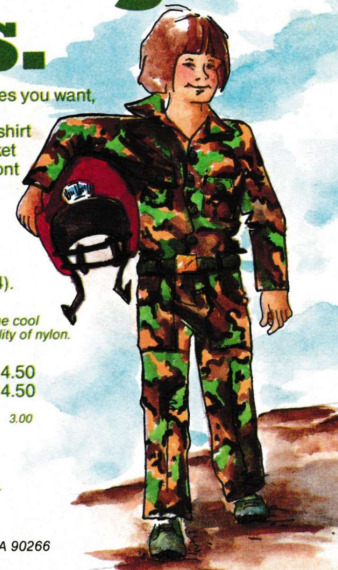
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MACH I It started a short time ago, when there became a need for a lower priced competitive race bike. The bike builders were in turmoil. "We can't build a bike for that price. But we can," said GT.TM

The answer came quick to the competition... overseas! Off they ran, scurrying across small over-populated countries searching for a bike. They all were in agreement, "We'll have the bike built over there, have it shipped over here and put our name on it!"

While they were in search of an inexpensive race bike over there, GT, was over here building it. The new **MACH I**: "How can they do that?" asked the competition. It's easy, they're "GT," they have to.

The **MACH I** features the American materials and detailed construction that is GT. "And if you would like to argue quality, don't waste your breath, **MACH I** is faster than words. The frame and fork are all 100%, air-craft quality, chromoly tubing. Add to that, GT's winning geometry and the absolute finest components around and you've got a bike ready to travel the speed of sound.

At GT, our proudest feature is "MADE IN AMERICA." For the **MACH I**, we wouldn't settle for anything less.

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RACING TIPS



Harry tortures Eddie with his trackside Groucho imitations.

Top Pros will tell you their secret to BMX racing is no secret at all. It's power to weight. They'll tell you that the more powerful you are and the lighter weight your equipment, the faster and radder you'll be. How can you get down to fighting weight? Read on...

Out on the track every ounce counts so everything you wear on your body or bolt on your bike must be both light-weight AND durable. Any fool knows that BMX is tough stuff so the best in BMX equipment lives life on the fine line between max performance and minimum weight.

Take safety pads, for example. It's a rule that every racer has to run them, no "ifs," "ands" or "buts." And, believe it or not, the Pros say they can actually tell the men from the boys, the Pros from the Ams by simply looking at the pads on his bike!

SOME BMX HISTORY

Way back in the days of the neanderthal daze of rules. You just knew you went along back then. You went through a typhoon your bike of 40 pounds and roll. To be to be crazy bucket of any Sund crews of BMXers. You notice more and more up to do battle in elbow time they're finding out what the trespassing have known all along—no-holds-bar. Back then, getting beef jerky is not fun. Always member that just because you're the best awesome BMXer at your school you don't have to look the part. Beef jerky elbows went out a long time ago, along with neanderthal BMX... So when tomorrow's stars go riding today, they wouldn't dream of gettin' rad without a pad!

So what is the current rage in pads among the Pros? Johar's California Lites. And not just because they come in every team color, size and style but because they offer max protection and performance at a minimum weight. A full-on set of three pads only weighs three (count 'em, 3) ounces! California Lites are so light you'll never know they're on your bike. Until you crash, that is.

We asked Diamond Back's Dynamic Duo Harry Leary and Eddie King just exactly what it was that they liked best about their Johar California Lites. Leary: "Hey, this might sound kinda corny but, just like a good friend, Lites are there when you need 'em." Then Eddie piped in, "But just like a friendly ghost you never know they're there!"

FREESTYLE SURVIVAL TIPS

Let's get one thing straight—when it comes to freestyle BMX, Mike Buff is one of the best in the west. Riding shotgun on BMXA's mighty Trick Team, Buff has put in some pretty heavy miles both in the saddle and on the road touring over the past couple of years. So you know that when Mrs. Buff's favorite son goes shopping for bikes and gear to take on the road, only the very best will do.



Orbiting Mike Buff prepares for re-entry.

The last thing Mike needs when he's towering 10 feet above BMXA's massive half pipe is to worry about his equipment. And Buff's choice of freestyle gear must survive the whole tour. Not half of the tour. Not ¾ of the tour. The WHOLE tour.

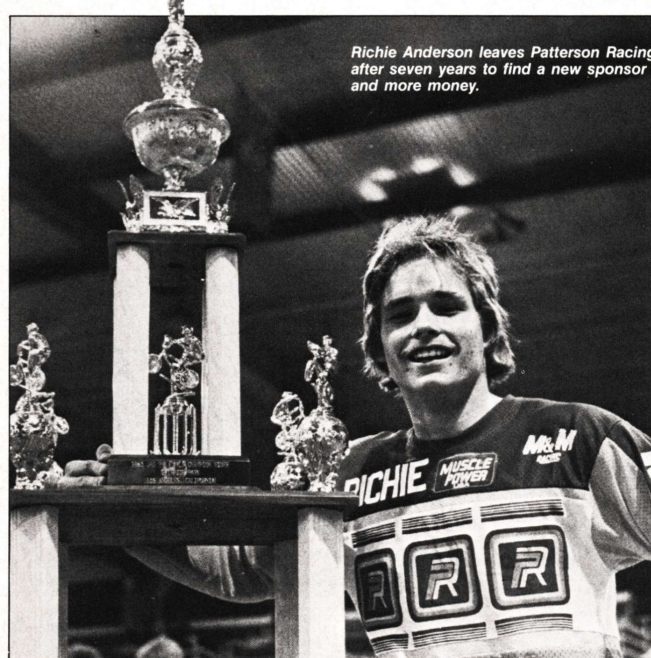
Another important factor is that Mike Buff must survive the WHOLE tour so no matter how insane he gets on his bike, he plays it safe with California Lite pads. You've got to admit that you're fully freestylin', turning your body which way but loose, you're knockin' your knee here, hittin' there. We're talking hardened steel against soft body tissue. Do you think is going to win? Buff says. That's why he equips his freestyler with a flashy set of California Lites.

SAFE AND INSANE

As you know, today things are a little different. Don't worry, though, BMX isn't mellowing with age. In fact if you check out this mag every month you KNOW things are radder then ever. BMXers are pulling off moves that the pioneers only dreamed of. But you know what? BMX today is safer than it ever was.

But how can everybody be getting radder than and less guys are getting hurt, you ask? Simple. All the new space age safety equipment for bike and bod. Everybody who's anybody is wearing it. Now we don't know about you guys but the Pros have always told us that they can actually go faster and get more radical when they're dressed head to toe in safety gear. ■

INSIDE SCOOP



Richie Anderson leaves Patterson Racing after seven years to find a new sponsor and more money.

RICHIE ANDERSON LEAVES PATTERSON

□ **Richie Anderson**, widely considered the greatest rider in amateur BMX history, has quit the **Patterson Racing Team**. Richie, who is the current and twice-consecutive Jag World Champion, and the only rider ever to earn two National Number One Amateur titles in the ABA, had ridden for the Patterson team since 1977. Now 17, Richie has been rumored to be the highest paid amateur in BMX, earning an estimated \$20,000 a year or more (Richie has refused to reveal the exact amount) from his numerous sponsors and co-sponsors. Richie says that the reason he is leaving Patterson is to "find a better deal." His Patterson sponsorship, though probably the longest-running non-familial sponsorship in BMX history, was rumored to be among the less lucrative ones in the current big-bucks world of amateur racing. Richie denied any suggestion that he might be leaving due to problems with the Pattersons. Said Richie, "Vance is like a father to me."

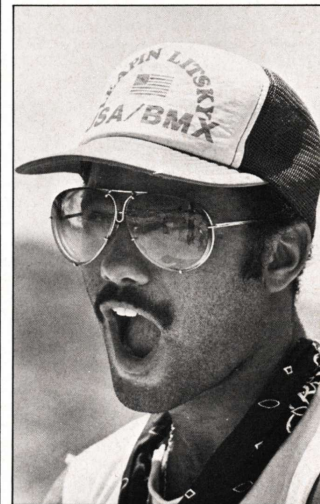
Who will Richie be riding for in the future? Richie says he doesn't know yet, but he mentioned that he would be happy to ride for Diamond Back, Hutch, Skyway, or GHP. Richie says he plans to win one more World Cham-

pionship before he turns pro.

What about the truck the Pattersons were going to give Richie this year in return for staying on the team and not turning pro? Richie and Brent both confirmed that the Pattersons are still going to give him the truck anyway. The only holdup so far has been that Richie hasn't gotten his driver's license yet.

LITSKY HIRED BY ABC FOR OLYMPIC COMMENTARY

Former *BMX Plus!* editor and silver-tongued BMX announcer **Charlie Litsky** has been contracted by **ABC** to provide expert radio commentary on the cycling events in the upcoming Summer Olympics in Los Angeles. Litsky, who has competed in conventional cycling events as well as BMX, auditioned for the job in New York and, to put it mildly, was quite pleased when ABC told him that he could have the job. Incidentally, journalism runs in the Litsky blood—Charlie's father is sports editor of the *New York Times*.



Charlie gets a job with ABC for the summer.

ANDY PATTERSON LEAVES SKYWAY FOR JMC

Pro Andy Patterson, 20, has left **Skyway** and joined the **JMC** race team. Andy, who won the Pro Trophy class at the 1983 IBMXF World Championship, broke with Skyway shortly after returning from the recent Kellogg's BMX Championship (page 44) in England. Relations between Andy and Skyway had reportedly been deteriorating for some time, and Andy had gone to Jim Melton of JMC to seek a new sponsor. JMC, one of the smaller but older and well-respected manufacturers of the BMX industry, has reportedly been planning to make a bigger push at marketing their bikes. As a result of signing Andy, JMC will be releasing an Andy Patterson Replica bike later this summer.



Andy Patterson leaves Skyway for less money but more peace of mind and a bike with his name on it.

INSIDE SCOOP



SCURA FAMILY WINS FAMILY FEUD

"Wheelie King" Brian Scura, the holder of the record two-hour-and-57-minute wheelie in last year's World Almanac BMX Skills Competition, will be seen on television in September with four other members of his family in an episode of *Family Feud*. Brian, his wife Rene, his sister Nancy (Greg Hill's wife), his brother Frank, and his sister Lois recently taped the show with host Richard Dawson at the NBC television studios in Burbank, California.

During the show the Scura family presented Mr. Dawson with a gift of a 24-inch GHP race bike. When Mr. Dawson asked if Brian could demonstrate how the bike worked, Brian did a "gut lever" (a horizontal handstand) across the stage, then gave the bike back to Dawson, who rode around the stage pretending he was racing.

The Scuras topped off the show by winning the "feud" and the \$10,000 bonus prize. Brian said he was so stoked he did a backward handstand on the stage. The exact air date of the episode has not yet been announced.

ABA TO OPEN FREESTYLE BMX PARKS

Approximately ten to 20 ABA tracks across the United States will be opening BMX freestyle parks on their property sometime this summer, according to ABA Vice President Clayton John. The parks, which will be located near existing BMX tracks, will be covered over with concrete or asphalt, possibly as large as 100 feet by 100 feet, and will include quarterpipes and halfpipes as well as practice starting gates for racers and high jump standards for bunnyhoppers. The parks are intended to introduce more kids to the fun potential of BMX bikes in both freestyle and racing uses. While small low-key competitions are possible at the parks, they are not going to be the main focus of the parks' existence, according to Mr. John.

GEORGIAN READER WINS TRIP OF HIS WILDEST DREAMS

Ricky Murphy, 11, of Denwood, Georgia, has won the grand prize in our Trip of Your Wildest Dreams subscription sweepstakes. Ricky and a member of his family will be flown to Michigan to receive a new Patterson PR200 race bike and join the Patterson team for the Waterford Oaks War of the Stars race later this summer. Afterwards, they will fly to California so Ricky can spend two days as guest editor of *BMX Plus!*, after which they'll fly

home to Georgia, where Ricky can wait to read about his adventure in a future issue of *BMX Plus!*



The Diamond Back team is tops again in 1984—so far.

DIAMOND BACK TOPS ABA TEAM COMPETITION SO FAR THIS YEAR

Diamond Back, the Number One Factory Team in the ABA in 1983, is currently leading the ABA team competition for 1984 as well. Here are the latest points standings available from the ABA on the battle for top team of the year:

1. Diamond Back	3001
2. GT	2870
3. Hutch	2684
4. CW	2031
5. JMC	1990
6. Champion	1860
7. Skyway	1792
8. Schwinn	1435
9. Mongoose	1394
10. RedLine	1119

HARRY LEARY PICKS THIS MONTH'S TOP TEN PROS

A few months back we asked some of the top pros in the country to tell us who they thought would be the top pros of 1984. At that time,



"Swoop" Rupe (shown with wife Kathy) is currently on top of the pro ranks, according to Harry Leary.

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4. GT — mini — chrome	144.95
5. NEW GT — pro XL — white, yellow or chrome	149.95
6. NEW GT Pro Performer Freestyle — white, yellow or chrome	154.95
7. Redline Series III — chrome	119.95
8. Redline Pacific — chrome	144.95
9. Redline PL-20 — chrome	149.95
10. Hutch — pro std, jr. mini — chrome	139.95
11. Hutch — pro std — black epoxy white	139.95
12. CW 24 Pro — chrome	139.95
13. CW 24 Pro — chrome	139.95
14. Skyway 1A — chrome or white epoxy	139.95
15. National Pro — chrome	139.95
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17. NEW JMC Dandel Young Design — red or chrome	189.95
18. JMC — shadow, long, short — chrome	184.95
19. JMC — XL — euro or std BB — chrome	179.95
20. Vector — pro mini — chrome	149.95
21. Vector 180 200 — chrome	129.95
22. MongOOSE Pro Class — black chrome — chrome	179.95
23. VWC Vase Dash Chrome — 20" sealed headset and 3 parts chrome black	149.95
24. NEW HOTI Tange Miyu Link Fork — grey	47.95

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1. GT 24 — short or long — chrome	\$179.00
2. Hutch 24 — chrome or white	172.00
3. Redline PL 24 — chrome	172.00
4. JMC 24 — chrome, red, blue, black, white	172.00
5. NEW Patterson 24 — chrome	170.00
6. CW 24 TR — chrome	172.00

HANDLEBARS

1. GT — pro std — white or chrome	\$19.50
2. GT — mini — chrome	22.00
3. GT — mini — chrome	17.00
4. NEW Galindo GX — white or chrome	23.00
5. Hutch — pro std — chrome	18.50
6. Hutch — cruiser — chrome	21.50
7. Hutch — mini alloy — silver	16.50
8. Vector — 8" pro mini — mini — chrome	41.50
9. GHP Blue Bar — pro or std — chrome	23.50
10. Redline — pro mini, cruiser — chrome	18.95
11. JMC — 8" — 8" — 8" — chrome	17.50
12. CW — pro std, cruiser std — white or chrome	21.00
13. CW — mini alloy — chrome	17.50
14. Hutch — alloy bars — all colors and chrome	12.95
15. First Class CR MC — GT Redline, Hutch — Type	12.95

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5. MKS Graphite — black	10.95
6. KKT Lightning — chrome	9.95
7. KKT Lightning — black	9.95
8. Hutch Freestyle Pads — blue/black, gold/chrome	72.95
9. Hutch — pro — chrome	73.95

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2. DK — mini — polish silver	19.50
3. Hutch — pro — silver	19.50
4. Pro Neck — pro — silver	19.50
5. Hutch — 49 — clamps on fork — black or silver	19.50
6. Hutch — 49 — clamps on fork — black or silver	19.50
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1. MX-2 Quick Adjust — chrome	\$ 3.95
2. Tange Race Top — chrome	4.95
3. Tange MX 125 Alloy — red, blue, black, silver	9.95
4. Tange MX 125 Alloy — red, blue, black, silver	12.95
5. Hata MX-2 — all colors and chrome	5.95
6. Tange MTB Carbon — black or chrome	9.95
7. Hutch Magnesium Lock — black only	9.95
8. Hutch 2 1/2 Lock and Spacer — 1 1/2 — chrome	14.95
9. DK 2 1/2 Lock and Spacer — 1 1/2 — chrome	12.95
10. Tange Head Lock-Up — all colors	5.95
11. Summit Head Lock — all colors	4.95

CRANKS AND BOTTOM BRACKETS (24T for 1 pc, 28T for 3 pc.)

1. Redline 400 welded BB — 180mm — chrome	\$128.50
2. Redline 401 — chrome	134.95
3. Redline 170mm, 180mm, 185mm — chrome	149.95
4. Supra 401 — 3 pc. alloy w/BB — chrome	33.95
5. Supra 401 — red, blue, black, white — chrome	33.95
6. Supra 401 — 3 pc. CR-MO w/BB — chrome	31.95
7. Supra 401 — 3 pc. CR-MO w/BB — chrome	31.95
8. Profile welded BB — 170mm, 175mm, 177mm, 180mm, 185mm — chrome	149.50
9. Hutch Cranks — 175mm alloy — chrome	149.95
10. Diamond Back Turbo Link — chrome	34.95
11. SR Turbo Link — 165, 175, 180mm — chrome	25.95
12. SR Turbo Link — 165, 175, 180mm — chrome	25.95
13. Redline URL 2000 — sealed BB	59.95

CHAINS AND FORK SETS

1. New Tange Universal Spoke — chrome	8.97
2. Tuff Neck Universal — chrome	10.95
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4. Alloy Sprocket Ball Set — all colors, chrome	6.95
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20" BUILT WHEELS (wheels sold in pairs only)

1. Araya 7X alloy Hub — all colors	\$ 44.50
2. Araya 7X alloy Hub — all chrome parts	44.50
3. Araya 7X Sealed Bearing Hubs — colors	69.50
4. Araya 7X Sealed Bearing Hubs — chrome	79.50
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7. Araya 7XN, 20 X 1.5 welded Bearing Hub — chrome	74.95
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9. Hutch 24 — chrome or white	17.00
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1. Hutch 24 — chrome or white	\$89.95
2. Hutch Sealed — magnesium — black	89.95
3. Hutch Sealed — magnesium — black/chrome	99.95
4. Hutch Sealed — 2 tone	99.95
5. GT Hub — black, gold, silver	64.95
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7. Sunlite Turbo One — 80.95	7 Turbo Two — 80.95
8. Sunlite Turbo One — 80.95	7 Turbo Two — 80.95
9. Sunlite Turbo One — 80.95	7 Turbo Two — 80.95
10. Sunlite Turbo One — 80.95	7 Turbo Two — 80.95
11. Sunlite Turbo One — 80.95	7 Turbo Two — 80.95
12. Sunlite Turbo One — 80.95	7 Turbo Two — 80.95
13. Sunlite Turbo One — 80.95	7 Turbo Two — 80.95
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5. Araya 7XN 20 X 1.5 — chrome	15.95
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7. Araya 7XN 20 X 1.5 — chrome	15.95
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11. Araya 7XN 20 X 1.5 — chrome	15.95
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10. Acme Chain 12 X 18 or 12 X 3.32 — chrome	17.50
11. Acme Chain 12 X 18 or 12 X 3.32 — chrome	17.50
12. Acme Chain 12 X 18 or 12 X 3.32 — chrome	17.50
13. Acme Chain 12 X 18 or 12 X 3.32 — chrome	17.50
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1. Oakley B-18 — red/white, red/yellow, blue/white, blue/yellow, black/white, black/yellow	\$ 8.99
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7. O&M Madsen — red, blue, yellow, black	5.50
8. Hutch Grips — black	8.50
9. NEW A&E 18 — white/blue, blue/black, black/white, black/white	8.50

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1. Hane Tach II — chrome or white	\$10.75
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1. MX 900 and 1000 w/tech 3 Lever — all colors	\$12.95
2. MX 900 and 1000 w/tech 3 Lever — all colors	12.95
3. MX 1000 Copy — all colors	7.95
4. MX 1000 Copy — all colors	7.95
5. Tech III Lever — chrome	4.50
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NEW! Bullseye 2-Piece Super Strong Cranks

Weights only 688 grams!

Talk about light! By comparison, tubular 1-piece cranks weigh 1014 grams; alloy three-piece 769 grams; Diamond Back 1106 grams; Hutch Aero 1163 grams; Profile 1192 grams; Flight cranks weigh 1249 grams... over 1 1/4 pounds heavier than BULLSEYE!

Large-diameter tubular spindle. Left arm splined with pinch bolt. 4130 heat-treated throughout. Sealed bearings. Fits standard 1-piece spiders and sprockets.



Partial source: Bicycles and Dirt, Feb. '84. Weights include spindle, spider, bearings, and races.

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INSIDE SCOOP

the general consensus of our polled pros was that Greg Hill would be the top pro in 1984. So far that prediction has not stood the test of time very well, as Greg has so far failed to dominate the pro ranks in 1984.

