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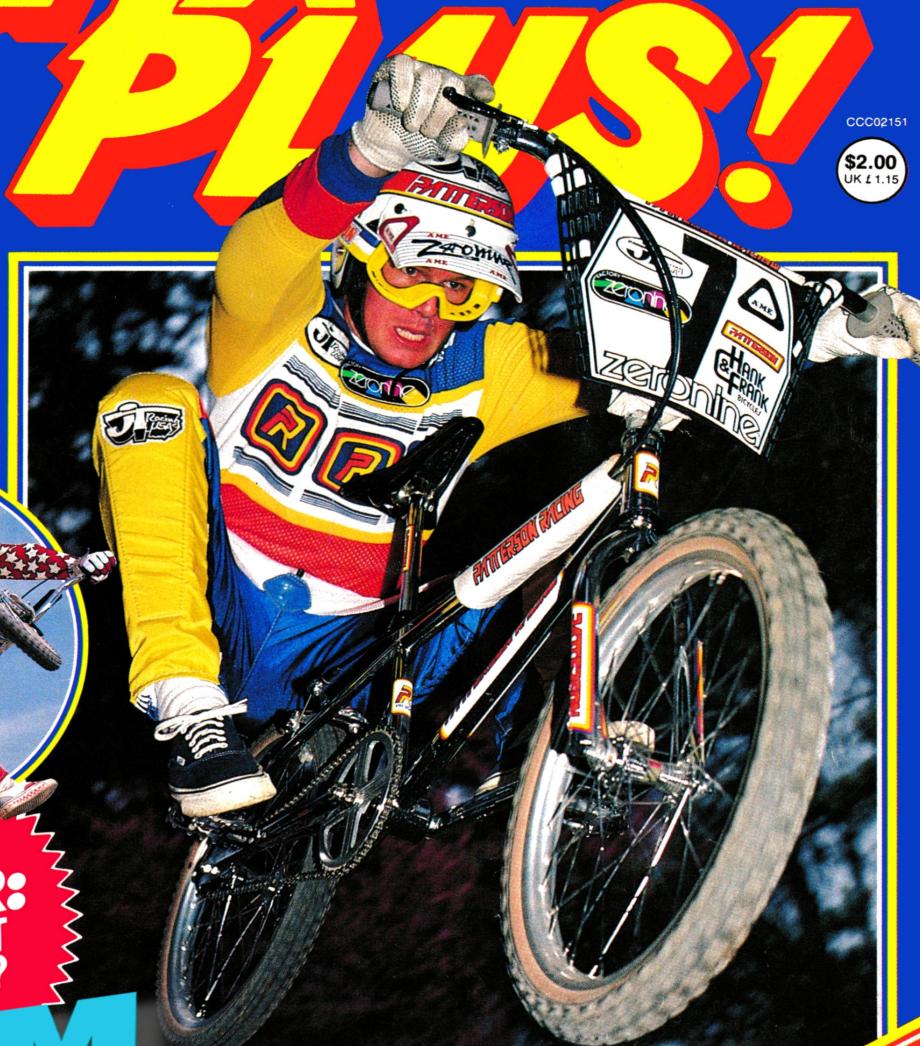
BMX BREAK-DANCE Page 22

THE NUMBER ONE BMX MAGAZINE!

BMX PLUS!

BMX PLUS!
SEPTEMBER 1984

3 EASY STEPS: TURN YOUR OLD BIKE INTO A NEW MEGA-MX MACHINE!



HUTCH PRO RAIDER:
BMX'S BEST BARGAIN?

INTERNATIONAL RACE CHASE:
U.S. RIDERS WHIP THE WORLD!

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

NEWS FLASH:
RICHIE ANDERSON
QUIT TEAM PATTERSON!

THE 10 BEST
BMX TRACKS
IN AMERICA:
BMX HEAVEN FINALLY REVEALED!

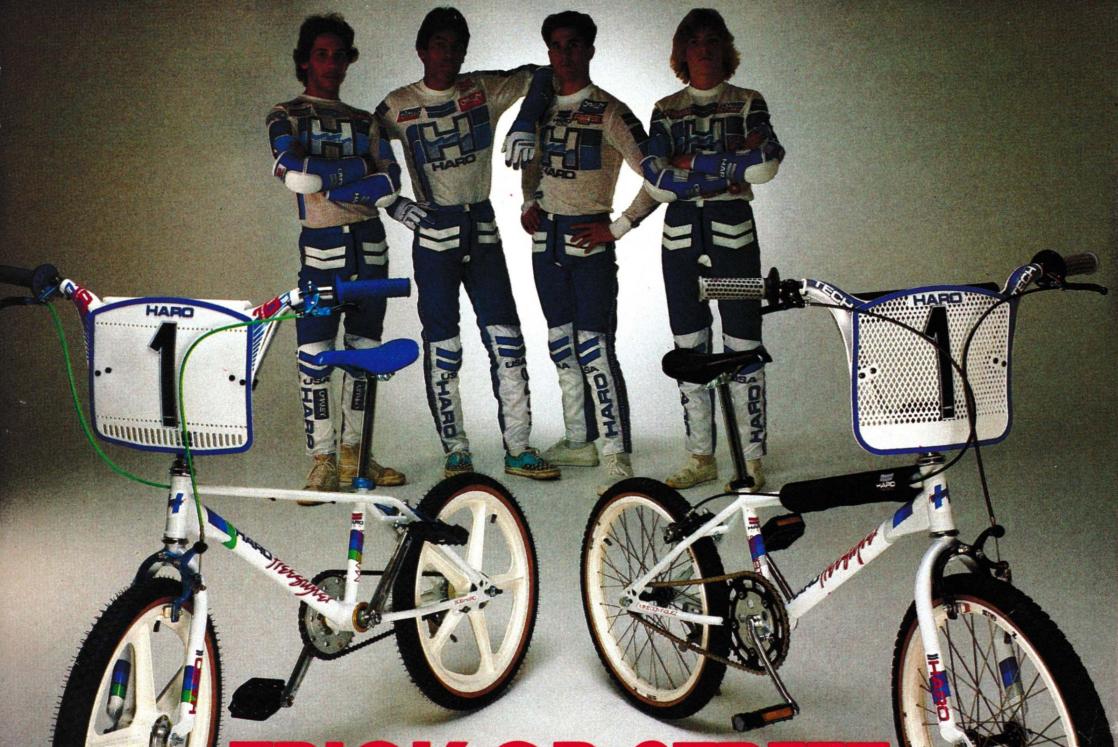
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TRICK OR STREET

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 down tube 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 down tube and bold new graphics on either a 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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U S A



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Send two dollars for brochure and decals.

BMX PLUS!

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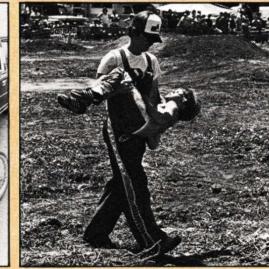
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On the edge

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.



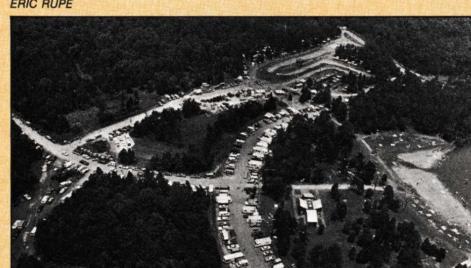
HUTCH PRO RAIDER



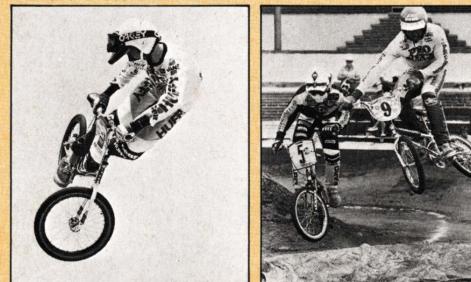
BMX INJURIES



ERIC RUPE



AMERICA'S 10 BEST BMX TRACKS



RAD GALLERY



MEXICO

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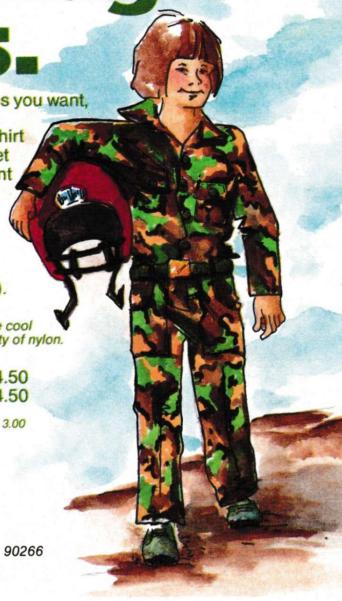
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LOCK IT...OR LOSE IT!

Reported bike thefts at BMX races have reached awesome levels.

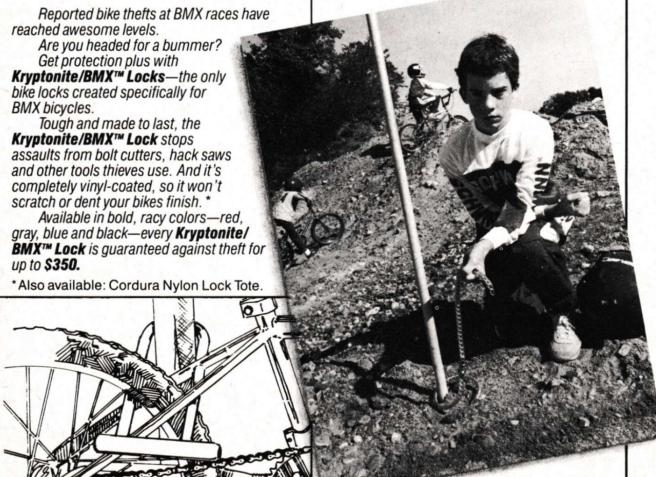
Are you headed for a bummer?