Anyway, we thought it would be interesting to do a mini update on the story in "Inside Scoop" this month. We decided to call Harry Leary—the only pro we polled before who didn't pick himself as the top pro in the country—and see who he thought were the top ten pros today. Here is how Harry ranks the pro competition right now:

1. Eric Rupe/Mongoose
2. Pete Loncarevich/CW
3. Brent Patterson/Patterson
4. Brian Patterson/Patterson
5. Eddy King/Diamond Back
6. Harry Leary/Diamond Back
7. Mike Miranda/Torker
8. Clint Miller/Kuwahara
9. Greg Hill/CyclePro-GHP
10. Stu Thomsen/Huffy

Harry noted that he would have ranked Stu much higher if Stu hadn't been knocked out of action for a few weeks by his Memphis ankle injury. □

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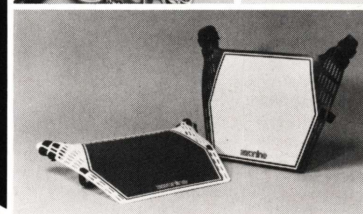
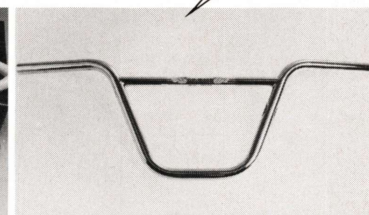


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NEW	OAKLEY B-2 GRIPS THE NEW Grip! Way Stylish. Comes with Donuts. Factory!!	Red, Blue, Black, White	7.50	6.00
	T-SHIRTS Oakley, Haro, GT, Dyno, Zeronine, BMX Action, CW, Redline	Boys Lg, Mens Sm, M, Lg		9.00
NEW	SR TUBULAR CRANK Sooooo Lite, Sooooo Strong! Blows all other 1 piece cranks away	Chrome 175/180	32.00	27.50
	RAD KAPS Specify Dice, Hutch, Checkered, or Rad Kap design	Red, Blue, Black	5.50	4.00
	GT WHEEL SET POW!!! Like, the BEST, ya know. Comes with GT sealed hubs, Araya 7x rims, chrome spokes.	Chrome hub w/ Red, Blue, Black, Chrome Rim	115.00	99.00
NEW	ZERONINE STICKY FINGER GLOVES THE hippest glove available today!!	Sm. or Lg. Red, Blue, Black	8.75	7.00
	REDLINE FLIGHT CRANKS First time ever on sale!! The ABSOLUTE BEST 3 piece chromoly crank.	Chrome 175 or 180	159.00	139.00
	OAKLEY GOGGLE Hey, these are the HOTTEST goggles! Get some fast.	Red, Blue, Black, White	18.50	16.00
NEW	TIOGA SEALED HEADSET Awesome quality. Tioga MX4 SL.	Chrome	15.00	11.00
	HARO ELBOW GUARDS Full protection from the wrist to the elbow. Freestyle!!	Sm or Lg. Red, Blue, Black, White	24.50	19.50
	DK STEM Strong, light, EXCELLENT!	Red, Blue, Black, Chrome	24.00	21.50
	GT HANDLEBARS The most popular bar.	Pro or Std Chrome	25.00	20.00
	DIA-COMP MX 1000 BRAKES Full-on braking used by all the pros.	Red, Blue, Black Chrome	18.00	15.50
	ZERONINE PLATE Airflow design. Looks HOT!	Red, Blue, Black, White w/White Face	12.00	9.50
NEW	DK SEAT POST CLAMP Circular design. Looks so KILLER! Clamps post tight.	Chrome	11.75	10.00
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ASK THE BMXperts

By Jim Paiva

STU WHO?

Dear *BMX Plus!*,
Are they still going to make RedLine "Stu" bars, since Stu has left RedLine for Huffy?

Lance Harm
Solon Mills, IL
Dear Lance,

According to RedLine, Stu Thomsen bars are no longer being made, and RedLine is in the process of designing a new pair of handlebars to replace them.

NAME BRANDS FOR LESS

Dear *BMX Plus!*,
I am getting started in BMX racing, and I need a good light bike. Which name brand bike would you suggest for me?

James E. Montoya
Piney Flats, TN
Dear James,

If you're just getting started and don't know what kind of bike to get, go to the nearest rad bike shop that has a good BMX selection and try on a few for size. Or go to the local track and talk to some racers and see what the fast kids are riding. But the best way is to read *BMX PLUS!* We test bikes every month to find out what's hot and what's not, and we tell you our findings.

LOOSE NUT

Dear *BMX Plus!*,
When I go out riding on my bike, before I come home the two nuts in my headset always come loose. If I tighten the nuts down too much, it makes it hard to steer. All I have to do to make them loose is do a few wheelies or jump a few ramps. What's wrong?
Curtis Hildebrand
Middletown, MD
Dear Curtis,

This is a very common problem—just look on the starting gate before a race and you will see a lot of racers tightening their headsets by hand. It happens to just about everyone—everyone who doesn't have a headset locknut, that is. The locknut will take the place of your stock washer and nut. You screw on the new locknut and tighten an Allen bolt that secures it without having to overtighten the headset.

TOTALED TO THE MAX

Dear *BMX Plus!*,
Just recently I "totaled to the max" because my chain popped off when my friend and I were riding very fast. Please tell me what caused this to happen, so I can keep it from ever

happening to me again.

Dick Yuen
Seabrook, MD
Dear Dick,

There are a number of possible causes. The most likely cause would have to be a loose chain. You want your chain as tight as possible without binding up. You can check whether it's too tight by spinning your cranks backwards—if they stop right away, it's too tight. If your chain has a lot of tight and loose spots, that too may give you problems. Your chain should have the same tension all the way around. One way to cure a tight spot is to find out where the chain is the tightest, then loosen your chainwheel bolts and squeeze the chain together, then retighten the bolts. This should get rid of the tight spots. Poor chain alignment could also be a cause or contributing factor. If your front and rear sprockets don't line up, it may put too much pressure on the chain, and when you sprint, it could be enough to cause the chain to jump off. The best thing I can suggest to you is to bring your bike down to your local bike shop and have them look at it—they might even find something I didn't think of.

MORE FREESTYLE

Dear *BMX Plus!*,
I would like to know why you gear so little of your magazine to freestyle, and freestyle bike tests and how-tos. Where I live all we do is freestyle, and I'd like to see you add more freestyle to *BMX Plus!* to answer the needs of the BMX freestylers.

Larry Vangan
Thordale, PA
Dear Larry,

BMX is getting bigger all the time, and from the expansion come all sorts of new ways to get rad, whether it be in the form of BMX freestyle, skatepark riding, mountain biking or whatever.

What we would like to do is take a poll to find out just how much freestyle our readers would like to see in *BMX PLUS!* If you think *BMX PLUS!* should be oriented more toward freestyle than it is now, send us a postcard or letter addressed to More Freestyle, *BMX PLUS!*, Box 9502, Mission Hills, CA 91345-9502. If you want to see less freestyle and more racing, send us a postcard or letter addressed to Less Freestyle, *BMX PLUS!*, Box 9502, Mission Hills, CA 91345-9502. If you'd like, you can even tell us how much freestyle coverage you think there should be in our magazine—30 pages, 20, ten, zero, or whatever you think. We'll tell you the results of your voting in a future issue. □

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Watch famous personalities like Bob Hannah flub their lines. Join in the laughter as motocross stars play practical jokes on one another. Be amazed as we reveal for the first time candid shots of greats, near-greats and ingrates doing things too dirty for television. No one was left out (no matter how hard they tried to bribe us not to show these photos). Everyone was included: mad motocrossers, battered BMXers, awesome ATV riders, flakey flatrackers, hilarious hill-climbers, and elusive enduro riders.



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THE
BEEF?

I don't know,
but I'm about
to eat it!



I'm not
wasting film on
this bozo!
—Rick Sieman

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tell me!

RACING BLOOPERS: THEY BEGGED US NOT TO SHOW THESE! BUT WE DID IT FOR THE MONEY!



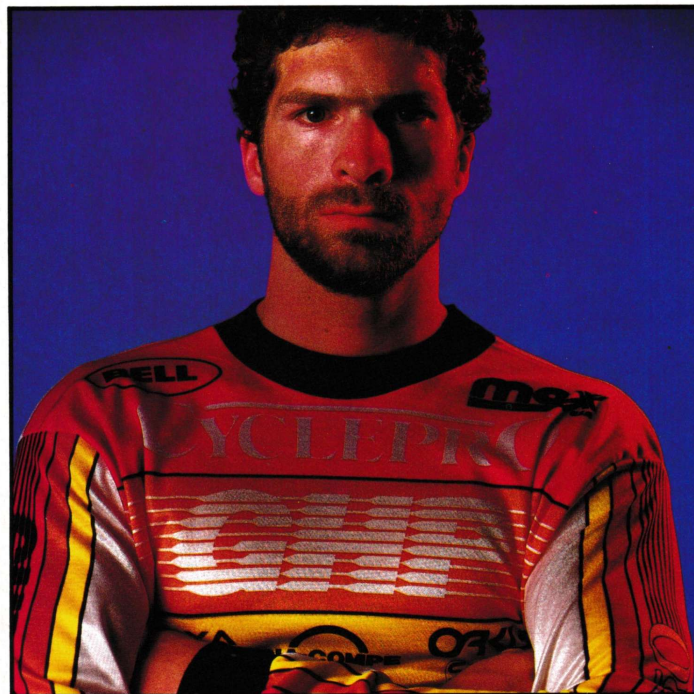
Do you
really want
to hurt me?

SECRET
PHOTOS:
THE RIDE
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BOY GEORGE
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DON'T LOOK AT
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WARNING!!

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ABSOLUTE COMMANDERS.

GREG HILL

is the Absolute Commander of BMX. His three World Championships, two consecutive victories at the NORA Cup polls and his 1983 ESPN #1 Pro title prove it. By knowing Greg's reputation, his reason for outfitting himself and his team in MAX™ apparel becomes clear—

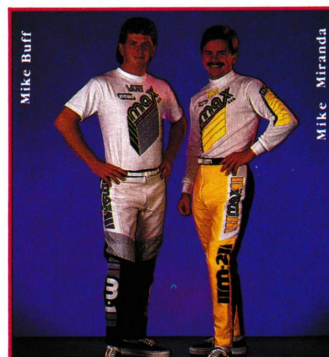
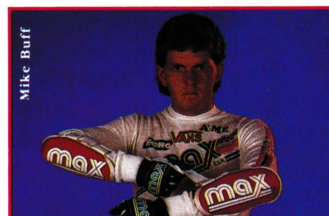
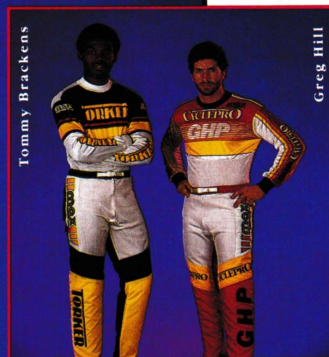
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ELECTION IV



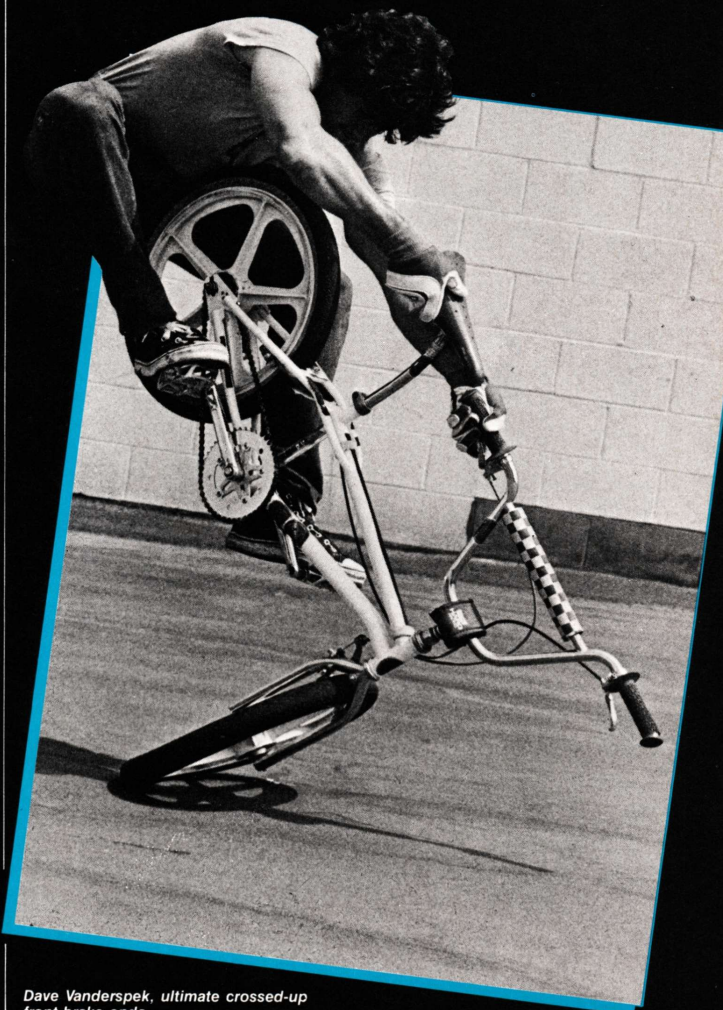
Vote & win
Photos by John Ker

□ We've counted the votes from Rad Gallery Election III and we're ready to announce the winners. The top vote getter (56 percent of the total vote) was the photo of Rich Sigur flying above his backyard quarterpipe. In second place (24 percent of the total vote) was Brian Blyther for his "big air at the Pipeline." In third place (18 percent of the total vote) was Blyther for his "ceiling dance at the Pipeline." In fourth place was Matt Hadan (two percent of the total vote) for the shot of him "clear sailing at Coal Canyon."

We received a total of 316 votes in the election. From them we randomly picked 11 prize winners. Our first prize, a Schwinn Predator P2200 BMX bike, goes to Brian Sydor of Hanover Park, Illinois. Five second prizes of Gear gaiters go to Stan Tkaczek of Huntington, Massachusetts; Matt Gilbert of Marine City, Michigan; Fran Reed of Medford, New Jersey; Michael Mannix of Fanwood, New Jersey; and Chad Long of Azle, Texas. Five third prizes of Haro numberplates go to Steven Saway of Yuma, Arizona; Wesley Novak of Victoria, Texas; Phil Clark of Kirkwood, New York; Bill Grace of Aberdeen, Maryland; and Joseph Gee of Pass Christian, Mississippi.

To vote in Rad Gallery Election IV, just pick what you think is the most radical move by the riders pictured in this month's Rad Gallery. Then write your choice on the back of an envelope or on a postcard and send it to Rad Gallery Election IV, BMX Plus!, Box 9502, Mission Hills, CA 91345-9502. We'll pick 11 winners from among the voters in this month's election. First prize will be a complete set of Haro BMX safety gear (jersey, leathers, elbow guards, and cotton gloves). Five sets of Cal Lite pads will be awarded as second prizes, and five pairs of Johar grips will be given away as third prizes. Votes must be received by September 1, 1984, to be eligible for our drawing. □

▲ Brian Blyther, backyard halfpipe, Ontario, California.



Dave Vanderspek, ultimate crossed-up front-brake endo.

Rad Gallery



Dave Vanderspek's Vander Roll—the closest thing yet to break-dancing on a bike.

WARNING: We at BMX Plus! strongly urge our readers to wear a helmet and other appropriate safety gear when attempting any freestyle tricks.

Please note that Dave Vanderspek does his Vander Roll only at a VERY SLOW SPEED and with foam padding tucked inside the back of his shirt and pants to protect his spine. He had unfortunately forgotten his helmet when he met us for this shoot and it was with some reluctance that we even shot him doing these stunts without it. We cannot stress enough how important it is to protect yourself from possible injury when practicing freestyle. •

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Trick on the Track and Street Smart

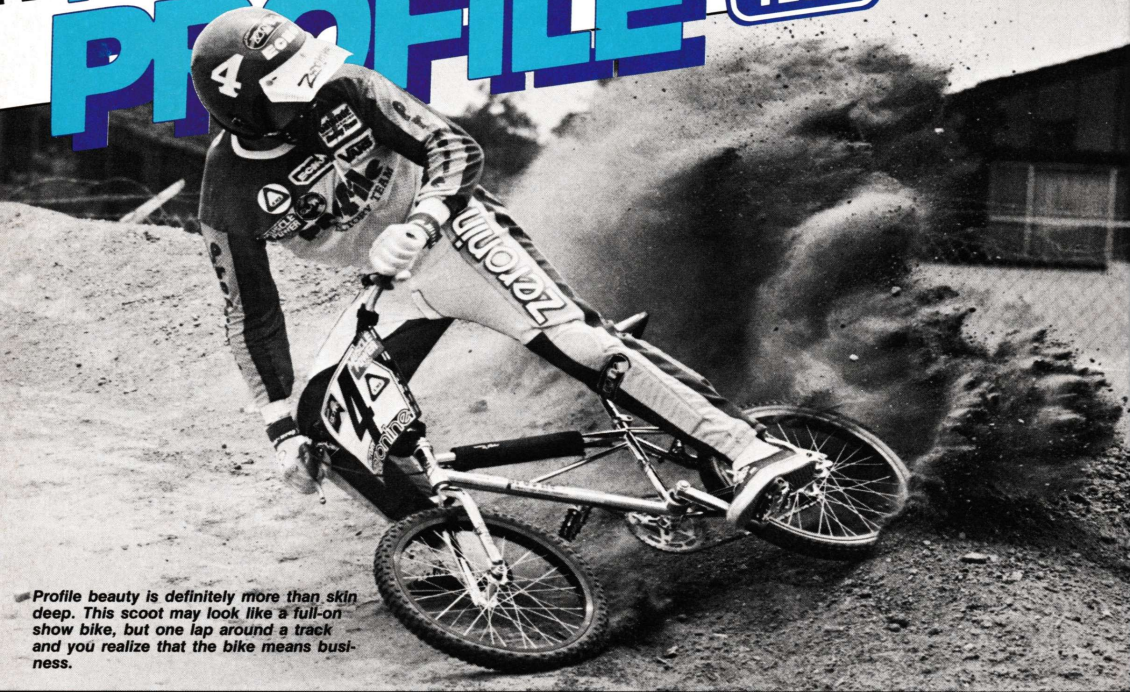


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THE ULTIMATE PROFILE



Zagar's pro-style profile



Profile beauty is definitely more than skin deep. This scooter may look like a full-on show bike, but one lap around a track and you realize that the bike means business.

□ "We'd rather be known as the Cadillac of the industry. We're not interested in building 10,000 bikes a year, just producing the absolute best we possibly can." That's Jim Alley, proud owner of Profile Racing, Inc. talking. One look at any one of his fine line of BMX framesets or components and you'll realize that he knows exactly what he's talking about. And exactly what it takes to build the best BMX has to offer. Jim Alley and Profile Racing's "multi-million-dollar machine shop" located in St. Petersburg, Florida, aren't out to sell bikes to the masses—just to the chosen few who can fully appreciate and, of course, afford the very best. Enter the Ultimate Profile—the absolute cream of American BMX, combined with select Japanese components, with a dash of eccentricity thrown in for good measure. The price? Seven hundred and seventy-five bucks, give or take a cardiac arrest or two.

WHAT IS IT?

Actually, this bike isn't really offered for sale "as is." You'd have to build it up piece by piece. But since only the highest-paid pros and a select handful of spoiled brats can afford to do that, we decided it might be fun to build up

one for our readers. Just for pure entertainment, of course. If you think that we would build a dream machine for the editorial staff around here, you're wrong. What would we possibly do with a bike like this? A fully race-ready weapon that's ready to seek and destroy any and all comers? A bike that would turn the head of even the most equipment-conscious pro? A bike that attracts BMX groupies like nothing we've seen before? Seriously, what for? For the nonstop fun of it!

ERIC RUPE, RICHARD ZAGARS AND HOWARD HUGHES

Obviously, at this price not too many people can afford the Ultimate Profile. Only pros and multi-millionaires need apply. Basically, the bike we've built up here is the same bike Eric Rupe rode to his National Number One Plate back in '83, before switching to his current Mongoose ride. It is also basically the same bike currently being ridden by Profile's giant killer, pro Richard Zagars. As both Rupe and Zagars have proven, in capable hands this bike can go out right this minute and win the world's highest-level BMX races. It's that trick. Are you man enough?

PROFILE'S BEST SHOT

When you check the specs, you'll notice that Profile almost manufactures a complete BMX bike: frame, fork, bars, seatpost, crankset, bottom bracket, stem hubs and pedals. With the exception of the new and improved pedals, which weren't ready at press time, we received everything, plus a CARE package of choice Japanese components, to build up the bike.

If there's one thing that rings true when you look over any one piece of Profile equip, it has to be quality. This stuff is awesome! Combine the finest materials, state-of-the-art American craftsmanship, super-light weight and show-stopping finish, and you've got a Profile product. We just can't emphasize how beautiful this stuff really is.

TRADEMARKED FRAME

A Profile frameset is a dead give-away. You can always tell them from a mile away by their distinctive gusset tube, which runs between the top and down tubes in the front triangle. Alley explains, "This ladder-type design has been used structurally for years in race cars, and we've found it to work equally well for BMX framesets. The result is a much stiffer yet still very lightweight

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The Z-III BMX tire is the newest member of IRC's family of high performance motocross tires. IRC has been building and testing motorcycle motocross tires for many years—From this experience they have developed the Z-III. Its special extra-strength compound and computer designed tread pattern are proven winners on the track.

So if you've been looking for a better racing tire, look no further. Get IRC's Z-III—the tire with dirt in its blood!