Get protection plus with **Kryptonite/BMX™ Locks**—the only bike locks created specifically for BMX bicycles.

Tough and made to last, the **Kryptonite/BMX™ Lock** stops assaults from bolt cutters, hack saws and other tools thieves use. And it's completely vinyl-coated, so it won't scratch or dent your bikes finish.*

Available in bold, racy colors—red, gray, blue and black—every **Kryptonite/BMX™ Lock** is guaranteed against theft for up to \$350.

*Also available: Cordura Nylon Lock Tote.



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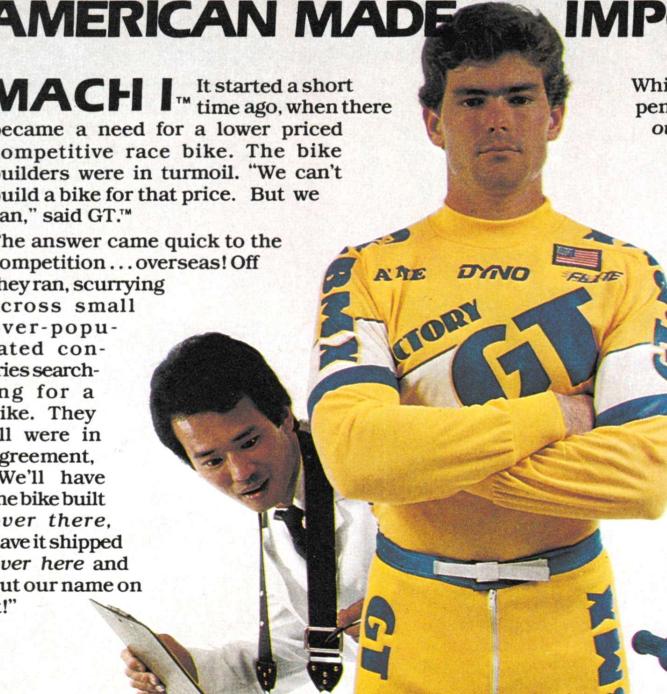
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The answer came quick to the competition...overseas! Off they ran, scurrying across small over-populated countries searching for a bike. They all were in agreement, "We'll have the bike built *over there*, have it shipped *over here* and put our name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



While they were in search of an inexpensive race bike *over there*, GT.™ was *over here* building it. The new **MACH 1**:

"How can they do that?" asked the competition. It's easy, they're "there", they have to.

The **MACH 1** features the American materials and detailed construction that is GT.™ And if you would like to argue quality, don't waste your breath, **MACH 1** is faster than words. The frame and fork are all 100% air-craft quality, chromoly tubing. Add to that, GT.™ 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 1**, we wouldn't settle for anything less.

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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 bunnies. 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 Denwoody, 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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2. NEW High Products — pro std. chrome	144.95
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4. GT — pro std. — chrome	144.95
5. NEW GT — pro, XL — white, yellow or chrome	144.95
6. NEW GT — pro, XL — white, yellow or chrome	144.95
7. Redline Series II — chrome	144.95
8. Redline Series II — black	144.95
9. Redline PL2 — chrome	144.95
10. Hutch — pro std. — chrome	144.95
11. Hutch — pro std — black epoxy white	144.95
12. CW 25 Pro — chrome	144.95
13. CW 25 Pro — black	144.95
14. CW C2 Phase I — chrome	144.95
15. CW C2 Phase I — black epoxy white	144.95
16. National Pro — pro, std	144.95
17. National Pro — pro, std — white or chrome	144.95
18. NEW JMC Derail Young Design — red or chrome	144.95
19. JMC — shadow long, short — chrome	144.95
20. JMC — shadow long, short — chrome	144.95
21. Vester — pro mini — chrome	144.95
22. Torker — pro mini — chrome	144.95
23. Torker Pro Class — black chrome — chrome	144.95
24. VDC (Voris Disc Change) — 20"	144.95
25. NEW HOT! Tange Milly Fork — grey	47.95
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3. Tange Sealed — 24T — for 2pc	35.95
4. Super Seal BB — 24T — all colors	29.95
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6. Bullseye Sealed — for euro — silver	34.95
7. Tange BB — 24T — 28T — nickel	44.50
8. Tange BB — 24T — 28T — chrome	44.50
9. Hutch BB Locks — 1pc — 24T	6.50
10. Hutch BB Locks — 1pc — 24T	6.50

CHAINS/FREESTYLE

1. Torque Chain 12 X 18 — chrome	\$ 6.50
2. Acme Chain 12 X 18 or 1/2" X 3/32 — chrome	17.50
3. Acme Chain 12 X 18 or 1/2" X 3/32 — chrome	17.50
4. Tuff Neck Universal — chrome, red, yellow or blue	19.95
5. Tuff Neck — 1pc, spracket — all colors, chrome	10.95
6. Acme Sprocket Chain — 1pc, spracket — all colors, chrome	10.95
7. Tuff Neck — 1pc, spracket — all colors, chrome	10.95
8. Tuff Neck Power Disk — all colors	7.95
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10. Hutch Power Disk — chrome	17.50
11. Sugino 4 Sprocket — all colors and chrome	6.95
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2. Hutch — pro std — chrome	173.00
3. Redline PL2 — chrome	172.00
4. JMC 24 — chrome, red, black, white	172.00
5. Hutch — cruiser — chrome	172.00
6. CW 24 FFM — chrome	172.00

HANDLEBARS

1. GT — 7" — white or chrome	\$19.50
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3. GT — mini — chrome	17.50
4. Hutch — pro std — white or chrome	19.50
5. Hutch — pro std — chrome	19.50
6. Hutch — cruiser — chrome	21.50
7. Hutch — cruiser — silver	21.50
8. Vester — 8" pit — chrome — mini — chrome	41.50
9. Vester — 8" pit — chrome — mini — chrome	41.50
10. Redline — pro, pro, cruiser — chrome	18.95
11. Redline — pro, pro, cruiser — chrome	18.95
12. CW — pro std, cruiser — white or chrome	17.50
13. CW — alloy — silver	17.50
14. Hutch — pro — all colors and chrome	17.50
15. First Class CR MO — Hutch — Type	12.95

HUBS (Hubs sold in pairs only)

1. GT 7" — red, white, red, black, silver, blue/black, black/blue, white/blue	\$ 8.95
2. Hutch — white (face) — chrome	7.75
3. Hutch — white (face) — black	7.75
4. Hutch — white (face) — black, red, blue, white	7.75
5. Hutch — white (face) — black, red, blue, white, black	7.75
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7. Hutch — white (face) — black, red, blue, white, grey	7.75
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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 Lonicovich/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. □

Partial source:
Bicycles and
Dr. Feb. '84.
Weights in-
clude spindle,
spider, bear-
ings, and
races.



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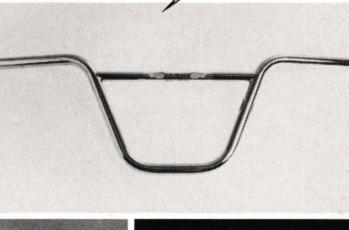
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MAIL BAG

POLICE STORY

Dear BMX Plus!,
I want to say your mag is boss. I don't race, but I love to ride and get rad. Recently I got in trouble with the police for trading my Mongoose for a Hutch Pro Racer. It turned out that the Hutch was stolen, and I knew it, but I thought I'd take my chances with the law. It was my first offense, so I got out of going to juvenile hall and probation. I got real lucky.

I just want to say to all your readers that if a deal seems too good to be true, check it out first. Don't take your chances with the law, because you might not be as lucky as I was. And if someone out there feels like he or she has to steal a bike or any part, think of how you would feel if someone did that to you. Also, if you're going to trade for a bike that you know is stolen, think of how long it would take you to save up to get it and how long you could go to jail, and compare the two. Think of what you're doing before you do it.

Dan Ringer
Marysville, CA

THE POETRY CORNER

Bicycle Motocross

We've no point to prove to anyone, We're just out there havin' fun. Around this school I take a lot of abuse; Everyone thinks I'm of no use. True—BMX takes a little money, But we're not buying drugs with it, honey. You think we don't go fast, Elmo? About 45 mph is how fast we go. BMX is one of the fastest-growing sports, Or so the *Wall Street Journal* reports. So just back off—leave us alone, You shouldn't put down what you've never known.

Fuzzy Nance
Hurricane, Utah

WORK FOR IT

Dear BMX Plus!,

I felt compelled to write in response to some of the letters I have read from other readers: "I want to race; it's expensive; Mommy and Daddy won't buy me a bike or pay for my racing, or even take me to the track." Your answer is always the same—"Talk to Mommy and Daddy."

My answer: *Tough*. If you want to race, *prove it*. Earn your own money—mow grass, rake leaves, shovel sidewalks, baby-sit, throw newspapers. Buy your own bike, have enough money for your safety gear and race fees (at least), then ask Mom and Dad to take you to the track *just to watch*, maybe for your birthday instead of a party. They'll see it's safe and not nearly as rough as they thought. Then ask if you can race—you'll support your own sport.



Crime doesn't pay—and that includes buying stolen bikes.

I know from whence I speak. Two years ago our son Doug (then 11) mowed grass four days a week all summer. Now he throws three newspaper routes of both morning and afternoon papers (with a little help from us).