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Patterson	139.95
SE Quad Angle	165.00
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Vector Pro	144.50
JMC	169.50
Red Line PL 20	139.95
DB Turbo Lite Kit	179.00

HANDLEBARS

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CW Mini Alloy	16.95
Vector Pro, Std.	39.00
Vector "Haro"	41.95
New Vector VC	27.95
Hutch Pro, Std.	19.95
GT Pro, Std.	19.95
Powerlite Cr-Mo	21.95
Powerlite Alloy	16.95
Kuwahara Cr-Mo	17.95
JMC D. Young	21.95
Bandito Step	19.50

GRIPS

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Oakley B1b	9.50
Ame Dual	4.95
Ame Tri	3.75
Ame Unitron	13.95
Galindo GX1, GX2	7.95
New Oakley B2	5.95
ODI Mushrooms	4.95
Oakley Donuts	1.75
Hutch	4.95

STEMS

Hutch Pro	\$ 19.95
DK Pro, Mini	19.50
Tuf Nek Pro	16.50
ESP	33.95
Pro Neck	17.95
Red Line	26.95

HEADSET

Tioga Sealed MX 4	\$ 13.95
Tioga Bear Trap	5.50
MX II	3.95
Suntour Lock-up	5.95
Hutch 2 n 1	14.95
DK 2 n 1	14.95

CRANKS

Red Line Flight	\$139.95
Hutch 175, 180	144.95
Profile	139.95
SR Tubular	32.50
Sugino GT 3 Piece	29.95
Sugino GT Chrome	33.95

BOTTOM BRACKETS

Tange	\$ 5.95
Tioga Sealed 1 pc.	15.95
Tioga Sealed 3 pc.	21.95
New Petes Sealed	18.95
Tioga Bear Trap	8.95
Hadley Sealed	34.95
New Suntour	28.95

BRAKES

Dia-Compe MX 1000	\$ 13.95
MX 1000 Chrome	16.95
Tuff Pro Pads	6.50
Tuff Regular Pads	3.95
Mathausen Pro	7.95

CHAINWHEELS

Petes Universal	\$ 6.95
Sugino or Shimano	10.95
Red Line	19.95
Nut & Bolt Set	2.95
Same in blk. Cr-Mo	4.95

CHAINS

Izumi Colors	\$ 4.95
Izumi Chrome	6.95
Sedlsport Brown	6.95
Acme both sizes	17.95

FREEWHEELS

Suntour	\$ 3.95
Suntour Chrome	5.95
Shimano DX	4.95

HUBS

Suzue Regular	\$ 18.95
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7x Bullseye	109.95
7x Bullseye Chr.	119.95
Tuff II	64.95
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Comp III any 20"	\$ 8.95 ea.
Comp II any 20"	7.95 ea.
Regular Tubes	2.50 ea.
Superlite Tubes	3.95 ea.

SEATS

Kashimax Aero	\$ 8.95
Uni Seats (all)	16.95
ACS Stoker	12.95
Elina UL	15.95

SEAT POSTS

GT Straight	\$ 5.95
GT Laidback	7.95
Hutch Straight	6.95
Hutch Laidback	8.95

SEAT POST CLAMPS

Dia Compe (old)	\$ 2.95
Dia Compe (hinged)	4.95
Hutch	8.95
Tuf Neck	2.95
Tioga Task Force	2.95

SHIPPING CHARGES

Up to \$15.00	\$ 2.75
\$15.01 to \$49.00	3.75
\$49.01 & Over	4.75
Complete Bikes	10.00
Quantities may be limited on some items.	

PEDALS

Suntour XCII	\$ 21.90
Shimano DX	19.95
Shimano SX	9.95
MKS Graphite	12.95
Hutch	73.95
Hutch Mini	84.95
SR Platform Chr.	7.50
KKT Platform	8.95

SOFT GOODS

Specify Pad Size	
Flite Pads Set	\$ 7.95
Hutch, GT, CW	11.50
Mongoose, Skyway	11.50
Kuwahara, etc.	11.50
as above, chrome	add 3.00
Haro Leathers	59.00
Haro Vented	69.00
Haro Elbow Guards	18.95
Haro Jersey	17.95
GT, Hutch, CW	17.95
Diamond Back	17.95
Others	Call

NUMBER PLATES

Haro Tech	\$ 9.95
Series I	9.95
Hutch	9.95
Zeronine Air Flow	9.95
Dyno	9.95

HELMETS

Monarch	\$ 44.95
Premier	64.00
Echo	64.00
JT Mouth Trap	8.95
Haro Mouth Trap	10.95

COMPLETE BIKES

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GT Team II	294.95
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Torker 280	238.00
DB Silver Streak	219.00
DB Formula I	309.00
New Hutch	
Pro Raider	249.00
New Red Line	
500 A	195.00
Mongoose	
California	199.00
Expert	169.00
Red Line Kit Bike	239.00
Skyway Kit Bike	289.00
Skyway Pro Bike	319.00

THE ULTIMATE PROFILE

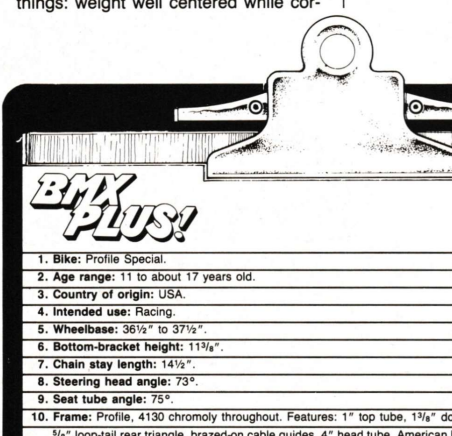
other bikes. This thing just glides along —almost by itself. You get the feeling that it could win races without you!

Out of the gate there is an absence of whip and power loss through the cranks and frame. The fresh Comp IIIs bite for traction, while the trick Profile stem and bars resist your every pull. The overall feeling of our Ultimate Profile was that of a perfectly coordinated, super-efficient racer. There was little or no wasted energy, minimal bearing drag, and max efficiency.

But just as the Ultimate Profile can transmit max power to the ground, a bike this caliber demands max attention from the rider. Steep angles—73 degrees up front, 75 degrees at the seat—require the rider to be on top of things: weight well centered while cor-

Everywhere you look on our Ultimate Profile you find, well, the ultimate! Take a gander at the choice Profile stem, Profile bars, brazed-on cable guides, Haro pads and plate. When you put stuff like this all together—LOOK OUT!

What's 22½ pounds, \$750 and deadly fast? The Ultimate Profile, of course! Just add one Richard Zagers and a BMX course, and you've got big trouble!



BMX PLUS!

1. Bike: Profile Special.
2. Age range: 11 to about 17 years old.
3. Country of origin: USA.
4. Intended use: Racing.
5. Wheelbase: 36½" to 37½".
6. Bottom-bracket height: 11½".
7. Chain stay length: 14½".
8. Steering head angle: 73°.
9. Seat tube angle: 75°.
10. Frame: Profile, 4130 chromoly throughout. Features: 1" top tube, 1½" down tube, ⅝" gusset tube, ⅝" loop-tail rear triangle, brazed-on cable guides, 4" head tube, American bottom bracket, chrome plated.
11. Fork: Profile, 4130 chromoly throughout. Features: 1" diameter legs, leading-axis design, drilled for caliper, chrome finish.
12. Rims: Ambrosia, alloy, 20" x 1.75".
13. Spokes: Stainless steel, double butted.
14. Hubs: Profile Gyroline II, alloy, high flange, sealed bearing.
15. Tires: Mitsubishi Comp III, skinwall, 1.75" front and rear, 35-40 psi.
16. Cranks: Profile, 4130 chromoly, 3-piece, 180mm.
17. Pedals: SunTour XC-II, alloy cage, chromoly spindle, sealed bearing.
18. Chain: Sedis, ½" x ⅝".
19. Bottom bracket: Profile, sealed bearing.
20. Front sprocket: Pro Neck, alloy, 44T.
21. Freewheel: SunTour 16T.
22. Brakes: Dia-Compe MX-1000 caliper with Tech 3 lever, rear only.
23. Headset: Tange steel, retainered ball.
24. Stem: Profile Pro Model, alloy, 4-bolt head, chromoly shaft.
25. Handlebars: Profile, 4130 chromoly, 8½" width, 28" height.
26. Grips: A'ME Tri.
27. Seating: Kashimax, aero-style, plastic saddle; Profile, 4130 chromoly, laid-back seatpost; Dia-Compe MX Series post clamp.
28. Miscellaneous: Haro pad set and plate, Kool-Stop pads.
29. Overall weight: 22½ lbs. with pads and plate.
30. Approximate retail price: \$750 to \$775.
31. For additional information contact: Profile Racing, Inc., 5290 95th St. N., St. Petersburg, FL 33708; (813)391-7370.

nering, skillful riding style. Better make that "pro" riding style.

In fact, that's the key to our Ultimate Profile, or any pro-level racer. They don't call a bike a "pro bike" for nothing. Anyone considering an awesome piece of race machinery like this should have more than money—he should be able to use the bike to its full potential. It's that trick. You should be too.

SHOULD YOU BUY THIS BIKE?

Sure. We would. It's the Ultimate BMX bike, or as close as is necessary. Any trickier and it wouldn't be fully functional. Yep, our Ultimate Profile has it all and does it all with true style and grace. On one hand it looks so trick that we didn't want to ride it. However, on the other hand it's our job —so we had to! Hey, if you think we liked it, even for a moment, well, you're wrong. We didn't like it at all. We loved it! If you're wondering what we'd like for Christmas, wonder no more. □

IN STOCK ITEMS SHIPPED WITHIN 24 HOURS - 3 WEEK DELAY FOR PERSONAL CHECKS

QTY	SIZE/COLOR	SPECIAL PRICE	ITEM COST	SHIP WT. LBS.	SHIP WT. LBS. TOTAL
3460	Oakley B-18 Grips	PAIR \$8.95	1/2	1/2	1
3461	Oakley B-2 Grips	PAIR \$8.95	1/2	1/2	1
3480	ODI Mushroom Grips	PAIR \$4.99	1/2	1/2	1
3481	ODI Mushroom II Grips	PAIR \$6.99	1/2	1/2	1
3490	Uni Hand Grenade Grips	PAIR \$5.20	1/2	1/2	1
3600	Tut-Neck Pro Model Stem	14.97	1 1/2	1 1/2	3
3810	Tioga Bear Trap Headset	5.99	1/2	1/2	1
3811	Tioga Sealed Headset MX 4 SL	5.99	1/2	1/2	1
3950	Hutch 2-N-1 Head Lock	13.99	1 1/2	1 1/2	3
4210	Cycle Pro Shot Gun II Aero Saddle	7.59	1 1/2	1 1/2	3
4250	Uni Seat	16.43	1 1/2	1 1/2	3
4401	Uni-Graphite Post	14.70	1 1/2	1 1/2	3
4440	Patterson or GT or Hutch or Profile or Tut-Neck or Pro Class Bent Seat Post	7.50	1	1	2
4441	Patterson or GT or Hutch or Profile Straight Post	5.99	1	1	2
4600	Tut-Neck Seat Post Clamp	2.69	1/4	1/4	1
5200	Izumi Chain	5.50	1	1	2
5410	Takagi One-Piece Cromoly Crank	9.99	2 1/2	2 1/2	5
5420	SR Turbo X Tubular 1-Piece Crank	28.75	2 1/2	2 1/2	5
5450	Sugino GT 175 Crankset	59.99	3 1/2	3 1/2	7
5460	Tioga Ultra Dyno Crankset	24.92	3 1/2	3 1/2	7
5480	Red Line Flight Crankset 401 Series	139.95	4	4	8
5490	Profile Crankset	149.99	4	4	8
5520	Tut-Neck Power Disc	7.50	1 1/2	1 1/2	3
5660	Tioga Sealed Bearing	13.95	1 1/2	1 1/2	3
5662	Hadley Sealed Bearing	34.95	1 1/2	1 1/2	3
5720	Tut-Neck Chain Ring	10.99	2	2	4
5840	Shimano PD-MX115 Platform Pedals	22.99	2	2	4
5850	Suntour XC-II Dirt Solution Pedals (New)	10.99	2	2	4
5860	MKS Graffiti X Pedals	10.99	2	2	4
6200	Shimano DX Cromoly Freewheel	4.99	1/2	1/2	1
6410	Competition III Tires	16.99	2	2	4
6411	Competition III Tires	17.99	2	2	4
6412	Competition IV Tires	22.97	1	1	2
6420	Snake Belly Tires	14.99	3	3	6
6600	Pro Class Wheels	53.26	6	6	12
6610	Alloy Wheels	44.35	6	6	12

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QTY	SIZE/COLOR	SPECIAL PRICE	ITEM COST	SHIP WT. LBS.	SHIP WT. LBS. TOTAL
2003	HANK & FRANK Baseball Hat	3.95	—	—	—
2090	Nylon Racing Jersey	13.91	1	1	2
2100	Patterson Team Racing Jersey	26.25	1	1	2
2120	GT Vented Racing Jersey	19.43	1	1	2
2140	Red Line Vented Racing Jersey	21.62	1	1	2
2150	Hutch Vented Racing Jersey	19.95	1	1	2
2220	Nylon Racing Pants	38.67	1	1	2
2230	Patterson Team Nylon (JT) Pants	79.95	1	1	2
2240	Uni-BMX Nylons	34.99	1	1	2
2410	Hank & Frank All Weather (Knit) Gloves	3.95	1/4	1/4	1
2510	Flite Checkered Pad Set	7.99	1/2	1/2	1
2540	GT BMX Pad Set	9.99	1/2	1/2	1
2550	Red Line Pad Set	13.49	1/2	1/2	1
2560	Patterson Pad Set	13.49	1/2	1/2	1
2570	Hutch Pad Set	13.49	1/2	1/2	1
2610	Flite Checkerboard Seat Covers	5.40	1/4	1/4	1
2820	Zeronine Superflow Number Plate	13.80	1/2	1/2	1
2830	Zeronine Airflow Stadium Plate	8.99	1/4	1/4	1
3210	Patterson Cromoly Handlebars	22.99	1 1/2	1 1/2	3
3220	Galindo GX Handlebars	23.80	1 1/2	1 1/2	3
3260	GT BMX Handlebars	19.99	1 1/2	1 1/2	3
3270	CW Racing Handlebars	22.99	1 1/2	1 1/2	3
3280	Hutch Handlebars	20.99	1 1/2	1 1/2	3
3410	Oakley F-1 Grips	PAIR 5.99	1	1	2

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THE PROS PICK THEIR FAVORITE PLACES TO RACE

AMERICA'S 10 BEST TRACKS

South Park & Nashville top the ranks



By John Ker

□ One of the most important things for the enjoyment of a race is the quality of the track. A great track can make a small race a memorable event, while a poor track can turn an otherwise important race into a bad memory.

What is it that makes one track better than another? A lot of things, actually: a good starting hill and gate, a wide and long first straightaway, challenging jumps, fair turns, the dirt itself, even the setting. All contribute to the total impression.

Wanting to know what the very best tracks in the country were, we asked the pros themselves to tell us. Some had an easy time making up a list for us. Others found it much harder. Several couldn't name ten tracks they really liked. Pete Loncarevich, for instance, could only name two (the top two on our list, as it turned out later). Scott Clark could name only five. Brent Patterson and Eric Rupe could name only six. We called Stu Thomsen to ask him his favorites, and he said he couldn't name any.

In fact, many of the pros expressed disappointment with all of the existing BMX tracks. The biggest complaint was that today's tracks simply aren't challenging enough. The next biggest complaint was that many tracks are unfair—in too many cases the rider who draws an inside gate position (one that has an inside line to the first turn) has an unfair advantage in a race.

Many of the pros volunteered the information that the best BMX track ever built was the famous Corona Downhill of Corona, California. All expressed disappointment that it is now closed. Downhill tracks in general are sorely missed. It is probably not coincidence that the current favorite track of the pros—the NBL's South Park facility—is one of the few downhill tracks in existence today.

In all, seven of today's top pros gave us their choices for the best tracks in the country. Those riders were Harry Leary, Eric Rupe, Brent Patterson, Tommy Brackens, Toby Henderson, Scott Clark and Pete Loncarevich. We took their lists, scored ten points for a first choice, nine points for a second



1. SOUTH PARK, PITTSBURGH, PENNSYLVANIA (NBL): Unquestionably one of the prettiest BMX tracks in the country, South Park is also the best, according to our survey. Situated on a beautiful, grassy, rolling hillside, the track is one of the few downhill tracks in existence today. "The slight downhill makes it very fast," says Harry Leary. "It's a long track with great jumps and fair turns," says Scott Clark. "It's fair from any position on the gate," says Eric Rupe. Almost all our pros agreed that this track has it all. (For information call track director Joe Baker at (412)561-2457.)

choice, eight points for a third choice, and so on. Then we totaled up the points to come up with our list.

Readers who would like to race at these tracks can get directions from a number of sources. We've listed the track directors' names and phone numbers. The NBL or ABA should also be able to give directions to any of their respective tracks. BMX bike shops in the area of the tracks will probably be glad to help, too.

Readers wishing to find out more about the BMX tracks in their area can contact their local bike shops or write or call either the ABA or the NBL. Their addresses are: American Bicycle

Association (ABA), P.O. Box 718, Chandler, AZ 85224, (602)961-1903; and National Bicycle League (NBL), 84 Park Ave., Flemington, NJ 08822, (201) 788-3800.



2. DIXIELAND BMX RACEWAY, NASHVILLE, TENNESSEE (NBL): The site of the 1983 and 1984 Murray World Cups and the 1983 NBL Grand National, the Dixieland track barely lost to South Park in our poll. The first straightaway is one of the longest and widest anywhere, with a challenging double jump at the end, going into a gigantic 180-degree first turn. It's a fun track in a great setting with a lake for swimming only about 200 yards away. (For more info call Bob Houck at (615)899-7554.)

3. SARASOTA, FLORIDA (NBL): Almost everybody who has raced this track has rave reviews for it. Well landscaped with grass and trees, the track boasts some of the best dirt for BMX racing to be found in the country, according to Brent Patterson and Tommy Brackens. Scott Clark says simply, "The gate is excellent. The whole track is fun." (For additional information call track director David Miller at (813)371-0895.)

▼4. BOYS TOWN TRACK, KENDALL, FLORIDA (NBL): The Boys Town track in Kendall lies just west of Miami and is famous for its unusual solution to a common problem—poor soil. Track director Bill Green solved the problem of sandy soil by having the first and third turns and a couple of the jumps covered over with concrete so they'd hold their form. Amazingly, the solution has proven very popular. Says Harry Leary: "I like the cement berms—it's kind of like road racing. The jumps are hard but fun." Brent Patterson agrees and says he thinks this is the best track in the whole country. (For additional information call Bill Green at (305)386-2453.)



Jim Palva

10 BEST TRACKS



5. WATERFORD OAKS, PONTIAC, MICHIGAN (NBL): Waterford Oaks could be the best-maintained track in the whole country. "It's a picture-post-card track," says Brent Patterson. "It's wide and fast and the jumps are tricky," he adds. Tommy Brackens agrees and notes, "It's a real smooth track, fair from any gate position." (For information call track director Dan Stencil at (313)858-0915.)



6. NORTH PARK, PITTSBURGH, PENNSYLVANIA (NBL): It's not easy to find—nothing in the Pittsburgh area is—but it's worth the search. The track's greatest claim to fame is that it's the one where lightning hit the starting gate last year during the annual War of the Stars National. Nobody was injured, incredibly, but a lot of riders were shaking for some time. The highlight of the track is the big double jump at the end of the long first straight. (For information call Nancy Bagwell at (412)367-7780.)



7. SILVER CITY MX, MERIDEN, CONNECTICUT (NBL): Though most of the pros we polled had never raced on this track, the ones who had, rated it so highly that it made our list anyway. Harry Leary rates Silver City BMX as "the best track in the country," citing its "fantastic jumps, great layout, and fair gate." Says Harry, "The first straight is a little too short, but the rest of the track makes up for it." (For more information call Robert Baigert at (203)235-4798.) Jim Paiva



8. CHANDLER, ARIZONA (ABA): This track is the home track of the ABA, and it's widely considered their best. Says Toby Henderson: "It has a lot of turns, a lot of jumps, a lot of different stuff. The first turn's a little slippery, but after that it's pretty nice." (For additional information call track director Steve Mennenga at (602)961-1523.)

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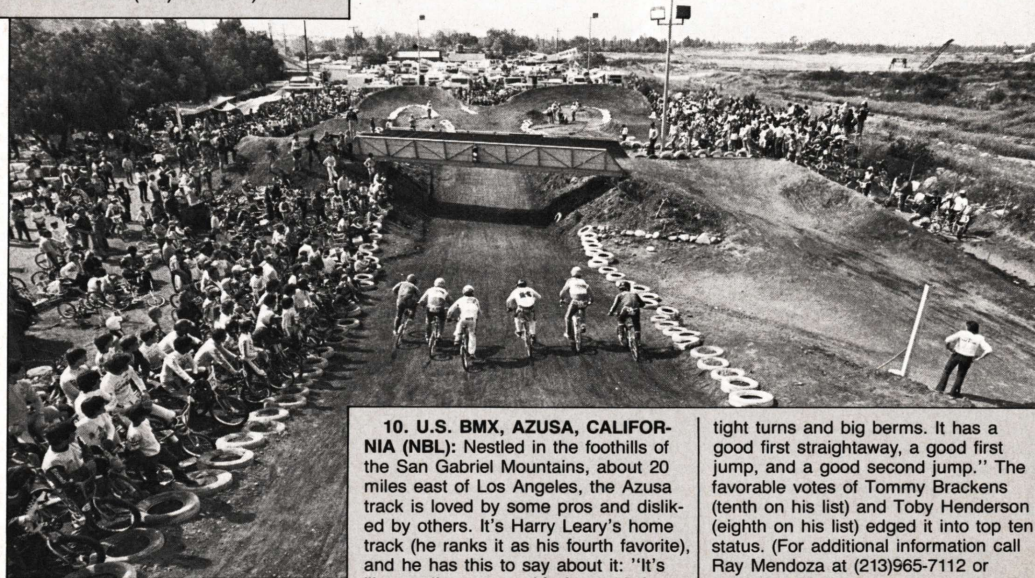


9. BUD'S BMX PARK, ELKHART, INDIANA (ABA): Elkhart has long been considered one of the Midwest's best BMX tracks. Tommy Brackens rates it as his second-favorite track in the nation (after South Park). Says Tommy: "It's a very smooth track, with lots of jumps and fair turns. You can pass anywhere on the track, and you've got an equal chance from anywhere on the gate. It's even not too bad when it rains." (For additional information call Dick Martin at (219)264-0877.)

ABA Action



Just take one look at that starting hill in the background and you'll see why many pros still say that Corona was the best BMX track ever built. Photo by Mike Aguire, 1980.



10. U.S. BMX, AZUSA, CALIFORNIA (NBL): Nestled in the foothills of the San Gabriel Mountains, about 20 miles east of Los Angeles, the Azusa track is loved by some pros and disliked by others. It's Harry Leary's home track (he ranks it as his fourth favorite), and he has this to say about it: "It's like a roller coaster. It's fun, with fast,

tight turns and big berms. It has a good first straightaway, a good first jump, and a good second jump." The favorable votes of Tommy Brackens (tenth on his list) and Toby Henderson (eighth on his list) edged it into top ten status. (For additional information call Ray Mendoza at (213)965-7112 or (213)339-7223.) □

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Eric Rupe on...

TURNING LOSSES INTO WINS

Today's hottest pro reveals secret of success

Interview by John Ker

□ The NBL's Number One Pro for 1983, Eric Rupe, has never been hotter than he is now. With three major American wins and two major British wins to his credit so far this year, Eric is "the man to beat" in BMX today. So far, nobody is having a better year than he is in 1984.

It wasn't always that way, however. Eric has been racing for nine years already, but this is the first time in his life that he has been widely considered to be at the very top of the sport. In fact, when Eric started out, it was a different story altogether.

We decided to ask him just what it

takes to become one of the winningest riders in BMX.

BMX PLUS! When we interviewed you once before, you said that when you started racing, you didn't win a trophy for two years. Why is that?

Eric: That's a good question. I was wondering that then and now. I don't know why. I was too scared, for one thing, to really go out there and try. I was petrified of being on the starting line. Racing against other guys just terrified me.

BMX PLUS! What were you afraid of?

Eric: I really don't know. I'd never

been in competition or anything before that. Going against other guys just scared me for some reason.

BMX PLUS! Are you still scared?

Eric: Not at all. I've become more relaxed over the last nine years. I still get nervous—butterflies and stuff—but I'm not scared.

BMX PLUS! Were you tempted to quit back then when you used to lose all your races?

Eric: No, because it was a lot of fun. That's why I kept doing it. If my racing had depended on how well I'd done, I would have quit two weeks after I started. I was really bad.



Even the Patterson brothers have been unable to keep up with the pace that Eric has been setting in 1984. Devonshire Downs.



It took Eric Rupe two years of racing before he even won a trophy (a second place one, at that). Now he is the top BMX pro in the world, with more major pro wins this year than any other pro alive.



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freewheel's extra-wide pawls and strengthens each tooth of this super sprocket for competition performance without extra weight.

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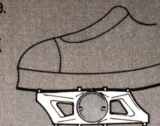


DX Chromoly Free-wheel tooth profile fits both 1/8" and 3/32" size chains.

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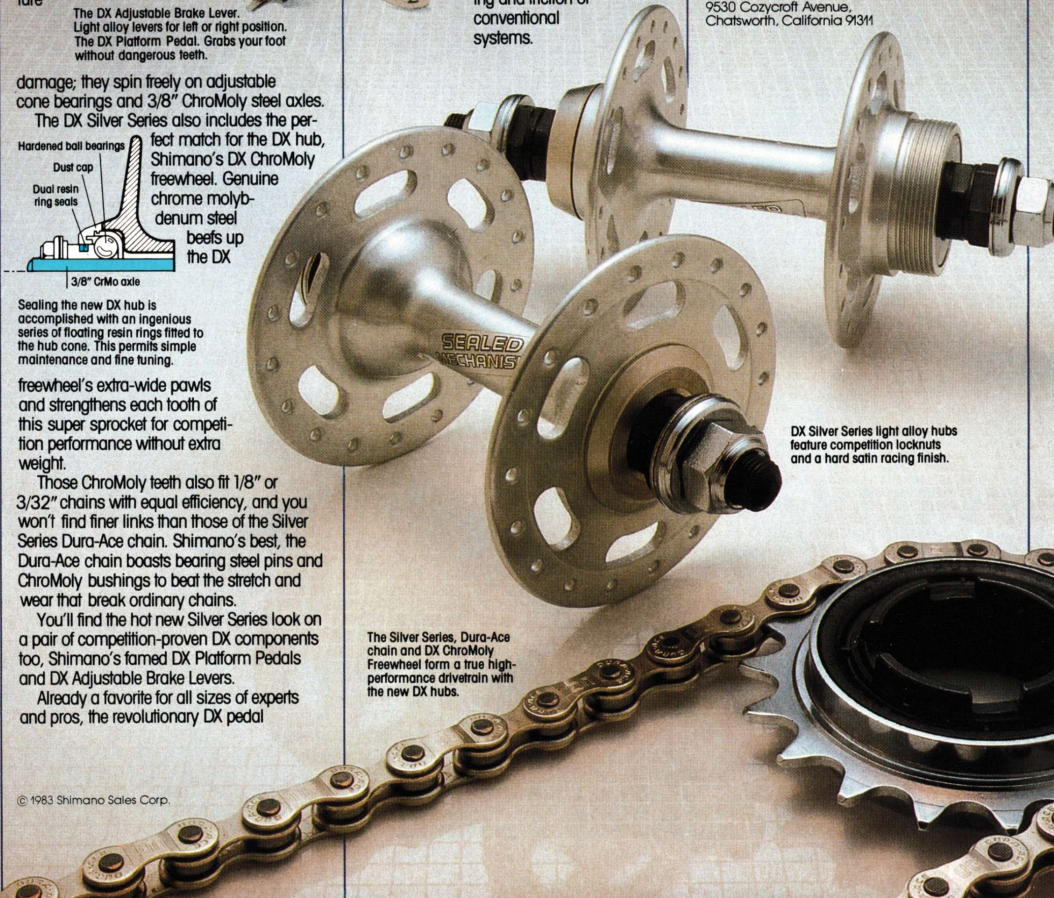
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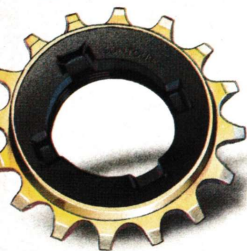
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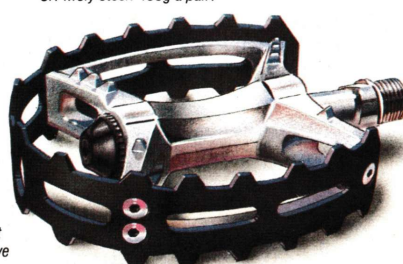
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—Stu Thomsen
Huffy

TURNING LOSSES INTO WINS



The key to BMX success is to keep at it. Harold "McGoo" McGruther was helping Eric keep his psych up at Phoenix at the recent Winternationals. Eric didn't win there, but that doesn't mean he didn't benefit from racing.

BMX PLUS! You've won a lot of races in the last two years. You were the Number One NBL Pro of 1983, and it looks like you're the top pro for 1984. But even the hottest pros lose more races than they win. How do you deal with that?

Eric: I try to use that to my advantage. If I do well at a couple of races in a row and then don't do well at another race, it makes me hungry to go out and do well at the next one. I forget about how well I did in the past and just remember that I didn't do well the last time I raced. It makes me want to do well the next time.

BMX PLUS! Do you ever get bummed out with yourself when you lose a race?

Eric: For the first 30 minutes after the race, I'm really bummed out. If it's not my fault—if I got rammed off a turn or forced off the track or something—then it doesn't bother me much. But if I've done something dumb, I'm mad at myself for 30 minutes or so, but I use it to my advantage to get even more psyched the next time, and it works. I hardly ever think about the race when it's over if I've done well. It goes through my mind a thousand times if I don't do well.

BMX PLUS! Do you have any advice for kids who are just getting started in BMX to help them be better racers?

Eric: Yeah, I have some real good advice. One thing kids shouldn't do when they're starting out is have too high of expectations of how they're going to do. I always thought that when I'd first start racing I'd go out there and do really well. And I didn't, and it was a real shock to me. Most kids are going to have a tough time when they first start racing. Those are the kids who need to know that it takes a while to develop their skills. They should stick it out and just keep going, because the first-place finishes will come. □

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TAPE #1: DECEMBER 1983 PRO SPECTACULAR FINAL LOS ANGELES, CA

Without a doubt, this was one of the most beautiful tracks built and, once again, the awesome water jump. Tension was high as everyone wondered who was going to be the first professional World Champion BMXer. As always, Stu Thomsen, who has a flair for the spectacular, threw a monkey wrench into everyone's plans by winning the first two motos. This really left everything up in the air; but Greg Hill was still closing in on the overall title.

TAPE #2: DECEMBER 1983 WORLD CHAMPIONSHIP RICHIE ANDERSON, THE FIRST RIDER TO REPEAT AS A WORLD CHAMPIONSHIP WINNER. THIS VIDEO FEATURES ALMOST ALL OF THE AMATEUR MAINS.

TAPE #3: NOVEMBER 1983 PRO SPECTACULAR LOS ANGELES, CA

Greg Hill creates the miracle. For the first time in the series, a rider won all three of the Mains—and in two of the three came from behind to do it. He did it on the longest track the pros had ever ridden, plus they had to encounter the awesome water jump which created some of the most fantastic jumping seen on the shows. There was only one problem: not all the riders made it.

TAPE #4: OCTOBER 1983 PRO SPECTACULAR LAS VEGAS, NV

History repeated itself. Brian Patterson was the first in the series to be a two-time winner, and also took the lead in the series going into the Los Angeles race.

TAPE #5: JULY 1983 PRO SPECTACULAR ST. LOUIS, MO

This is one of the longest, most grueling tracks, with a front straightaway about 100 yards long with a jump in the middle of the first straight that catapulted the riders 20 or 30 feet past the jump. The winner was a hometown boy, John Plant, who won convincingly.

TAPE #6: JULY 1983 PRO SPECTACULAR WATERFORD OAKS, MI

Greg Hill was on his way to scoring a perfect in the three Mains, only to be upset by Eddy King who, at that time, had only been pro for a few short months.

TAPE #7: JUNE 1983 PRO SPECTACULAR JOHNSTOWN, PA

It was the first time a single team (Diamond Back) took

a first and second place with that marvelous duo, Harry Leary and Eddie King. Greg Hill and Anthony Sewell looked like they were going to win, but mishaps negated that.

TAPE #8: MAY 1983 PRO SPECTACULAR MIAMI, FL

This was the first stop—the inaugural event—of the 1983 Pro Spectacular series. Brian Patterson won over Stu Thomsen, who got a flat tire while in the lead.

TAPE #9: DECEMBER 1982 WORLD CHAMPIONSHIP LAS VEGAS, NV

Approximately 3000 participants from around the world converged on the entertainment capital of the world, Las Vegas, Nevada. Every Amateur moto is seen and every race came down to the wire. Richie Anderson became this year's World Champion.

TAPE #10: JULY 1982 GOLD CUP QUALIFIER WATERFORD OAKS, MI

Balloons were flying, people were smiling, as once again one of the most beautiful tracks in the country hosted some of the best racing of the season.

TAPE #11: JULY 11, 1982 GOLD CUP QUALIFIER RICHFIELD, MN

The mayor, the governor's office, and the sun all came

out for this race, which featured one of the longest tracks and super-hot competition that found many races decided by a cat's hair at the finish line.

TAPE #12: JULY 4, 1982 GOLD CUP QUALIFIER LUBBOCK, TX

One of the first in the Gold Cup series, this exciting race featured spills and thrills.

TAPE #13: 1981 WORLD CHAMPIONSHIP INDIANAPOLIS, IN

This year's World Championship event marked the end of the battle on the concrete. This was the last year that wooden jumps and concrete floors were used. The '81 World Champion was Lee Medlin.

TAPE #14: 1980 WORLD CHAMPIONSHIP INDIANAPOLIS, IN

This was the largest World Championship and the first World Championship to be broadcast on national television. Winner for the year was Timmy Judge.

TAPE #15: 1979 WORLD CHAMPIONSHIP INDIANAPOLIS, IN

Bobby Woods took the title of World Champion at this race. This event was never seen on television; the only way anyone can see it again is by purchasing this video.

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KELLOGG'S
BMX CHAMPIONSHIP

GREAT BRITAIN

Chanady pulls off a squeaker in \$20,000 pro invitational series

By John Ker

□ While racers in the United States wait patiently for BMX to make it big on network television, the people in Great Britain have already seen it happen.

Eight of the top BMX stars in the United States were recently flown to London to compete in a six-race invitational pro series. The series was put together by Richard Grant (editor and publisher of an English BMX magazine and a former contributor for *BMX Plus!*), Sportsplus (a sports promotion company), and the British division of Kellogg's (the American cereal company). British television producer Al Rushkin filmed the six events for a special six-week prime-time TV series to be shown on British TV later this year.

The riders chosen for the series were Erip Rupe, Greg Hill, Brian Pat-

erson, Harry Leary, Clint Miller, Mike Miranda, and Stu Thomsen. As it turned out, Stu had to back out due to the ankle injury he suffered at Memphis (*BMX Plus!*, August), and Nelson Chanady was selected as an alternate. The riders were selected on the basis of both competitive ability and popularity among the British BMX public, who are great fans of the American BMX pros. Air transportation, food, and lodging were all provided by the series organizers. **SIX RACES IN ONE WEEK TO FIND THE CHAMPION**

Six races were scheduled for a one-week period. Four different tracks were to be used. Besides racing for cash awards at each of the individual events, the riders were competing for the overall series title and a special cash bonus of just over \$4000 that would be distributed to the series' best racers.

The series proved to be very closely matched. No one truly dominated. Eric Rupe won the first race, Greg Hill the second, Rupe the third, Nelson Chanady the fourth, Brian Patterson the fifth, and Harry Leary the sixth.

The pros were scored for each race. First place earned eight points, second earned seven, third earned six, and so on down to last (eighth) place, which earned one point.

In the end it was Nelson Chanady

who pulled out the overall win for the series in an extremely tight points race (the first seven places were divided by only ten points overall). Consistency was the key to Nelson's win. His finishes—a fourth, a third, a second, a first, and two fifths—were just enough to edge him ahead of the other contenders in the series totals. Eric Rupe, the only pro to win two of the six races, placed just two points behind Nelson in the final total to take second overall. Clint Miller and Brian Patterson tied for third overall, each just three points behind Rupe.

Eric and Brian both had their hopes for the overall title shattered by disqualifications. The rulings automatically moved them to last place in those two races. Rupe was disqualified in the fourth event for cutting a section of the Birmingham track accidentally. Eric had slid out on the rain-slick first turn while holding the lead in the race. He re-entered the track as quickly as he could, giving up only one position, but by doing so, he missed the second turn. His second-place finish was changed to a last place as a result of the officials' ruling.

Brian Patterson was disqualified two races later in the final event of the series for jumping the gate. It was a very low gate, according to Brian, and he inadvertently pulled up too hard at the start and rode right over it. As a result, his first-place finish in that race was changed to a last, and Brian's hopes for the title went down the drain the same way Eric's had.

CHANADY THRILLED

When the points were totaled, it was announced that Nelson Chanady had won the title. Chanady was thrilled. It was a major upset. He had turned pro only a few months earlier, and the win was the first truly major one of his pro career to date. The 1982 IBMXF Amateur World Champion had only come to the series as an alternate, and he ended up winning the whole thing. □

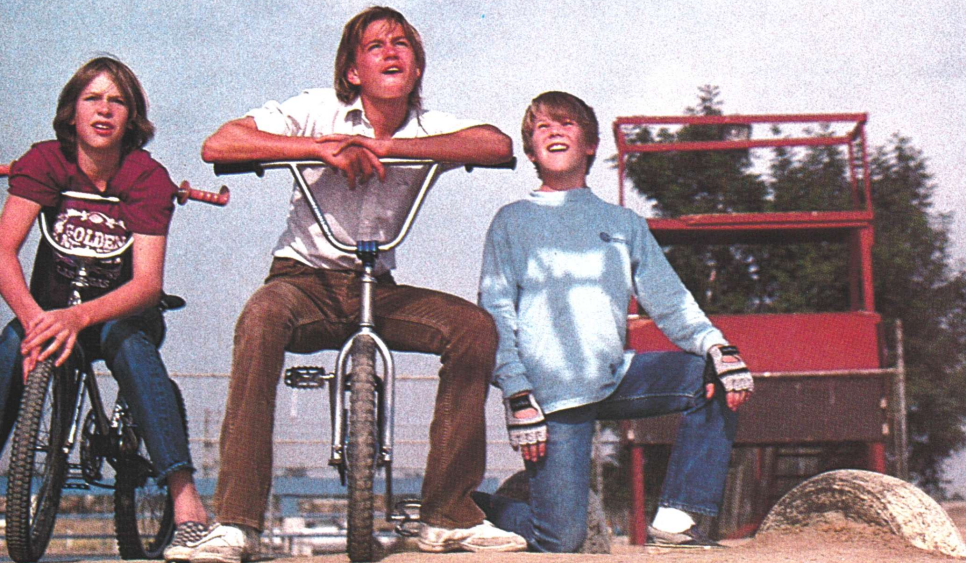
Clockwise from top left: Andy Patterson; England's Tim March; Greg Hill; Mike Miranda; Clint Miller; Miranda; Clint Miller; Nelson Chanady; Mike Miranda; Eric Rupe; Andy Patterson; Greg Hill. Center top: Eric Rupe. Center bottom: Rupe, Chanady, Miller and others. Photos by Arthur Brady.

RACE-BY-RACE RESULTS

RIDERS IN ORDER OF OVERALL SERIES FINISH	RACE 1 LONDON	RACE 2 LIVERPOOL	RACE 3 BIRMINGHAM	RACE 4 BIRMINGHAM	RACE 5 GATESHEAD	RACE 6 GATESHEAD	FINISH TOTAL	FINISH AVERAGE	TOTAL WINNINGS
1. NELSON CHANADY/GT	4	3	2	1	5	5	20	3.33	\$4347
2. ERIC RUPE/MONGOOSE	1	7	1	8**	2	3	22	3.67	4450
3. CLINT MILLER/KUWAHARA (TIE)	5	2	7	5	4	2	25	4.17	2397
3. BRIAN PATTERSON/PATTERSON (TIE)	3	4	5	5	4	1	25	4.17	2569
5. ANDY PATTERSON/SKYWAY	6	5	3	2	6	6	28	4.67	1759
6. HARRY LEARY/DIAMOND BACK	8*	8*	6	3	3	1	29	4.83	2277
7. MIKE MIRANDA/TORKER	2	6	4	7	7	4	30	5.00	1449
8. GREG HILL/GHP	8*	1	8	6	8	7	38	6.33	1447

*Denotes that rider did not finish race after crashing and so earned last-place points **Disqualified for rules infraction (see story)





□ Hutch Hi-Performance has long been known for offering the discriminating BMXer the ultimate in top-of-the-line, spare-no-expense race equipment. In the past, if you wanted the best and didn't care what it cost, Hutch was the name you turned to. But that's all a thing of the past. Don't worry, though. Hutch still offers his legendary line of first-cabin chassis and componentry, but now there's something new—something for those who still want the best, but who must BMX on a budget. Sound like anybody you know? In other words, here's Hutch's most affordable model yet. Meet the brand-spanking-new Hutch Pro Raider. Better take a quick look now, because at only \$239 you're going to have a hard time seeing any on showroom floors this summer.

HOW DID HUTCH DO IT?

How did Hutch, who is known for his full-on racers, come out with a best-buy econo-racer so cheaply? Simple. He went overseas. "I never wanted to go over to Japan to build a bike," says Hutch, "but when I realized that I was missing the boat, I gave in."

After Hutch came up with the concept of the Pro Raider, he contacted the gigantic Marui/Tioga manufacturing facility in Kobi, Japan. Today the factory handles much of the componentry manufacturing for the Pro Raider, as

well as strict quality control over the finished product, which is ultimately assembled by Taiwan's largest bike builder, Merida. Japanese componentry is shipped from Marui to the Merida factory, where it is fitted to a Taiwanese-fabricated frame, fork, bar and seatpost set. In the end the Pro Raider emerges as a hybrid Japanese/Taiwanese BMXer built for Americans.

YOU WON'T BELIEVE YOUR EYES!

Maybe you've seen Hutch's ads for the new Pro Raider. Maybe you haven't. When we first laid eyes on the ad, we couldn't believe how trick the bike looked for only \$239. In fact, after we had pulled the Pro Raider out of its box, assembled it and carefully inspected it, we still couldn't believe it. Nice work. Attention to detail. Quality componentry. Everything you'd expect from an entry-level racer, and more. If you're looking for a bike to ride back and forth to school, to tool around on after school, and to race on the weekends,



the Pro Raider should be considered a strong candidate.

Now, let's look a little closer into the Pro Raider to see what makes this econo-racer tick.

HUTCH'S FRAME JOB

In the past we haven't always been 100 percent behind some of the work coming out of Taiwan. Today we're happy to say that the vast majority of work coming from Taiwan is of good to excellent quality. Fabrication of everything, from frames and forks to componentry, has been greatly improved. There's still junk out there, but for the most part, American manufacturers like Hutch have had a great influence on the quality of BMX goods coming out of Taiwan. The Pro Raider's frame, fork, and bars are prime examples of how good it can be.

The Pro Raider frame and fork are, to oversimplify a bit, a Taiwanese copy of Hutch's super-popular Expert frame and fork. Same geometry. Same appearance on the outside. Same chromoly tubing throughout. The only hint that it's not made here in the American factory is the appearance of the welds, which still aren't quite up to snuff. Don't get us wrong, though, there's still good penetration and class tube fit—the welds just aren't quite as pretty as their American counterparts, that's all.