He has a super bike (GT), bought his six-year-old brother a GT for racing, asked Coke to sponsor a team, organized the team, bought a team trailer, and pays for all of his out-of-town NPSA Supercrosses and local races. And our family can continue to eat. Our only sacrifice is time, which we gladly give him.

A HORSE OR A REDLINE—PART V

Dear Plus!,
1. You can't put four horses on your roof rack.

2. You can't chrome a horse.
3. You can't keep a horse in your bedroom.

4. Horses don't have replaceable parts.

Tony Cambio
Des Plaines, IL

CANADIAN REQUEST

Dear BMX Plus!,

I really like BMX Plus! and read it as much as possible. However, I have one complaint: All the order forms are in American (dollars), which makes it harder for Canadians to buy from American companies. If you could get the distributors to print two prices, one in American money and one in Canadian, I know it would help a lot of Canadian readers.

Devin Vandenberg
Edmonton, Alberta

LEGAL

Dear BMX Plus!,

The first thing I'd like to say is, you've got a real explosive mag, and I know you'll be on the stands for years to come. Now down to business: I have been racing ten-speeds since I was nine, and have a few wins. I'm now 14 and am getting into BMX racing. The May issue, in fact, was the first copy of your magazine I've ever bought, and already I'm a big fan!

Anyway, could you ask Craig Kundig if a person could take a 16-inch pit bike and put a 20-inch fork and wheel on it and get the equivalent of his RRS 20/16 ("RRS 20/16 Experimental—BMX's fastest bike?"). It ought to work and could have saved him a lot of time in the shop. I live in Houston, Texas, in

ABA territory. Those little suckers are legal down here.

Paul Zanca
"Atom Smasher"
Houston, TX

That would have been a lot easier, but it wouldn't have worked nearly as well, according to Kundig. Putting a bigger front wheel on a 16-inch pit bike would raise the height of the crank hanger and change the head angle of your bike too much for proper handling. Of course you're free to try it out, though.

A HORSE OR A REDLINE—PART V
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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 flattrackers, hilarious hill-climbers, and elusive enduro riders.



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BMX9-4

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WHERE'S 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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JUNE 1984

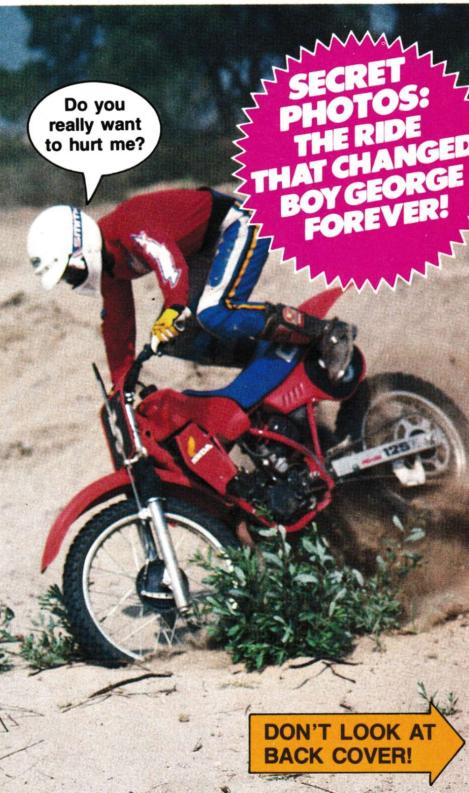
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Now you tell me!

BMX BREAK DANCING BANNED!

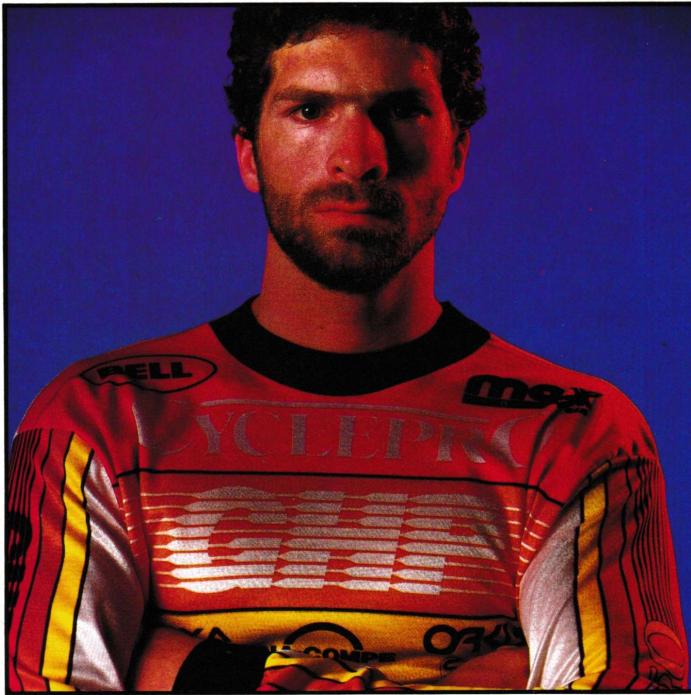
RACING BLOOPERS: THEY BEGGED US NOT TO SHOW THESE! BUT WE DID IT FOR THE MONEY!