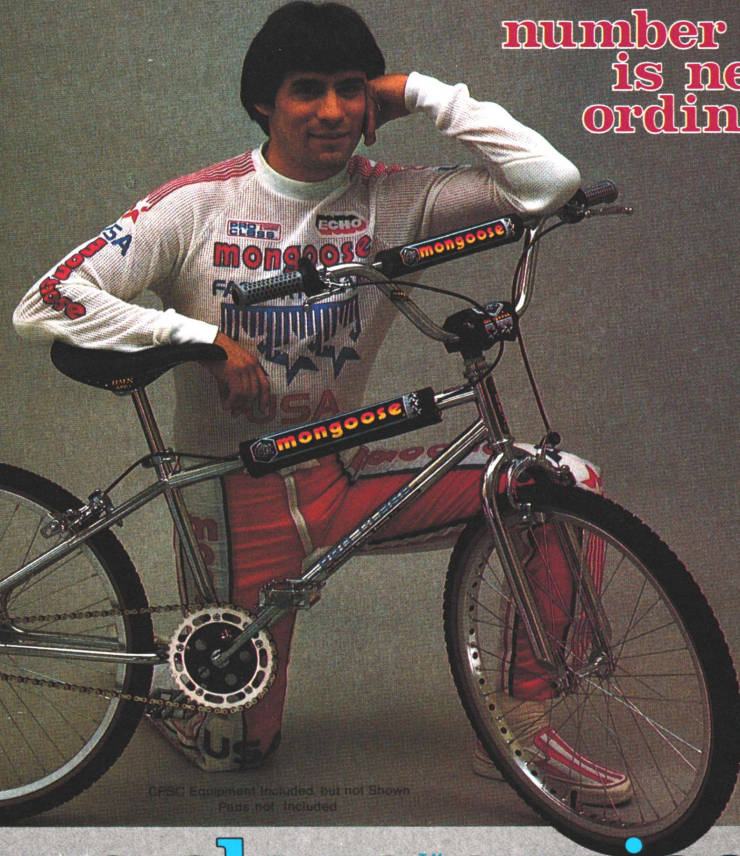
HUTCH PRO RAIDER

Big bargain BMXer



If you're 12 to 15 years old and want to roost on your riding buddies, here's your chance. Hutch's new Pro Raider may be the good news and have the low price you've been waiting for!

number one
is never
ordinary



OPSC Equipment Included, but not Shown
Pads not Included

pro class™ cruiser

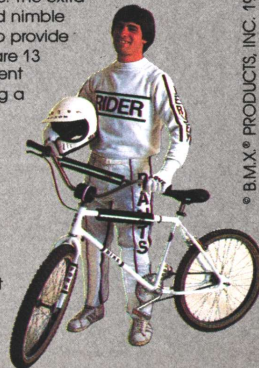
For over a year and a half, the Pro Class™ Cruiser was available only to Factory Mongoose® riders, the same Factory Works Machine that Brett Allen, Mongoose® Team Manager, piloted to the ABA National #1 Cruiser Title. Now you can get the same Pro Class™ Cruiser and take advantage of the same uncompromising performance and handling.

The Pro Class™ Cruiser exemplifies precision craftsmanship at every phase of construction, from raw tubes to finished product. Premium 4130 chromoly tubing is used exclusively. Each tube is machined and hand-polished to ensure proper alignment and a smooth, uniform chroming base. The extra large diameter 1 1/4" down and 1 1/8" top tubes add to the bike's stability and nimble responsiveness. The head and bottom bracket tubes are internally milled to provide the close tolerances necessary for proper bearing cup fit. Rear drop outs are 13 gauge "normalized" chromoly, a material and thickness necessary to prevent "wheel walk" and flexing. The fork is likewise constructed of chromoly, using a heat-treated steering tube and large diameter 1 1/8" fork legs.

Welding is a craft done so precisely it has become the hallmark of Mongoose® quality and dependability. The Pro Class™ Cruiser, like the original 20" Pro Class™ and top line Supergoose, are fabricated only with low temperature heliarc welding by the most qualified and experienced welders at Mongoose®. Low temperature welding requires extra time and cost but produces the clean, jewel-like welding beads for the greatest structural integrity and alignment. Higher temperature welding would be faster and less costly, but introduces strength-robbing embrittlement and possible heat warpage, making proper alignment impossible.

See the Pro Class™ Cruiser frame set or the complete bicycle with Pro Class™ Wheels® and find out how fast you can go with Number One.

* Patent Pending



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HUTCH PRO RAIDER

After all the usual *BMX Plus!* test crew nit-picking was said and done, the new Pro Raider got the thumbs-up. For a mere \$239 we all came to the conclusion that the frame and fork were on a par with, if not better than, anything in its price range. Good, clean fabrication and finish. Nothing more. Nothing less.

PRO RAIDING THE COMPONENTRY CABINET

Since the frame, fork and bar combo was fashioned after the midsize Expert-model Hutch, it seemed only fitting that Hutch outfit the Pro Raider for riders in the midsize 11- to 15-year-old age bracket. The Expert frame is perfect for that age range, so the componentry should be, also.

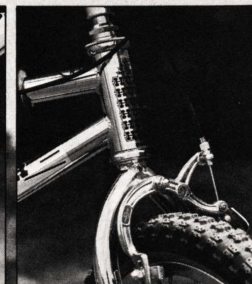
The Pro Raider starts off with a super-durable Takagi Cr-Mo 175mm one-piece crank, SR alloy stem, Sumo alloy rims, Victor platform pedals, TYC chain, Chang Star calipers, Cheng Shin skinwall tires, Suzue alloy hubs and Viscount seat. From there, all that's left is the Shimano DX free-wheel, Tange bottom bracket and headset, Hutch mild-steel handlebars and seatpost and Hutch grips. Just add tubes, cables and a few other little items and you have it—the complete Hutch Pro Raider.

Strong points on the parts list go to the choice of high-quality Tange bearings, Takagi crank, Shimano freewheel, SR stem and Suzue hubs. All this stuff is first-rate, durable and usually found on much more expensive bikes. Good choices. Actually, everything on the Pro Raider's parts list is well thought out. Everything except the mild-steel, strangely knurled seatpost. Besides being too short and not strong enough, its minimum insertion line only allows for about three inches of adjustment. Pretty lame. If you're smart, you'll go for a 100-percent chromoly post, either

Nobody does one-footer tabletops like the Judge. Amazingly, the Pro Raider withstood all of T.J.'s no-holds-barred punishment. This is one tough entry-level racer!



Don't be afraid to look closely at the Raider. SR stem, Tange headset, improved Chang Star calipers, Cheng Shin tires, Sumo alloy rims and surprising attention to detail add up to a lot of bike for your buck.



Sorry. To get your hands on one of these super-trick Hutch spiders you'll have to buy a Pro Raider first. Also check out the Takagi Cr-Mo cranks and TYC chain. We're talkin' quality here!



RAIDER

straight or laid back, before the stock post breaks on you.

Other than that, we had no real complaints. We even learned to live with the Chang Star calipers and levers, which are slowly but surely improving. They'll never be Dia-Compes, but with careful adjustment and some higher quality pads, they'll work. Probably the best news is that the Pro Raider offers these calipers on both the front and rear.

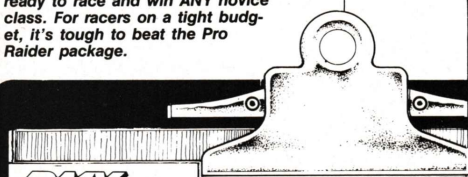
THE RAIDER RIDE AND BOTTOM LINE

If you were to ride a Pro Raider without knowing exactly how much it cost, chances are you'd guess higher than its \$239 price tag. At a respectable 25¼ pounds, the Pro Raider is ready



T.J. felt that for the guy who'll be riding to school full time and racing on the weekends part time, the Pro Raider just can't be beat. "Why didn't they have bikes like this when I started racing!"

Most people we ran into couldn't believe how trick the Pro Raider was. For around 240 bucks you get a bike that's ready to race and win ANY novice class. For racers on a tight budget, it's tough to beat the Pro Raider package.



1. Bike: Hutch Pro Raider, 20-inch complete bike.
2. Age range: 11 to 15 years old.
3. Country of origin: Taiwan/Japan.
4. Intended use: Street, trail, entry-level racing.
5. Wheelbase: 35¼" to 36¾".
6. Bottom-bracket height: 11¼".
7. Chain stay length: 14¾".
8. Steering head angle: 73.5°.
9. Seat tube angle: 74°.
10. Frame: Hutch, chromoly throughout. Features: 1½" top tube, 1¼" down tube, loop-tail rear triangle, 4" head tube, American bottom bracket, chrome finish.
11. Fork: Hutch, chromoly. Features: 1" diameter legs, leading-axle design, drilled for caliper, chrome finish.
12. Rims: Sumo, alloy, 20" x 1.75".
13. Spokes: 36/080.
14. Hubs: Suzue, low flange, alloy, loose ball.
15. Tires: Cheng Shin skinwalls, 2.125" front, 1.75" rear, 35 psi.
16. Cranks: Takagi Cro-Mo, one-piece, chromoly, 175mm.
17. Pedals: Victor platform, alloy body, chromoly spindle, loose ball.
18. Chain: TVC, ½" x 1/8".
19. Bottom bracket: Tange steel, retained ball.
20. Front sprocket: Takagi alloy, 44T.
21. Freewheel: Shimano DX, 16T.
22. Brakes: Chang Star calipers, front and rear, with Tech 3-type levers.
23. Headset: Tange steel, retained ball.
24. Stem: SR MS-422, alloy, 4-bolt head, chromoly shaft.
25. Handlebars: Hutch mild steel, 27½" width, 9½" height.
26. Grips: Hutch.
27. Seating: Viscount plastic saddle, Hutch mild-steel post and alloy seatpost clamp.
28. Miscellaneous: Full set (3) Hutch safety pads, C.P.S.C. reflector kit, chain guard.
29. Overall weight: 25¼ lbs. with pads and without plate or C.P.S.C. equipment.
30. Approximate retail price: \$239.
31. For additional information contact: Hutch Hi-Performance Products, Inc., 4030 Benson Ave., Baltimore, MD 21227; (301)242-6944.



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- TUFF-NECK Chainwheels (70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000) - \$1.49
- TUFF-NECK Power Disk (10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000) - \$1.49
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- KOL STOP Aluminum Brake - Blue - Gold - Silver - Black - \$13.99
- SKYWAY Tuff Pads Red - Blue - Yellow - Black - White - \$5.49
- SKYWAY Pro-Model Tuff Pads Red - Blue - Gold - Black - Silver - White - \$5.49
- TERRY CABLE Brake - Red - Yellow - \$7.99
- MATHAUSER Economy Brake Black - \$3.29

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- TIGDA BEARTRAP 2 Headset Red - Blue - Gold - Silver - Black - \$21.99
- TANGE MX6 Alloy Headset Red - Blue - Gold - Silver - Black - \$13.99
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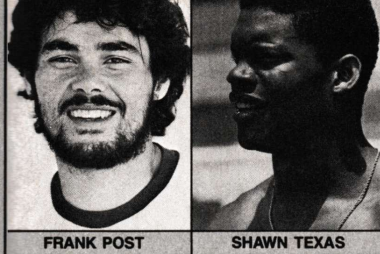
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NBL WAR OF THE STARS: LAS VEGAS

TEXAS & POST SUSPENDED FOR VIOLENCE ON TRACK
Ruminer tops pro class



FRANK POST

SHAWN TEXAS

Shawn Texas was at the center of controversy this day after he T-boned Frank Post in the A Pro Main. The NBL officials saw it as an act of revenge against Post, who just seconds earlier had forced Shawn off the track, and suspended Texas for 30 days. Shawn, a born-again Christian, later told *BMX PLUS!* that he was sorry about what he had done and would never make such a mistake again. Frank Post wasn't entirely innocent in "The Texas T-Bone Massacre." Frank admitted afterwards that he intentionally moved over on Shawn in the second turn so he wouldn't have to worry about having Shawn on his inside in turn three (where he feared that Texas would slide into him). The NBL officials thought Post's move looked like a clean one, but Shawn sure didn't.



Tommy Brackens was looking like "the human dragster" once again after a long dry spell in the pro classes. Tommy won the Pro Award class.



After battling tonsillitis off and on in recent months, Jeff Ruminer has finally returned to his old form. Jeff won the A Pro Main—his first major pro win since July of 1983.



With temperatures over 100 degrees in the shade, the hot tip was to stay cool any way you could.

The Rough Rider BMX Track has one of the fastest first turns in the West. GT's Darwin Griffin was snapping out hoeshots all day long. He won 14-15 Open. ►



D.D. Leone is definitely looking like he's ready to move up to the A Pro ranks. Besides winning B Pro, D.D. also won Pro Cruiser—the B Pros just aren't supposed to do that. ►



Brian Berger won the World Almanac Skills Contest's 25-Meter Dash last fall. He won the 17 Expert class here in Las Vegas—his first major National win. There is no question that this guy is fast.



JMC's Carl Butler. This guy is one of the most stylish riders in BMX, and one of the fastest amateurs anywhere. But even the fast and stylish riders don't always win. This wasn't his day.



GT's Kevin Hull was on a roll in Las Vegas. Kevin doubled, taking the 16 & Over Open and 18-24 Cruiser wins.



Carl Butler (12) had the inside line in the 14 Expert Main, but it was Mike King's day all the way. Keep an eye on Mike. Right now he's the hottest 14 Expert in the country. He's won at least one class at almost every big race the last two months.



► This is what is known as a very close start in the 13 & Under Cruiser class. This is the Main. CW's Damien Bernal (36) took the win, Vans' Robert MacPherson (87) got second, and Matt Hadan (41H) took third.

By John Ker

□ While eight of America's best pros were competing in the Kellogg's invitational pro series in England, the rest were in Las Vegas hoping to win some money at the track. The gambling capital was hosting the eighth race of 1984's 29-race NBL War of the Stars series.

It was one of the hottest BMX races we've ever attended. The Rough Rider BMX Track was baking in the desert sun as the temperature soared to 102 degrees in the shade. The turnout was not big (138 motos), but it was choice. The race was sponsored by the Factory Team Managers Association (the coalition of team managers of the United States' biggest BMX companies), ensuring a heavy "factory" turn-

out. "Non-factory" turnout was fairly light, so the motos were stacked.

THE FAVORITES

With so many of the top pros gone, it looked like the race would be a picnic for somebody like Scott Clark, Pete Loncarevich, or Brent Patterson, the three riders among those assembled who seemed to be having the greatest recent competitive success. Pete arrived at the track late, however, missing the first round of competition, thus nullifying his chances. He went back to his hotel. Brent had an off day also, failing to make it out of the motos in any of his classes. By the time of the Main, Scott Clark seemed the odds-on favorite.

That wasn't to be, however. Pro Neck's Shawn Texas got the snap and took off with the lead. Clark's team-

mate Jeff Ruminer overtook Texas in the first turn, however, and went on to win; but that's not the end of the story.

Shawn Texas and Frank Post were in second and third coming through the second turn when Post started to pass Texas on the inside. Post also moved over on Texas to force him to back off or to go off the track. Shawn left the track, but he didn't fall. He went around the next jump (about 20 feet away) and rode through the infield instead of trying to immediately reenter the track. He rode straight across the grass for about 15 yards more to re-enter the track in the third turn—right into the side of Frank Post's bike. It was a classic "T-bone."

Both riders went down in the crash (as did some others who were following Post, who was still in second at the

time). Post (about five feet nine inches, 155 pounds) got to his feet almost immediately and ran over to Texas (six feet two inches, 195 pounds) and gave him a shove. Texas just said, "Mellow out," spun away, grabbed his bike and took off for the finish and, once across, stood waiting for Post to arrive.

Expecting trouble, Bob Tedesco dashed over to the line to keep things under control and jumped between the two riders as Post arrived. There was no fight, but the two did yell at each other, and each protested the other's actions to Tedesco and NBL Competition Director Jim Banks.

OFFICIALS SUSPEND TEXAS AND POST

Banks and Tedesco conferred to decide what action to take. Both officials had seen the whole incident and agreed

that Post's pass was aggressive but fair. They further agreed that Texas had clearly T-boned Post intentionally. They felt that Post's reaction was also unsportsmanlike, but somewhat understandable under the circumstances.

Texas was given a 30-day suspension of his NBL license for his actions. Post was given a one-day suspension for his. Both riders were disqualified from the A Pro Main and any other races yet to be run that day.

Tedesco explained afterwards that he and Banks noted the ABA's plan to cut down on the rough riding in the pro ranks (*BMX Plus!*, August 1984) and agreed that they too had to take steps to eliminate the intentional crashing that occasionally occurs in the pro classes.

Tedesco says that from now on the

NBL will be handing out suspensions to the pros who commit intentional fouls. The duration of the suspensions will be up to the discretion of the NBL. He and Jim Banks feel that a year-long suspension of a pro's license would be probable for a second offense.

THE FINISH

Anyway, we never did get around to saying what the complete order of the finish was. Ruminer, as we mentioned, got the win. His teammate Scott Clark took advantage of the Texas/Post collision to take over second. Ron Anderson took third, and fourth through sixth went to Fred Hightower, Eddy King, and Anthony Sewell. As we mentioned before, Shawn Texas and Frank Post were disqualified.

Check the results column for the other classes.

stickers















































































NBL WAR OF THE STARS Las Vegas, Nevada Sponsored by FTMO

A PRO		PRO AWARD	
1. Jeff Ruminer/Murray	\$800	1. Tommy Brackens/Torker	\$100
2. Scott Clark/Murray	500	2. Eddy King/Diamond Back	65
3. Ron Anderson/Vans	300	3. Mike Poulson/Schwinn	35
4. Fred Hightower/Skyway	150	4. Fred Hightower/Skyway	25
5. Eddy King/Diamond Back	100	5. Bobby Woods/KS	25
6. Anthony Sewell/Murray	75	6. Scott Filfield/Patterson	25
Disqualified: Frank Post/Independent and Shawn Texas/Pro Neck		7. Wayne Crossdale	
B PRO		PRO CRUISER	
1. D.D. Leone/RedLine	\$400	1. D.D. Leone/Schwinn	\$400
2. Don John/Raleigh	200	2. Jeff Ruminer/Murray	200
3. Kirk Chisico/Powellite	150	3. Toby Henderson/Hutch	150
4. Vern Latham	80	4. John Crew/Patterson	80
5. Wayne Crossdale	60	5. Anthony Sewell/Murray	60
6. Tim Quigley	50	6. Robby Rupe/MT Racing	50
7. Mickey Lundy	35	7. Scott Clark/Murray	35
8. Scott Filfield/Patterson	25	8. Clarence Perry/CW	25
17 EXPERT		6 & UNDER EXPERT	
Brian Berger		1. Jarrett Badham	
Curt Gardner		2. Anthony Pillado	
Frank Franchese		3. Justin Christy	
Pat Steele		4. Lonnie Jenkins	
18 EXPERT		15 & OVER OPEN	
Jon Anderson		1. Kevin Hull	
John Tomac		2. Steve West	
Greg Webster		3. Bubba Hayes	
Eric Garcia		4. Kyomi Waller	
15 EXPERT		14-15 OPEN	
Billy Griggs		1. Darwin Griffin	
Brian Gass		2. Sean Speed	
Doug Davis		3. Billy Harrison	
Paul Eggers		4. Nico Ortiz	
14 EXPERT		12-13 OPEN	
Mike King		1. Sean Riebel	
Craig Bark		2. Eddie Siegmund	
Karim Richardson		3. Sean Callahan	
13 EXPERT		4. Darin Simpson	
Robert MacPherson		10-11 OPEN	
Matt Hadan		1. George Seavers	
Sean Riebel		2. Geoff Scofield	
Eddie Siegmund		3. Brian Johnson	
12 EXPERT		8-9 OPEN	
Robert Swick		1. Jason Donnell	
Sam Arellano		2. Greg Grieshaber	
Al Ross		3. Aaron Shook	
Brian Lopez		4. Jeremy Schoeman	
11 EXPERT		7 & UNDER OPEN	
Erin Saie		1. Willie Huebner	
Jason Christy		2. Mike Duffy	
J.D. Finney		3. Tim Moscardi	
Brian Johnson		35 & OVER CRUISER	
10 EXPERT		1. Billy Beard	
Geoff Scofield		2. George Antill	
Tod Guss		3. Everett Rosecrans	
Craig Henderson		4. Mike Duffy	
Louis Moscardi		18-24 CRUISER	
9 EXPERT		1. Larry Walker	
Roger Moore		2. Kevin Hull	
Greg Grieshaber		3. Greg Stoney	
Jeremy Schoeman		4. Dean Lucia	
Shannon Sellers		17 CRUISER	
8 EXPERT		1. Fred Johnson	
Jason Donnell		2. Richie Anderson	
Mike Luna		3. Scott Campbell	
Matthew Voegele		4. Ryan Crupi	
7 EXPERT		16 CRUISER	
Willie Huebner		1. Jon Anderson	
Bo Olson		2. Tim Moscardi	
Tim Moscardi		3. Shawn Jaeger	
Scott Gray		4. Greg Liggins	

FACTORY TEAM TROPHY	
1. Raleigh	74
2. Schwinn	64
3. GT	60
4. Diamond Back	54
5. Redline	50
6. CW	44
7. Kuwahara (tie)	40
8. Mongoco (tie)	40
9. Bandito (tie)	34
10. Powellite (tie)	34
SHOP TEAM TROPHY	
1. Ralph's Bicycles	

Anybody who thought the third turn wasn't tricky must have been at the wrong track. How tricky was it? Just ask these guys. ☐



LAS VEGAS

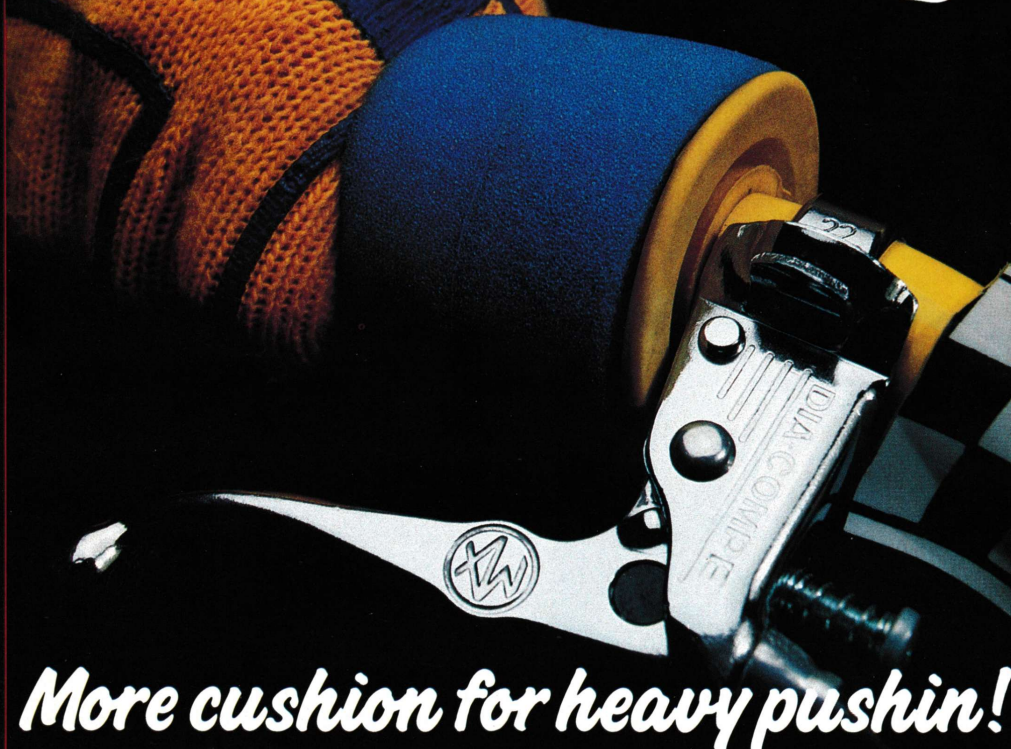


Vans has been getting awfully serious about its race team lately. Robert MacPherson (25M) is proof of that. He took first in 13 Expert here. That's Matt Hadan behind him.