DON'T LOOK AT BACK COVER!

WARNING!!

ALL OF THE ACTION DEPICTED HERE IS DONE BY PROFESSIONAL JERKS: Attempt at own risk!



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—

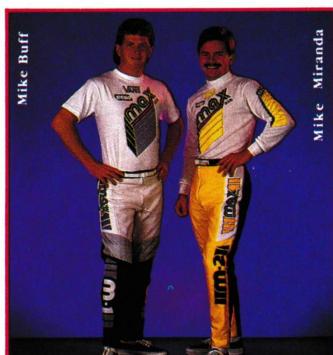
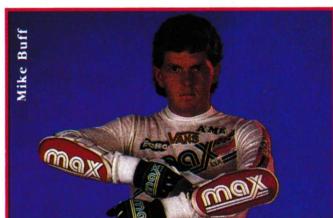
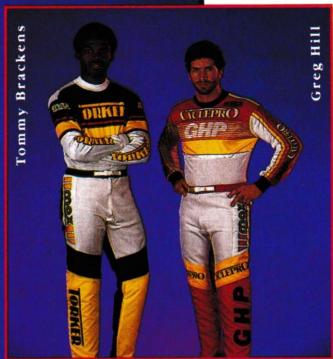
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ELECTION IV



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 Siger 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.

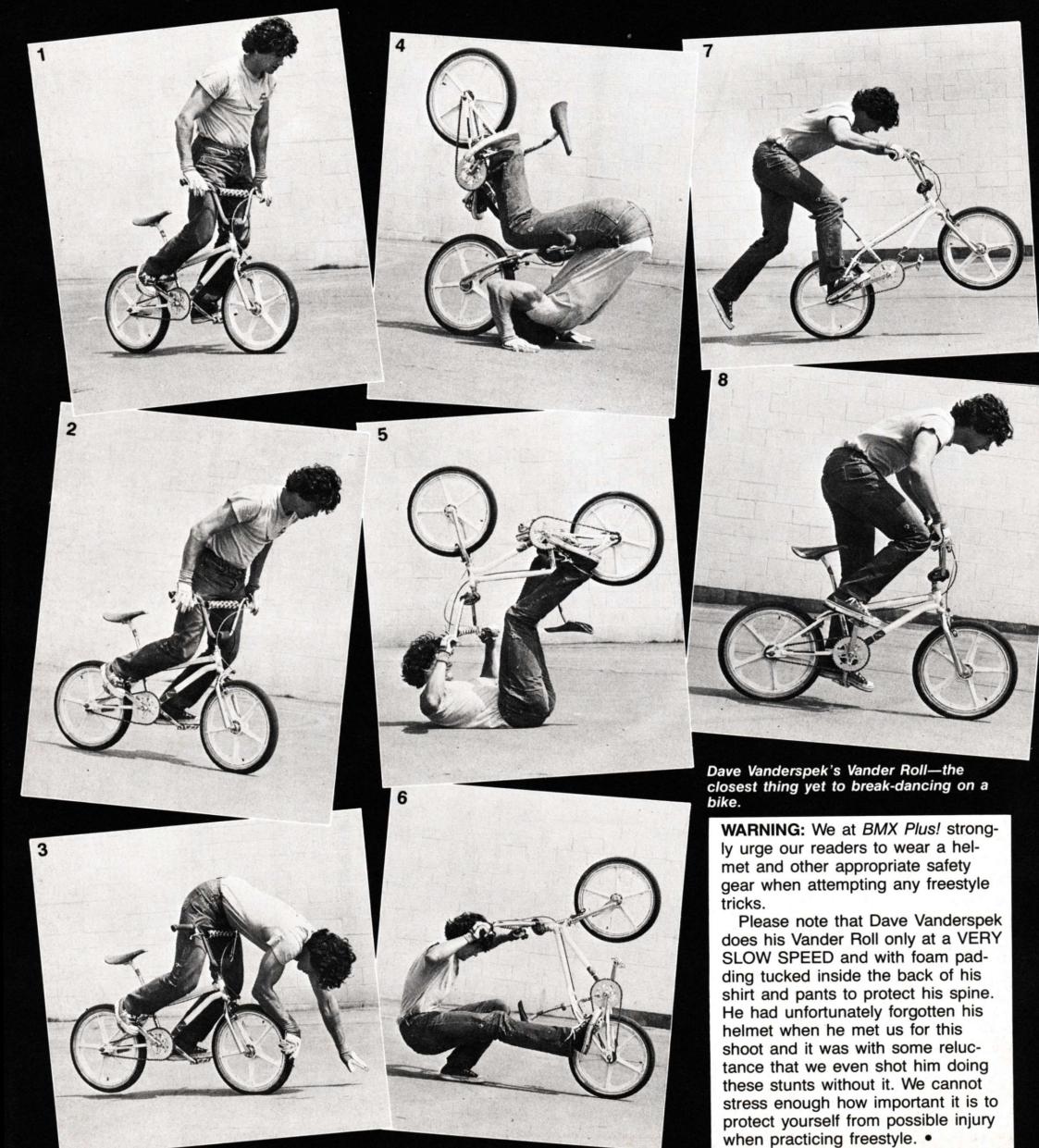
To vote in Rad Gallery Election IV, just pick what you think is the most radical move by the riders pictured in this month's Rad Gallery. Then write your choice on the back of an envelope or on a postcard and send it to Rad Gallery Election IV, BMX Plus!, Box 9502, Mission Hills, CA 91345-9502. We'll 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. □