Patterson's stylish Sean Speed (29S) has moved into the top ranks of amateur competition. Here he took first in the 15 Cruiser class against the likes of Darwin Griffin (99), Billy Griggs (24), Tosh Muraviov (75), Brian Gardner (67), and Peter Casano (12). Griggs and Griffin took the Expert and Open wins.

JUMBO DONUTS



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FLITE

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□ Back in 1974, when Armando Carrasco was just a bike-crazy 12-year-old in the border city of Mexicali, Mexico, his older brother decided to take him and some of his friends across the border into the U.S. to compete in BMX races, a sport that was just becoming popular in Southern California at the time.

Armando soon learned to race and to speak English. He even found an American sponsor—Phil Bartel, the owner of a bike shop in Imperial Beach, California, a town just across the border from Tijuana, and about 12 miles south of San Diego. Armando became a good racer of the time, even able to hold his own against the top American riders. Armando can still recall the time he beat Stu Thomsen at a race. As someone once said, however, "Once is not enough," and Armando dropped out of active competition in 1977 to pursue his education.

By 1984, Armando had made it through nearly four years of a five-year program toward a degree in tourism and was working in the office of the State Secretary of Tourism in Tijuana. (Tourism is the biggest industry of Tijuana, the Mexican border city of one million people but zero BMX tracks.)

Armando decided that one way to bring tourists to Tijuana—the basic purpose of his job—was to put on a big BMX race. His office approved and Armando went to work. Armando called on his old sponsor, Phil Bartel and his Bicycleville bike shop in Imperial Beach, to help put the plans together. Bartel agreed to assume the financial responsibility for the event if Armando would handle the diplomatic chores.

A bull ring—the Hacienda Arroyo—about six blocks from the ocean in a nice residential neighborhood of Tijuana, was rented for the race. Hotels agreed to provide complimentary rooms to select guests. Sponsors were found. Trophies were ordered. When the NBL and ABA declined to sanction the race, BMXA of San Diego, an independent race association with ten years of experience (Bartel was one of its original founders), agreed to help run the event.

The promoters persuaded Diamond Back pro Eddy King, who lives about five miles north of Tijuana in National City, California, to design the track for the event. What's more, after about four phone calls to our offices, Armando even persuaded us to come down and cover the race for our readers. It seemed like Armando and Phil had thought of everything. We figured it would make for an interesting weekend. **INTERESTING, BUT...**

Interesting it was, but not too successful. The race drew only 96 entries, only 22 motos. Considering that the race was scheduled to be spread over two days, the turnout was *real* small.



Despite the very small turnout (only 22 motos), the action was hectic—especially in the Pro class. Pro Neck's Shawn Texas rode clean and fast to get the win; Eddy King (5) took second; Donny Atherton (1) took third.



The promoters went all out for this event. It would be an understatement to say that the bull ring used for the event was nicer than we expected. This place was beautiful.



MEXICO

THE 1984 TIJUANA BMX CUP

Heavy promotion, light turnout

By John Ker

As a matter of fact, most of the classes had only three or four riders, necessitating the use of the three-moto, no-Main system.

The pros constituted the biggest class by far. Some 13 showed up to compete for the advertised purse of \$1000 plus 100-percent paycheck. The pros raced two laps on the small but challenging track that Eddy had designed. Surprisingly, Eddy got smoked in the Pro Main by Pro Neck's Shawn Texas in a close, exciting race. For an-

other surprise, Denny Davidow, one of the top U.S. pros of 1980 and 1981, came out of retirement to win the Pro Open class as Texas and King finished second and third. SE Racing's Toby Henderson, however, took the Pro Cruiser win, beating out Davidow's attempt for a pro double.

WHAT HAPPENED?

Was the race a flop? Well, that's a little harsh, but it would be stretching things to say that 22 motos is a good turnout for a major race. It would be



The Americans and the Mexicans got into an impromptu jumping contest for the crowd during Sunday's practice. Mike King proved he could hang with the best of them.



In a country of just over 70,000,000 people but only about 1000 active racers, there is plenty of room for the growth of BMX. Most of the natives came only as spectators, but it's possible the seeds for growth were planted.

safe to say that the promoters were disappointed.

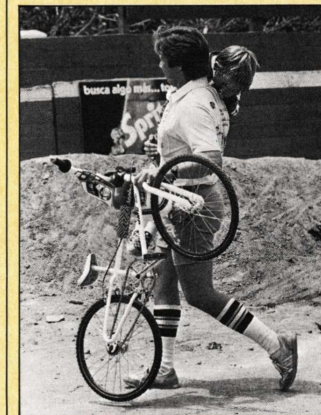
Phil Bartel said after the race that he had hoped to make enough money to build three or four tracks in Tijuana. Instead he figured he had lost about \$5000. Armando Carrasco had hoped to bring 6000 tourists to Tijuana for the race. In all, only about 200 showed up.

What went wrong? Well, that's hard to say, but there were a number of factors that hurt the turnout. The race offered no NBL or ABA points for one

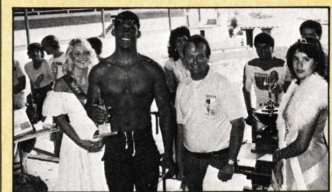
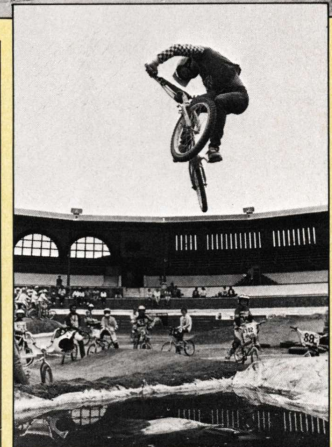
SE Racing's Dwight Lowell (100) fought the good fight in 17 & Over Expert. He won.



The track that Diamond Back Eddy King designed for the race was definitely a challenge. Salvador Barocio may have set the record for "most-air-over-the-water jump" with this leap. Eddy's team had a pretty good day in Tijuana—they won the Team Trophy for the race, BARELY beating SE Racing. ►



JMC's Travis Younger took it pretty hard when he crashed in the final round of the 8 Novice class. He ended up getting beat by Diamond Back's six-year-old Cindy Ainsworth (everybody under the age of eight was lumped together in 8 Novice in order to make a class). When "Trapper" collapsed in tears, co-promoter Armando Carrasco had to rescue him from his embarrassment.



Shawn Texas was one of the few older riders too polite or too shy to kiss the trophy girls that promoter Phil Bartel brought in for the event. Some of the other riders—like Denny Davidow and Bubba Hayes—were anything BUT shy.

thing, so the American "point chasers" felt no need to come. For another thing, the entry fees were high: In the expert, girls, and cruiser classes it cost \$20 for advance entries (at least three weeks early) and \$25 for "late" entries; for the pro classes it was \$50 for early entries, \$55 for late entries. High entry fees don't help bring in the crowds.

Another factor that may have hurt the turnout is that a lot of Americans are reluctant to leave the security of their own country and to have to cope

with a foreign culture, foreign language (Spanish), foreign legal system, and foreign diet, even if the race is only half a mile outside the United States.

Whatever the reasons, a lot of people missed an interesting, if not very big, race. Armando Carrasco and Phil Bartel are not going to give up, however. They are committed to giving BMX another chance in Tijuana. They plan to put on another race in a few months. It would be great if they didn't need American participation to ensure

PROFESSIONAL DECISION

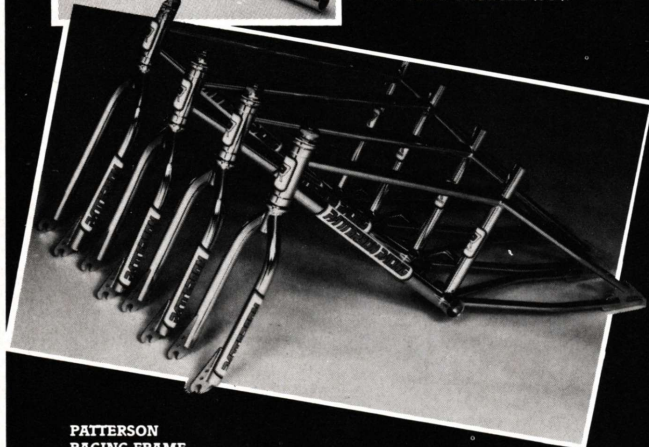
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TIJUANA



We didn't know what kind of skill level to expect from the Mexican riders. Salvador Barocio, 17, of Guadalajara, certainly opened some American eyes. This guy is radical! Yes, he pulled off this no-hander successfully.

its success, but they probably will. There are only about a dozen tracks in all of Mexico, according to Armando, of which about six have organized races. In all, there are only about 1000 BMX racers in Mexico, of which 11 (some amazingly talented) showed up for this race, most competing in the novice classes.

If BMX is really going to catch on in Mexico, we hope it catches on with the Mexican youth first. With a total population of over 70 million people, Mexico certainly has potential for the growth of BMX. □

1984 TIJUANA BMX CUP

Tijuana, Mexico
Sponsored by International Cycling Organization, BMXA San Diego, Coca-Cola, Carta Blanca, and the State Secretary of Tourism of Baja, California.

PRO MONEY	PRO CRUISER
1. Shawn Texas/Pro Neck... \$525	1. Toby Henderson/SE... \$183
2. Eddy King/Diamond Back... 385	2. Denny Davidow... 109.50
3. Donny Atherton/RedLine... 305	3. John Phillips... 82
4. Tim Quigley... 150	
5. Rod Beckering/SE... 90	PRO OPEN
6. John Phillips... 60	1. Denny Davidow... \$105
7. Wayne Crossdale... 60	2. Shawn Texas/Pro Neck... 63
8. Toby Henderson/SE... 42	3. Eddy King/Diamond Back... 42

17 & OVER EXPERT	11 EXPERT	14 NOVICE
Dwight Lowell	Brent Romero	Bill Anderson
Roy Wabiszewski	Russell Answorth	Roger Muller
Robbie Walton	Toby Johnson	Pat Ross
16 EXPERT	10 EXPERT	11 NOVICE
Bubba Hayes	Bred Cowan	James Diaz
Kiyomi Waller	Jason Palmese	Jason Dennis
David Wilson	Kevin Jellison	Juan J. Santana
15 EXPERT	9 EXPERT	8 NOVICE
Brian Gass	Tommy Answorth	Travis Younger
Earl Winn	Carlos Beltran	Brandon Dennis
Rex Butler	Jason Gass	Cindy Answorth
14 EXPERT	17 & OVER NOVICE	TROPHY DASH
Mike King	Raul Moreno	Bubba Hayes
Lonnie Tatton	Rubin Lara	Kiyomi Waller
Chris Verhagen	Gerardo Pantida	Brian Gass
13 EXPERT	16 NOVICE	FACTORY
Steve Hayes	Guillermo Robles	
Phil Corsi	Jose Luis Soto	TEAM TROPHY
Jason Moore	William Tagle	1. Diamond Back
12 EXPERT	15 NOVICE	2. SE Racing
Jason Wharton (tie)	Robert Jellison	
Brian Lopes (tie)	Hector Medrano	
Sam Arriano		

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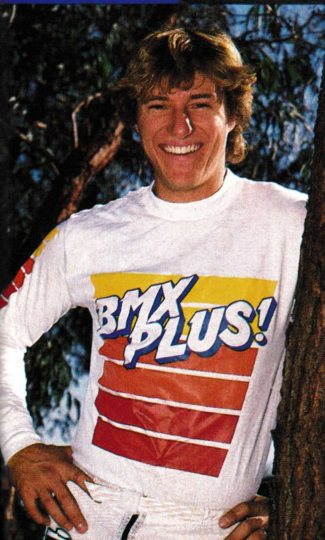
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DETROIT, MICHIGAN

□ Last year the ABA got rained out when they tried to hold an outdoor National in the Midwest (Champaign, Illinois) in the spring. This year they weren't taking any chances.

DIAMOND BACK / ABA GREAT LAKES NATIONAL

Rupe dominates with
pro double

Pictorial by John Ker

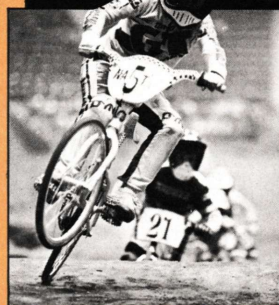


"We bad." Kris Miller, Jenny Zeuner, and Cheri Elliott ham it up in their cool shades. These are three of the fastest girls around right now.

Besides cheering on his new Torker teammates, Willie Huebner gave THEM something to cheer about, too. Willie won 7 Expert and took second behind Audeoud in 7-8 Open. ►

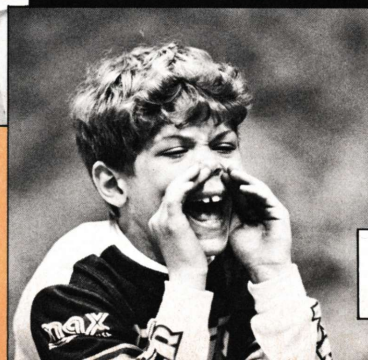


Eric Rupe (33) was flat-out blazing all day long on his way to a pro double. Brian Patterson (1) won Pro Cruiser and took thirds in AA Pro and Open. Eddy King (40) took a second in the Open, a fourth in AA.



Brit doubled again.

Eric Rupe dominated the 166-moto Diamond Back Great Lakes National. Eric scored a pro double with wins in both the AA Pro and Pro Open classes. ►



DIAMOND BACK/ABA GREAT LAKES NATIONAL



Diamond Back, 1983's Number One Team, ended up taking five firsts this day, but Doug Davis, 1983's Number One Amateur, didn't get any of them. Doug's still got the "National Number One curse."



Jason Johnson has been leading the National points races in both the Amateur and Cruiser divisions for much of the year. This time out he got a second in 12 Expert, a third in 11-12 Open, and a fifth in 12 & Under Cruiser. For him this was a pretty bad day.



Garcez is back on the gas again: first in 16 Expert.



BMX as contact sport. Kent Elliott (Cheri's brother) crowds Garcez in turn one.



Cute, guys, real cute. Torker team manager Steve Johnson puts his crew through a little post-race workout.



Lunch time.



Since joining Huff, Mike King has reportedly won one of his classes at every ABA National he's attended. This time it was 14 Expert. His teammate Stu Thomsen had to miss this race due to a sprained ankle. That was too bad—Stu had won the last two ABA Nationals in a row.

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4. Sandblasting on the ATC250—Paul Clipper photo.



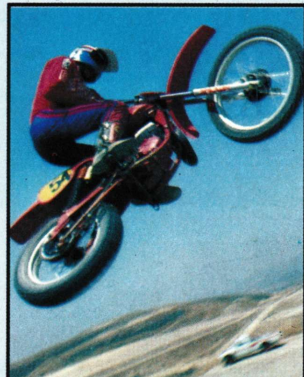
7. Johnny O'Mara on the 125 Mugen—Dennis Cox photo.



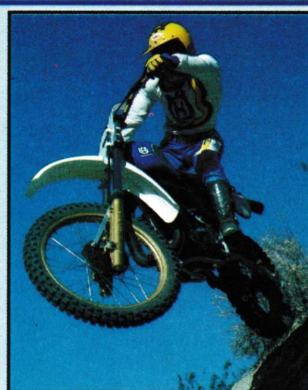
8. Bob Hannah at Unadilla GP—Dick Miller photo.



2. "Magic" Mark Barnett—Dennis Cox photo.



5. Soaring Clark "Kent" Jones—Dennis Cox photo.



3. Dick Burleson on the rocks—Tom Webb photo.



6. Marty Moates and Chuck Sun—Miller photo.

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DIAMOND BACK/ABA GREAT LAKES NATIONAL

ABA GREAT LAKES NATIONAL

Detroit, Michigan

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Cosponsored by Die-Corpe, Johar, and Oakley

AA PRO	MAINS	TOTAL	WINNINGS
1. Eric Rupp/Mongoose	1-1-5	6	\$635
2. Harry Leary/Diamond Back	3-5-1	9	290
3. Brian Patterson/Patterson	4-2-4	10	170
4. Eddy King/Diamond Back	5-3-3	11	215
5. Mike Miranda/Torke	7-2	11	170
6. Mark Wegener/Ind	2-8-8	18	95
7. Pete Loncarevich/CW	7-6-6	19	50
8. Ron Anderson/Boss	8-4-7	19	300

A PRO	MAINS	TOTAL	WINNINGS
1. Todd Blaser	1-2-3	6	\$225
2. D.D. Leone/RedLine	5-1-1	7	225
3. Jay Hamby	2-7-4	13	95
4. Gary Hasselhorn/Huffy	4-3-4	13	160
5. Scott Towne	6-4-5	15	65
6. Rob Deneweth	3-6-7	16	50
7. Tom Derrick	8-8-2	18	30
8. Scott Baxter	7-5-8	20	50

PRO OPEN	MAINS	TOTAL	WINNINGS
1. Eric Rupp/Mongoose	1-1-5	6	\$170
2. Eddy King/Diamond Back	3-5-1	9	120
3. Brian Patterson/Patterson	4-2-4	10	100
4. John Plant/Huffy	5-3-3	11	70
5. Pete Loncarevich/CW	7-2	11	80
6. Harry Leary/Diamond Back	8-4-7	19	40

PRO CRUISER	MAINS	TOTAL	WINNINGS
1. Brian Patterson/Patterson	1-1-5	6	\$180
2. D.D. Leone/RedLine	3-5-1	9	130
3. Rod Beckering/SE	4-2-4	10	80
4. Matt Harris/Funway	5-3-3	11	90
5. Mike Poulsen/Schwinn	7-2	11	70
6. Ron Anderson/Boss	8-4-7	19	50

FACTORY TEAM TROPHY	MAINS	TOTAL	WINNINGS
1. JMC	1-1-5	6	218
2. RedLine	3-5-1	9	213
3. Mongoose	4-2-4	10	207
4. Torke	5-3-3	11	192
5. Schwinn	7-2	11	189
6. Diamond Back	8-4-7	19	177

SHOP TEAM TROPHY	MAINS	TOTAL	WINNINGS
1. Bartley's	1-1-5	6	148
2. Columbus Schwinn	3-5-1	9	113
3. Reggie's	4-2-4	10	111
4. Reggie's	5-3-3	11	96

17 & OVER EXPERT	MAINS	TOTAL	WINNINGS
Rick Palmer	1-1-5	6	\$635
Rich Garcia	3-5-1	9	290
Derek Reese	4-2-4	10	170
Mike Patrick	5-3-3	11	215
18 EXPERT	7-2	11	170
Eric Garcoz	2-8-8	18	95
John Tomac	7-6-6	19	50
Jarrett Justice	8-4-7	19	300
Mike Chapman			

15 EXPERT	MAINS	TOTAL	WINNINGS
Billy Griggs	1-2-3	6	\$225
Brian Gass	5-1-1	7	225
Doug Davis	2-7-4	13	95
C. Gill	4-3-4	13	160
14 EXPERT	6-4-5	15	65
Mike King	3-6-7	16	50
Karim Richardson	8-8-2	18	30
Carl Butler	7-5-8	20	50

13 EXPERT	MAINS	TOTAL	WINNINGS
Craig Bark	1-2-3	6	\$225
13 EXPERT	5-1-1	7	225
Robert MacPherson	2-7-4	13	95
Larson Manuelito	4-3-4	13	160
Mark Davis	6-4-5	15	65
James Rowe	3-6-7	16	50
12 EXPERT	8-8-2	18	30
Damien Bernal	7-5-8	20	50

11 EXPERT	MAINS	TOTAL	WINNINGS
Brent Romero	1-2-3	6	\$225
Erin Sale	5-1-1	7	225
Jason Hill	2-7-4	13	95
Ron Cook	4-3-4	13	160

10 EXPERT	MAINS	TOTAL	WINNINGS
Geoff Scofield	1-2-3	6	\$225
Andrew Soule	5-1-1	7	225
George Severs	2-7-4	13	95
Brad Moore	4-3-4	13	160
9 EXPERT	6-4-5	15	65
Gary DeBacker	3-6-7	16	50
Brian Colegrove	8-8-2	18	30
Billy Bauer	7-5-8	20	50
Joshua Ralph			

9 EXPERT	MAINS	TOTAL	WINNINGS
Britt Audeoud	1-2-3	6	\$225
Ken Burison	5-1-1	7	225
Pat Alley	2-7-4	13	95
Donny Karr	4-3-4	13	160
7 EXPERT	6-4-5	15	65
Willie Huebner	3-6-7	16	50
Ryan Crupi	8-8-2	18	30
Matt McCulloch	7-5-8	20	50
6 EXPERT			

13-14 OPEN	MAINS	TOTAL	WINNINGS
Craig Bark	1-2-3	6	\$225
Steve Veltman	5-1-1	7	225
Frank Nuccio	2-7-4	13	95
Jason Griggs	4-3-4	13	160
11-12 OPEN	6-4-5	15	65
Damien Bernal	3-6-7	16	50
Jason Johnson	8-8-2	18	30
Jeff Moten	7-5-8	20	50
9-10 OPEN			

12 & UNDER CRUISER	MAINS	TOTAL	WINNINGS
Andrew Soule	1-2-3	6	\$225
Geoff Scofield	5-1-1	7	225
Koby Moody	2-7-4	13	95
Gary DeBacker	4-3-4	13	160
7 EXPERT	6-4-5	15	65
Britt Audeoud	3-6-7	16	50
Jason Johnson	8-8-2	18	30
Jeff Moten	7-5-8	20	50
6 & UNDER OPEN			

15 & OVER OPEN	MAINS	TOTAL	WINNINGS
Willie Huebner	1-2-3	6	\$225
Travis Younger	5-1-1	7	225
13 EXPERT	2-7-4	13	95
Robert MacPherson	4-3-4	13	160
Frank Gregory	6-4-5	15	65
Rich Houseman	3-6-7	16	50
Mike Champlin	8-8-2	18	30
Danny Hanlon	7-5-8	20	50
12 EXPERT			

17 & OVER CRUISER	MAINS	TOTAL	WINNINGS
Paul Neal	1-2-3	6	\$225
John Hoffer	5-1-1	7	225
Bob Hendershott	2-7-4	13	95
Mark Eberhard	4-3-4	13	160
Shawn Carmody	6-4-5	15	65
15-16 OPEN	3-6-7	16	50
Fred Johnson	8-8-2	18	30
Dave Bovell	7-5-8	20	50
11-12 OPEN			

22-30 CRUISER	MAINS	TOTAL	WINNINGS
Marvin Church	1-2-3	6	\$225
George Grant	5-1-1	7	225
George Grant	2-7-4	13	95
Christine Anderson	4-3-4	13	160
Lisa Terry	6-4-5	15	65
11-12 GIRLS	3-6-7	16	50
Wendy Sue Winter	8-8-2	18	30
Anna Rowland	7-5-8	20	50
13-14 GIRLS			

9-10 GIRLS	MAINS	TOTAL	WINNINGS
Missy Fred	1-2-3	6	\$225
Dawn Hagedorn	5-1-1	7	225
Lisa Harris	2-7-4	13	95
Alana Hancock	4-3-4	13	160
7-8 GIRLS	6-4-5	15	65
Kelly Ann Merryman	3-6-7	16	50
Jamie Pechota	8-8-2	18	30
Holly Carro	7-5-8	20	50
6 & UNDER GIRLS			

12 & UNDER CRUISER	MAINS	TOTAL	WINNINGS
Jason Johnson	1-2-3	6	\$225
Mark Franklin	5-1-1	7	225
Mark Franklin	2-7-4	13	95
Jason Kick	4-3-4	13	160
15 & OVER GIRLS	6-4-5	15	65
Mollie Moody	3-6-7	16	50
Jenny Zeuner	8-8-2	18	30
Darcy Prois	7-5-8	20	50
Stacy Soleaby			
13-14 GIRLS			

Cheri Elliott	MAINS	TOTAL	WINNINGS
Cheri Elliott	1-2-3	6	\$225
Deanna Edwards	5-1-1	7	225
Robyn Desjardins	2-7-4	13	95
Julie Lindsay	4-3-4	13	160
11-12 GIRLS	6-4-5	15	65
Wendy Sue Winter	3-6-7	16	50
Anna Rowland	8-8-2	18	30
Christine Anderson	7-5-8	20	50
Lisa Terry			



Butterflies-in-the-stomach time.



Sasha Martin (139) was keeping up with some pretty fast company down the first straight. Damien Bernal (1) doubled, Jason Johnson (8) took second in 12 Expert, and Brent Romero (3) won 11 Expert. Sasha ended up with a seventh in the Open.



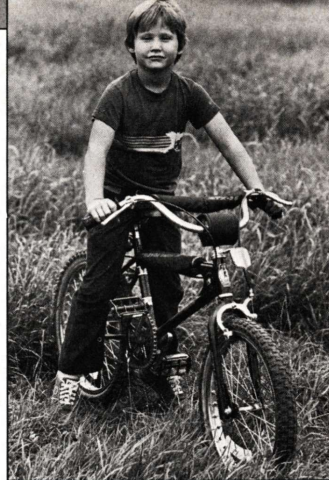
Richie Anderson (83) has been way off his mark lately. Here he slipped a pedal in turn one, letting Schwinn's Rick Palmer and CW's Fred Johnson get right around him. Rick ended up winning 17 Expert. Fred ended up with a second in 17 & Over Open.



Rich Farside was in a slump so long, we thought maybe he'd lost the will to win. If he did, he's definitely got it back again: first in 17 & Over Open. □



You may take good care of your bike, but if you're a racer, chances are your bike takes a regular beating. Such abuse means a thorough overhaul at least once a year and maybe more, depending on how much you race.



Hey, you! That's right, you! It's time to restore that old clunker you call a BMX bike. Why the frown? Just check out the story and find out for yourself how cheap and easy it can be.



RESTORE THAT CLUNKER

Three-step/\$100 overhaul

□ There comes a time in every BMXer's life when it becomes as plain as the scabs on his elbows that his bike ain't what it used to be. It's thrashed. It's junk. It's a bogus bike that's doing more harm than good for his racing or riding career. All of a sudden BMX isn't as fun as it used to be. There are those ill-timed infield breakdowns. The think-twice-before-gettin'-rad approach to riding. And worst of all, the nursing-the-old-bike-along blues that come with it. In fact, things have gotten so bad that maybe you're even thinking about quitting. Well, we're here to tell you, *don't*. You may not have the bucks for a new bike and you may truly hate riding the bike you've got, but there is hope. The hope comes in the form of a super-simple, three-step, \$100-max overhaul that we've designed to save you and your bike from BMX's missing-in-action files. Our motto is: When the going gets thrashed, the thrashed get overhauled! Okay, troops, let's man our battle stations and prepare to fight off a BMX bike's worst enemies: old age, rust, corrosion, crashing, burning, etc.

FIRST STEP: DISASSEMBLE AND INSPECT

We know you've put it off for years, but you've got to do it. That's right, pull apart that old rust bucket and assess the damages. And we're not talkin' about pulling the seat and seat-post out of the frame, either. We're talkin' all the way down—down to the last rusted and pitted ball bearing. Complete disassembly is the only way you'll be able to tell exactly what you'll need to do to revive this pile. Set aside a Saturday or an afternoon after school and have at it. Disassemble your entire bike, and inspect each and every piece you remove. What you're looking for is the fine line between restore and replace. Obviously the key to this or any other overhaul, for that matter, is to spend the absolute bare minimum salvaging your bike and getting it going strong again. For this reason you'll need to thoroughly clean and inspect the dirtiest of parts. If you can, talk someone who has access to a solvent tank into letting you use it to clean your parts. Try your local gas station or school automotive shop first. If that

doesn't work, see if you can purchase some solvent for use at home. *This is important!* All parts must be thoroughly cleaned with solvent. Spotless. grease-free. Sanitary. Immaculate.

After you've cleaned and inspected all your parts, it's time to sit down and piece things out. For example, that rusted frame and fork will go off to the painters, those thrashed grips and that bent seat will go in the spare parts box, the wobbly wheels into the truing stand, etc. We'll salvage everything we can and replace the rest. But whatever we do, we won't, we repeat, we *won't* be throwing anything away. Everything that won't be going back on the bike during reassembly will be saved and stored for possible future use.

SECOND STEP: GOING SHOPPING

Upon piecing everything out, you'll know exactly what you'll need to buy. If they're not already on your list, stuff like bearings, races, chain, freewheel, rusted axle nuts and washers should be replaced regardless. Besides being relatively cheap, these items will help to make your bike roll and feel like new. They're a big part of this overhaul.

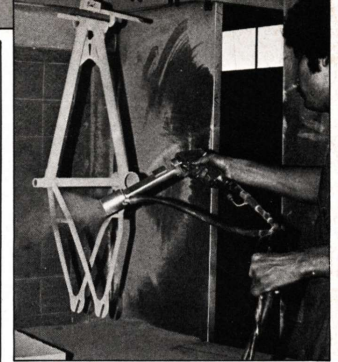
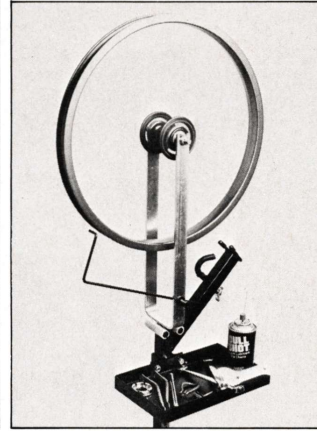


Along with bearings, wheels and tires, brakes make a big difference in the way your old dog feels. Take the time to overhaul them. Your dealer should have everything you need to make them stop on a dime.

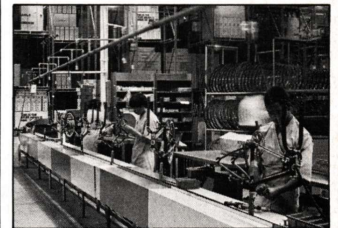
► Chances are your wheels are out of true. If you don't know how to true them, take them to your local dealer and see if he'll let you watch while he does the deed. Trued wheels and rejuvenated bearings will make your old bike feel like new!



First things first. Start by pulling THE ENTIRE BIKE apart and cleaning thoroughly with solvent. Afterward, closely inspect all parts that you suspect may need repair or replacement.



Nothing will make a bike look as new as a fresh coat of paint. For about 50 bucks you can take your chipped-up frame and fork in to be sandblasted and then powder coated. From there see your local dealer for a set of original replacement decals and pads.



A proper BMX overhaul is a lot like building up a new bike from scratch. The only difference is, these guys are starting with all new parts and you'll be making do with some older parts, some new stuff and a lot of elbow grease. If you do it right, your older bike will ride BETTER than new.

But before you go shopping, let's have a look into getting that frame painted. After checking with our local painter, we found that the best way to go was with a super-tough, lifelong powdered epoxy paint job. Powdered epoxy is the very same type of paint coming on many of today's top BMX brands and will run you anywhere from about \$40 to \$60. Ask anyone who's got one, and we think you'll find that powdered epoxy is the ultimate solution to your raspy frame-and-fork blues. Don't worry, they can paint right over anything, including chrome. The price we mentioned before includes sandblasting, prep and paint. Check your local yellow pages for your nearest powder coater.

Now that you've found a painter and sent out your frame and fork, it's time to head for your local dealer. The first things you'll need are some new factory-issue decals for your repainted frame and fork. If your dealer doesn't have them in stock, have him order you some. After you finish applying them to your bike, we think you'll agree that they're worth the trouble!

Next thing on the list should be a set

of factory-issue safety pads. Along with the decals, pads will make your bike look brand new. Also pick up some new color-coordinated cable housings and, if needed, the inner wires to go with them. Zip ties for cable routing will also be a good idea, as will some new brake shoes. Along with the new bearings, races, chain, freewheel, assorted axle nuts and washers and a Dirt Skirt, that should about do it. Depending on how your old stuff looks, next in line would be stuff like tires, pedals, numberplate, seat, grips, etc. All in all, not super-expensive stuff. Hopefully you've taken relatively good care of stuff like your stem, bars, cranks, wheels and brakes so you won't have to shell out the bucks.

If that is the case, you may want to weigh the possibilities of holding on to your hard-earned money and saving up for one of today's competitively priced \$200 ready racers. There's sentimental value and then there's being plain stupid and dumping your money into a bike that will never be right. Think it out, check with your dealer, parents, etc., and spend your money wisely.

THIRD STEP: PUTTING IT TOGETHER

The way we figure it is that we spent \$50 for the paint and roughly another \$40 for assorted parts. Now we've got to put it all together. We know it's going to be tough, but take your time, don't rush. You may have picked up all the right parts, but if you don't take your time and assemble the parts with a good-quality white grease and carefully adjust everything, all that money will have gone to waste. If all else fails, head down to your dealer and ask for some help. Don't be proud—do it right, no matter how. Money isn't all you'll have to put into this overhaul—you'll have to spend some time and effort.

When it's all done, you won't believe what you've gotten for your 100 or so dollars. Your scooter will not only look new, but all those little parts and bearings will have come together to make her feel and ride like new. Now all that's left to do is to break everything in, readjust anything that comes loose, and you've got a friend for life... or at least for another couple of years, until it's time for another salvage session! Until then, happy hunting. □

PART III OF A SERIES BMX INJURIES

By Jeff Spencer

BMX PLUS!

OUCH!

PRO TIPS



"An ounce of prevention is worth a pound of cure"—Ben Franklin

□ BAM! The gate drops and you hole-shot into the first turn. Suddenly a rider darts underneath you, your handlebars lock, and the chain reaction starts. As you go up and over the first-turn berm and launch into orbit, the rest of the pack begins to play bicycle bumper cars to the "Oohs" and "Ahs" of the crowd and the frantic screams of the parents. A split second later at least half the field is sprawled about the track in a massive pileup.

Sound familiar? It should. This drama repeats itself week after week on tracks throughout the world. The unpleasant side of this all-too-frequent first-turn event is not the loss of points, but the possibility of injury. You have surely thought to yourself when falling, *Oh, man, what kind of injury am I in for this time?* Aside from winning races, what a rider wants more than anything is to be injury-free. The following mea-

sures are those which I stress every day with the riders I work with to reduce the risk of their being hurt.

1. BE IN TOP SHAPE

Believe it or not, being in top shape is your best insurance against getting injured. When you are fit, you have flexible joints, strong muscles, and good endurance, all of which are necessary for top performances and resisting impact injuries. For example, Greg Hill is known for his tremendous body strength. Early this year, a few weeks after winning the ESPN Championship, he went over the bars off a jump while preparing for the '84 season. The force of the landing was so great that it broke his collarbone, practically tore his ear off, and caused huge scrapes over his entire body that looked more like slices of Shakey's cheese pizza than injured skin. What is not realized about Greg's accident is that if it was

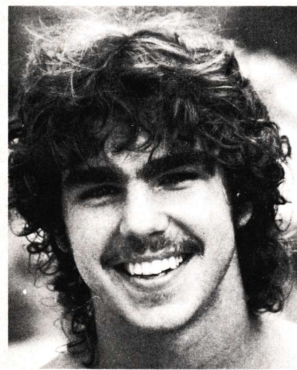
One of the keys to preventing injuries is to be in good physical shape. Shawn Texas took a hard fall at the ABA Winter-nationals in Phoenix. He got the wind knocked out of him, but his excellent physical conditioning kept him from really getting hurt.



Riders who take unnecessary chances in their racing are the ones who most often pay the price by crashing. The rider on the ground in this shot overcooked it into the first turn trying to build his lead. All he did was destroy it.

F

FRESHOUR



TIM "T.K." KAKOURIS - 17 Expert
N.B.L. National #2
FRESHOUR FACTORY RIDER

Freshour Cycle has proven time after time that you can ride better on a Freshour "T.K." Signature chassis set (frame, fork, handlebar and seat post) custombuilt to fit your size. I know because I raced one to N.B.L. National #2 in 1983.

Freshour Cycle has used a fresh new approach to competition BMX with two new generation chassis sets, the T.K. Lite and the T.K. Pro.

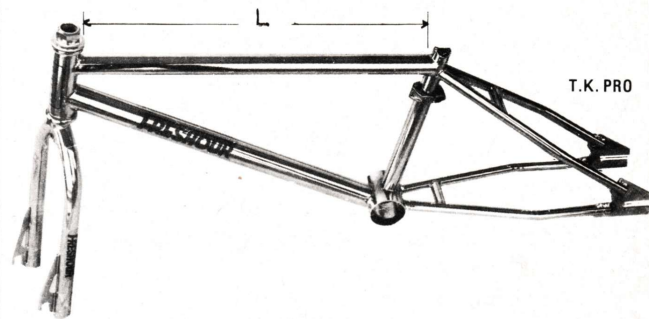
The underslung seat post clamp lowers the top end weight when sitting down in a curve. The leading axle fork legs extend below the axle mount for a more stable ride. The large diameter 1 3/8" down tube reduces flex, the short rear end, the location of the crank and head tube, the perfect blend of angles, the power position handlebars, and custombuilt to fit your size, makes the "RIGHT STUFF" for winning races.

These lightweight frame sets are 100% chromoly, including the dropouts. They are handcrafted by Freshour Cycle in their shop from aircraft quality 4130 chromoly tubing by True Temper® with a certified 100,000 p.s.i. tensile strength. They are welded by certified heliac welders and plated with a show-chrome finish.

The Freshour "T.K.'s" were developed and tested on N.B.L. and A.B.A. tracks from coast to coast by skilled national riders. They represent many years of BMX experience and hard work that all comes together "when the gate drops." More snap, less flex, more stability gives you the confidence to "GO FOR IT."

I DARE YOU, the serious racer, to let Freshour Cycle custom build a chassis set to fit your size and find out how good you really are.

Tim "T.K." Kakouris



CUSTOM BUILT

FRESHOUR CUSTOM ORDER FORM

Please Send The Item[s] I Have Checked Below

1. - ☐ T.K. LITE Frame & Fork - 3 lb. 10 oz. with 1" diameter top tube \$189.00
SUGGESTED COMBINATIONS - CIRCLE DESIRED SIZES

	8-10 yrs.	10-12 yrs.	12-14 yrs.	14-16 yrs.
L = Length of top tube	16 1/2"	17"	17 1/2"	18"
R = Rise of handlebar	6-6 1/2"	6 1/2"-7"	7 1/2"-8"	8-8 1/2"

2. - ☐ T.K. PRO Frame & Fork - 3 lb. 14 oz. with 1 1/8" diameter top tube \$196.00

SUGGESTED COMBINATIONS - CIRCLE DESIRED SIZES

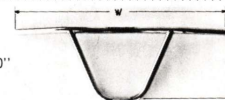
	12-14 yrs.	14-16 yrs.	16-18 yrs.	Over 6' Tall
L = Length of top tube	17 1/2"	18"	18 1/2"	19"
R = Rise of handlebar	7 1/2"-8"	8-8 1/2"	8 1/2"-9"	9-9 1/2"-10"

3. - ☐ T.K. HANDLEBAR \$28.00

CIRCLE DESIRED SIZES

W = Width - 26" 27" 28"

R = Rise - 6" 6 1/2" 7" 7 1/2" 8" 8 1/2" 9" 9 1/2" 10"



4. - ☐ T.K. AUSTEMPERED SEAT POST \$8.00
CHECK ONE - ☐ 7/8" X 14" ☐ 7/8" X 16"

5. - ☐ FRAME I.D. NUMBER OR LETTERS - stamped in drop out | | | | |

6. - ☐ COLOR OF DECALS \$12.00
CHECK ONE - ☐ RED ☐ BLUE ☐ BLACK

7. - ☐ PAD SET \$12.00
CHECK ONE - ☐ RED ☐ BLUE ☐ BLACK

8. - ORDER DATE _____
AMOUNT OF ORDER \$ _____
MO. RES. ADD 5.625% Sales Tax \$ _____
U.P.S. CHARGE - EA. SET \$4.00
TOTAL ORDER \$ _____

Name _____
Address _____
City, State, Zip _____
Phone _____

MAIL OR PHONE ORDER TO:

FRESHOUR

FRESHOUR CYCLE COMPANY

315 S. Main • Sikeston, MO 63801

TELEPHONE: 314-471-3543 or 314-471-3548

TEAM CO-SPONSORS



9. - PAYMENT
DO NOT SEND CURRENCY - NO C.O.D. PLEASE

☐ MONEY ORDER/CASHIERS CHECK

☐ VISA ☐ MASTERCARD Exp. Date _____

Card No. _____

Signature of Card Holder _____

Prices and specifications subject to change without notice.

BMX INJURIES

that serious when he was in great shape, it would have been twice as bad if he had not been fit. Stu Thompson's recent ankle injury was the same. Watch Stu before he rides. You'll always see him stretch for a few minutes before he goes on the track,

to make sure his muscles and joints are flexible. He may have broken his foot had he not stretched before his injury.

2. WARM UP

Most muscle pulls and tears are caused by not warming up properly. Warming up stretches the muscles so they can generate maximum force, and it elongates the ligaments which hold joints in place. To warm up is why



One of the keys to avoiding injury is knowing when to get off your bike and run.

Most crashes that occur in BMX races produce no real injuries at all. The ten tips included in this article will help you keep it that way. Meriden, Connecticut.