Rad gallery



► Brian Blyther, backyard halfpipe, Ontario, California.

Rad Gallery



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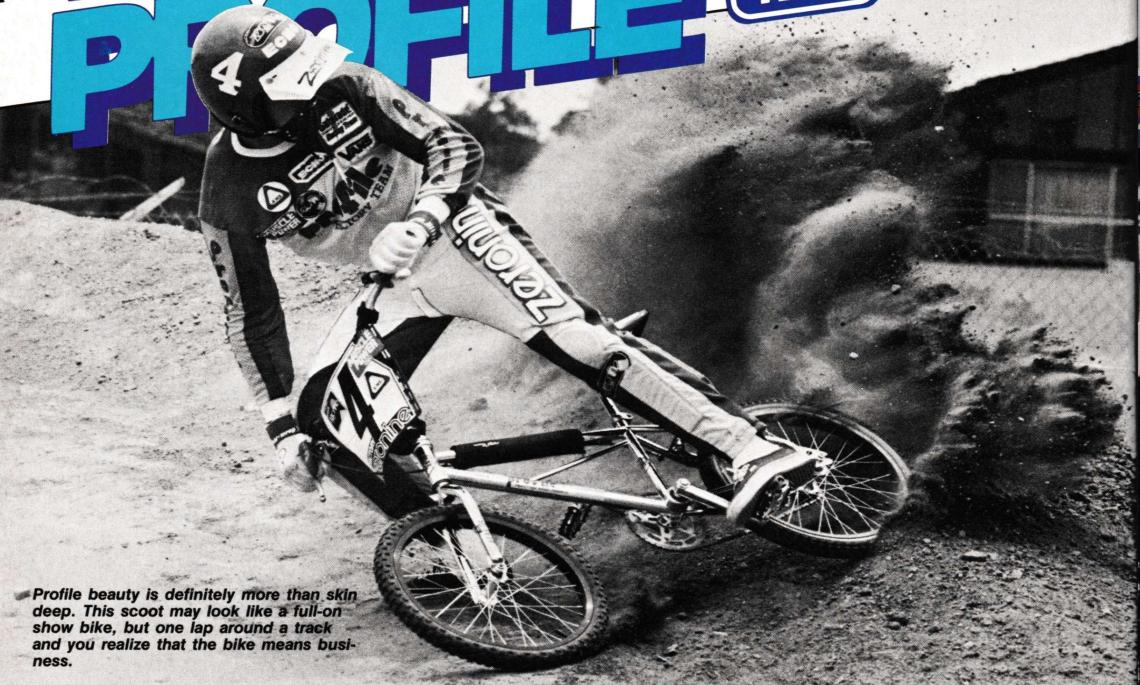
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Trick on the Track and Street Smart

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 Zagaras. As both Rupe and Zagaras 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 giveaway. 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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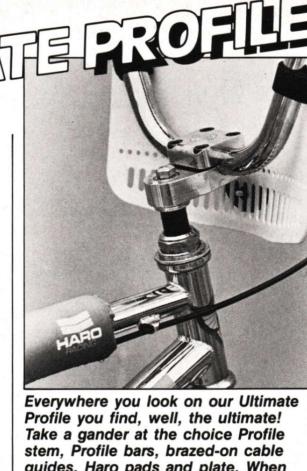
Quantities may be limited on some items.

THE ULTIMATE PROFILE

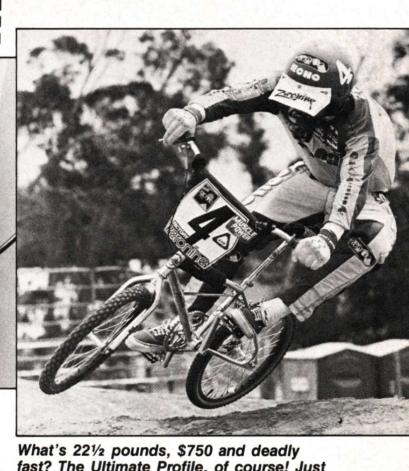
other bikes. This thing just glides along—almost by itself. You get the feeling that it could win races without you!