Jim Paiva

there's practice before a race. Could you imagine the injuries that would happen if there were no practice and all the riders did was go to the gate and race? I can see it now. The gate drops and two seconds later Miller pulls a hamstring, Rupe throws his back out, Hill's knee pops out, Stu's ankle self-destructs and, presto! there's no Main event. To warm up properly, ride hard in practice and stretch before you race.

3. COOL DOWN

What do the top pros do after they finish a race? After catching their breath, they roll around on their bikes for a few minutes to cool down before

doing some light stretching. This not only helps speed their recovery from racing, but also prevents muscle stiffness and soreness. Nothing is worse than feeling like a mechanical man the day after a race.

4. CHECK EQUIPMENT

We've all heard horror stories and may even have experienced what it's like to berserko it out of the gate and have our chain break or freewheel self-destruct after two or three pedal strokes. More often than not, it's "Hi-ho, hi-ho, it's over the bars we go!" The end result can be anything from a few scratches for the lucky ones, to tweaked knees or broken bones for the less fortunate. While certain mechanical failures cannot be avoided, the message is clear: most can be eliminated by routine maintenance and checking your equipment thoroughly before daily practice or weekend racing. Tighten all loose bolts, lubricate bearings, replace all worn parts. Don't wait until tragedy strikes and you have to utter the infamous line, "I should have been more careful."

5. USE GOOD JUDGMENT

Whenever riding, racing, or training, always apply yourself well within the limits of safety. Don't risk your health or that of others by taking unnecessary chances. Gaining a few points over your competition by stretching the rules of safety isn't worth the aches, pains,



Since suffering a broken collarbone in a fall early this year, Greg Hill has completely stopped practice riding without a helmet. The pros know better than to take unnecessary chances of injury.

and bad feelings you chance. This is particularly true over the long run. When good judgment and a genuine concern for the welfare of others are established early, they lead to a lifetime of good will and health.

6. DON'T RIDE WHEN SICK

Too many riders race when they have small colds or fevers. This opens the door for tragedy to step in. When your sinuses are plugged up, your balance, coordination, and reflexes are

generally off. When these three things go sour, it's almost impossible to ride with the precision that is necessary to stay upright. Falling is almost inevitable. Sickness and injury are a combination that make one's enthusiasm for BMX very difficult. If you're under the weather, take time off to get better. A few days off won't affect your fitness. In fact, the rest may do you good.

7. GET REGULAR CHECKUPS

The best way to prevent injuries is to intercept problems before they start. You take your bike to the shop to get it checked over, and you should be just as careful with your body. Getting regular checkups from your doctor is one of the best ways to do this. This is particularly true if you are in the "growth spurt" years between ten and 15. At this time many changes are taking place in your body, and they should be checked periodically to ensure your good health. See your doctor at least once a year and anytime you're injured, have ongoing symptoms, or question your health.

8. GO WITH THE FLOW

In 1982 Roger DeCoster and I were driving home from a soccer game in Belgium when all of a sudden a guy tried to run across the street between traffic. He didn't make it. A car going about 35 mph centerpunched him and catapulted him into the air like a space

(continued on page 78)

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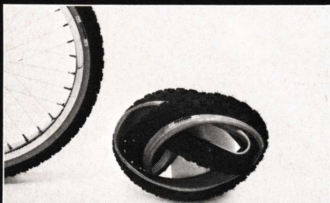
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FLITE DONUTS

Have you ever gotten those funky little blisters on your thumbs and forefingers after you've been riding really hard? Well, we have, and we don't like them. So, when we heard that those crazy guys down at D.J. Scott's had the solution, we wondered what it was. "Donuts," they said. We hung up the phone and ran down to our local Dunkin' Donuts shop and promptly purchased a pair of jelly glazed models. Hey, we didn't get any more blisters, but the jelly hands didn't do much for our bike's handling. So how were we to know that the kind of donuts D.J. was talking about were his awesome new Flite Donuts? They're made of neoprene rubber and come in tons of colors, even checkers. So, when you're ready for no more blisters and no more jelly, contact D.J. Scott's Manufacturing, Inc., 23102 Terra Dr., Laguna Hills, CA 92653; (714) 830-3910.



HUTCH SUPERLITE TIRES

Calling all racers! Here's the tire for you and your ultra-lite race bike. Introducing the all-new Hutch SuperLite skinwall racing tire. While regular tires have steel beads, the new Hutch SuperLite features a space-age, super-lightweight Kevlar bead. What this means is that you'll get out of the gate and down the straight faster than ever before! That adds up to more traction and more trophies. Available in 20 x 1.75-inch size, in black only, from Hutch Hi-Performance Products, Inc., 4030 Benson Ave., Baltimore, MD 21227; (301)242-6944.



LOCO-MOTION SUPER CRUISER

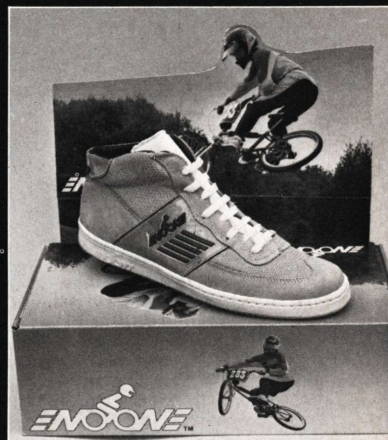
By now you've probably figured out that this is our September issue. And you know what September means, don't you? That's right—back to school! But don't despair, going back to school can be fun, especially if you're riding back to school aboard a rad new Loco-Motion Super Cruiser from RedLine. You see, this unique two-speed

cruiser is like no other bike you've ever seen or ridden. Just pedal forward for first gear and backwards for second gear. That's right, backwards! It's easy. It's outrageous. It's the radical new Loco-Motion Super Cruiser, available from RedLine Engineering, Inc., 830 Tourmaline Dr., Newbury Park, CA 91320; (805)498-6783.



CW FREESTYLE BARS

Yes indeed, freestyle BMX is getting crazy! So crazy, in fact, that mere BMX handlebars won't do. You'll need bars specially designed for the rigors of tricks instead of tracks. That's where the powerful new CW Freestyle handlebars come in. Just check out those double cross bars, pro-style bend and beautiful finish. Nope, those are no ordinary bars! They're the new California Freestyle Bars from CW Racing, 731 S. Melrose, Placentia, CA 92670; (714)996-1660.



NOONE BMX SHOE

Well, you asked for it: a shoe that's as tough as it looks. A shoe that can handle everything BMX can dish out. Well, here it is—the all-new Frank Noone "Noone Rider" BMX shoe. It features a high-top design, durable suede panels and breathable uppers, as well as a tough, pedal-gripping sole and high-visibility reflexite side and rear panels. What more could you ask for in a BMX shoe, anyway? How about who to contact? Sure, Frank Noone Shoe Company, Inc., 437 Whittenton St., Taunton, MA 02780; (617)822-5356. □

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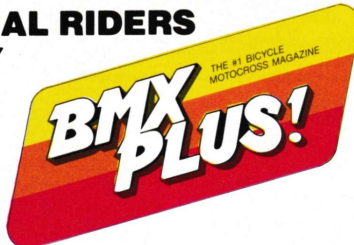
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BMX INJURIES

(continued from page 75)

shuttle liftoff. He crashed back down onto the hood with a giant *thud!* and slid off onto the ground in front of the car like a rag doll. He lay there motionless. Just as the ambulance arrived with siren blaring and lights flashing, he popped up, and in slurred speech asked what everyone was making such a fuss about. The doctor who released him told us that had the guy not been so loose and flexible from being drunk, he would have been killed. The lesson here is not to get drunk before you race, but when you do fall, don't tense up—stay loose and learn to roll with your body movement, similar to a gymnast. Being rigid and tense is how many injuries occur. Learning how to fall is best done by taking gymnastics instruction at a school, where nice thick mats and professional instruction are available. Try it, you'll like it.

9. DON'T GO DOWN WITH YOUR SHIP IF YOU DON'T HAVE TO

If you find yourself looping out, you're better off throwing it away and trying to run it out than taking a chance on crashing. Too many riders have been hurt going over backwards and landing on their tailbones or backs in such situations, when they could have spared themselves from injury by hopping off the back of the bike and running it out when they first realized

that they were going over backwards.

10. CONCENTRATE

The cause of most injury accidents is lack of concentration. This is particularly true at the end of a racing or training day when fatigue runs high. You're tired and say to yourself, "Just one more hard lap and I'll call it a day." You don't put 100 percent into it, because your mind has wandered and your timing is therefore off a bit. You fly off a jump not so perfectly and *crash!* You pick yourself up off the ground with a needless sprained wrist or ankle. When you ride, you must dedicate your full attention to what you are doing. If your mind is on other things, bring it back to the present. In doing so, you will not only reduce the risk of crashing, but be able to apply all your energy toward winning!

Ben Franklin said, "An ounce of prevention is worth a pound of cure." This thought should be at the heart of every rider's race preparation. Preventing injuries is the cornerstone to long successful careers. Too many riders have had their championship potential dissolve before their eyes by not taking common sense precautions against injuries. To develop yourself to your fullest and stand out from the crowd so you don't have to say, "I should have been more careful," make being properly prepared your goal each time you ride. Safe riding! □

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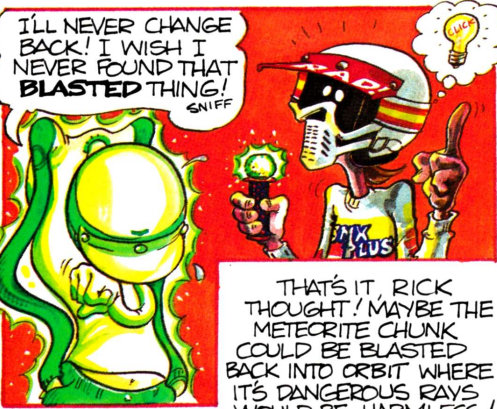
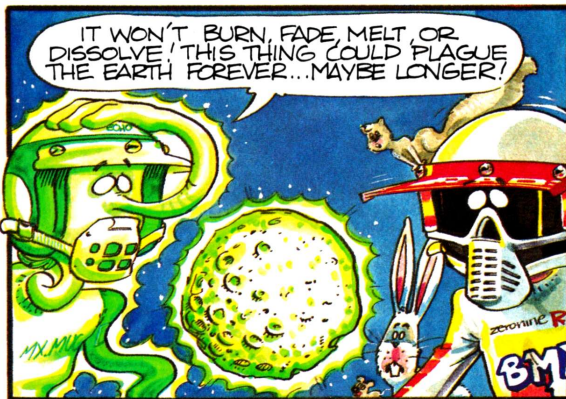
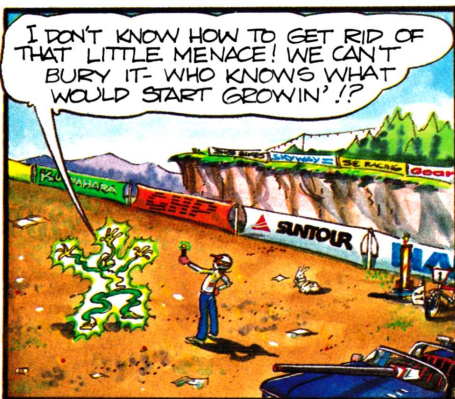
NO. MX MUG HASN'T CONVERTED BACK TO HIS OLD FLESH 'N' BLOOD SELF YET. HE'S STILL GOOIER THAN GUM ON A HOT SIDE. WALK AND HE HASN'T STOPPED GLOWIN' EITHER. AND HE'LL STAY THAT WAY UNTIL SOMEONE FIGURES OUT A WAY TO SEND THAT TROUBLE-MAKING, ULTRA-COSMIC RADIATING METEORITE FRAGMENT BACK WHERE IT CAME FROM... OUTER SPACE! LUCKILY WE KNOW JUST THE RADICAL-ENOUGH GUY TO DO IT....

RADICAL RICK

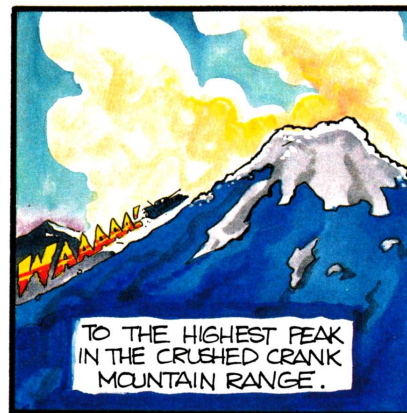
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MX MUG

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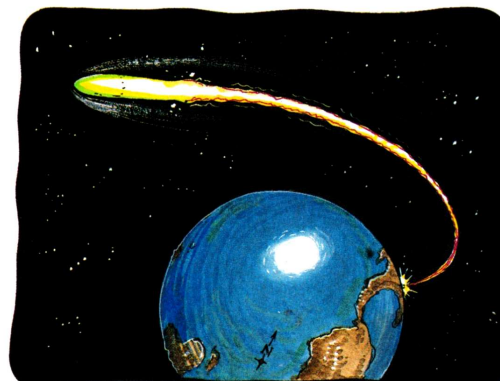
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BACK FROM WHERE IT CAME
GASP



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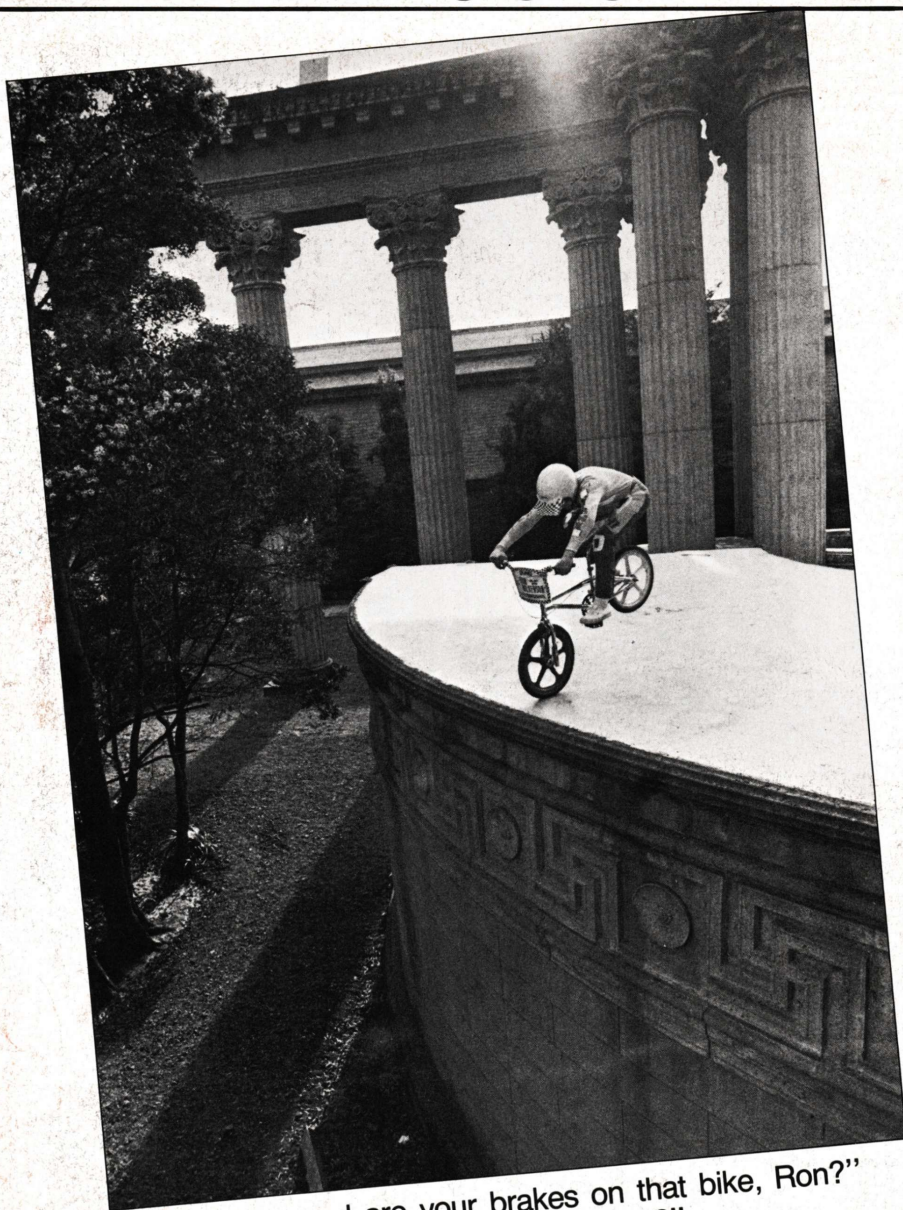


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YOU GOTTA SEE NEXT MONTH'S ISSUE!

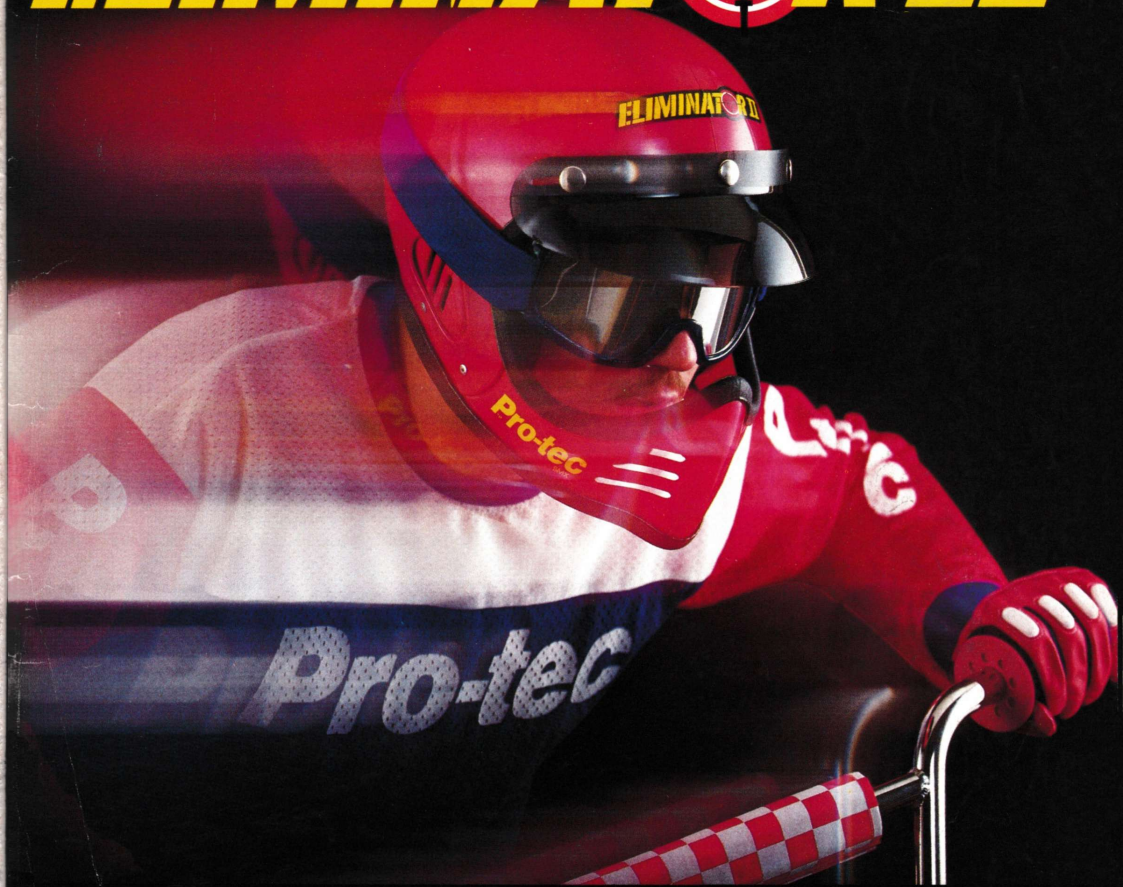
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"How good are your brakes on that bike, Ron?"
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—John Ker to Ron Wilkerson atop the
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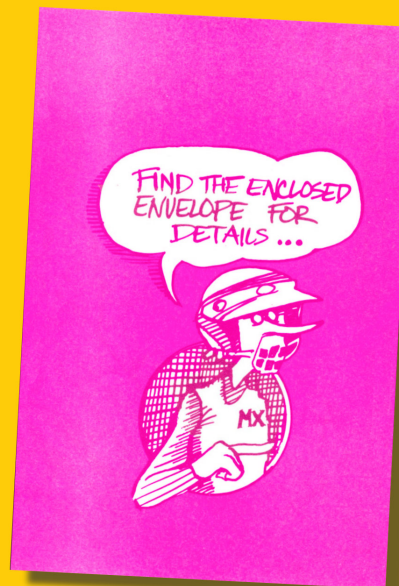
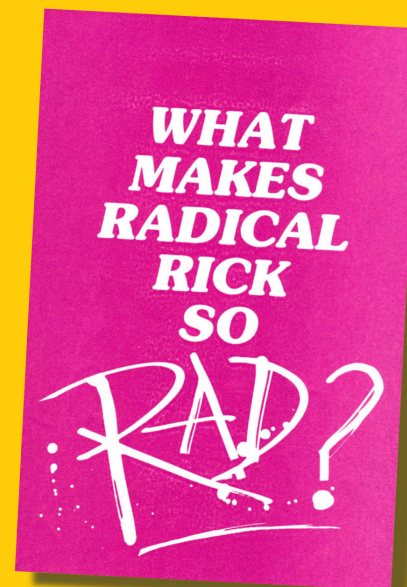
members like Nico Ortiz and Kent Elliott, were recognized for their performance and recruited to the #1 Aero Squadron. Skyway is always on the alert for BMX Aces, so if you're brave enough to fly with the best... Contact Skyway's headquarters for a more detailed briefing.



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