Out of the gate there is an absence of whip and power loss through the cranks and frame. The fresh Comp IIs 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.

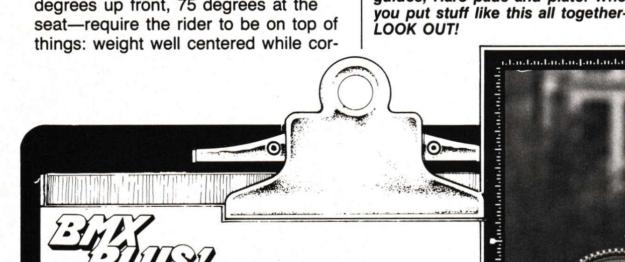
But just as the Ultimate Profile can transmit max power to the ground, a bike this caliber demands max attention from the rider. Steep angles—73 degrees up front, 75 degrees at the seat—require the rider to be on top of things: weight well centered while cor-



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 Zagars and a BMX course, and you've got big trouble!



NINGER, SKILLFUL 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

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.

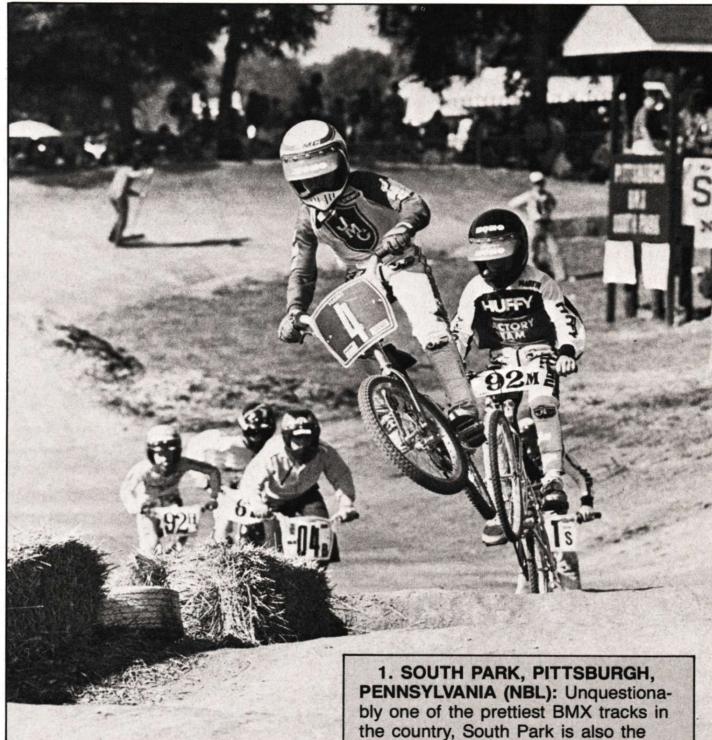
What is it that makes one track better than another? A lot of things, actually: a good starting hill and gate, a wide and long first straightaway, challenging jumps, fair turns, the dirt itself, even the setting. All contribute to the total impression.

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



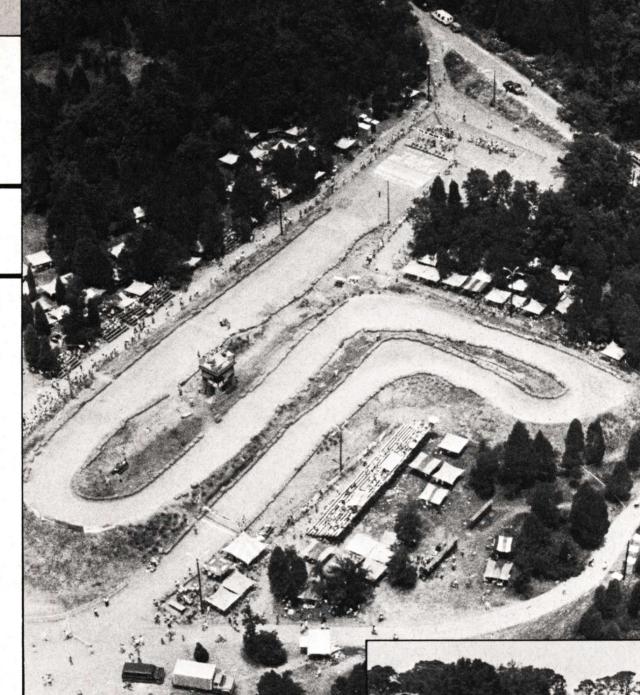
1. SOUTH PARK, PITTSBURGH, PENNSYLVANIA (NBL): Unquestionably one of the prettiest BMX tracks in the country, South Park is also the best, according to our survey. Situated on a beautiful, grassy, rolling hillside, the track is one of the few downhill tracks in existence today. "The slight downhill makes 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 agree 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.)



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-postcard 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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10 BEST TRACKS

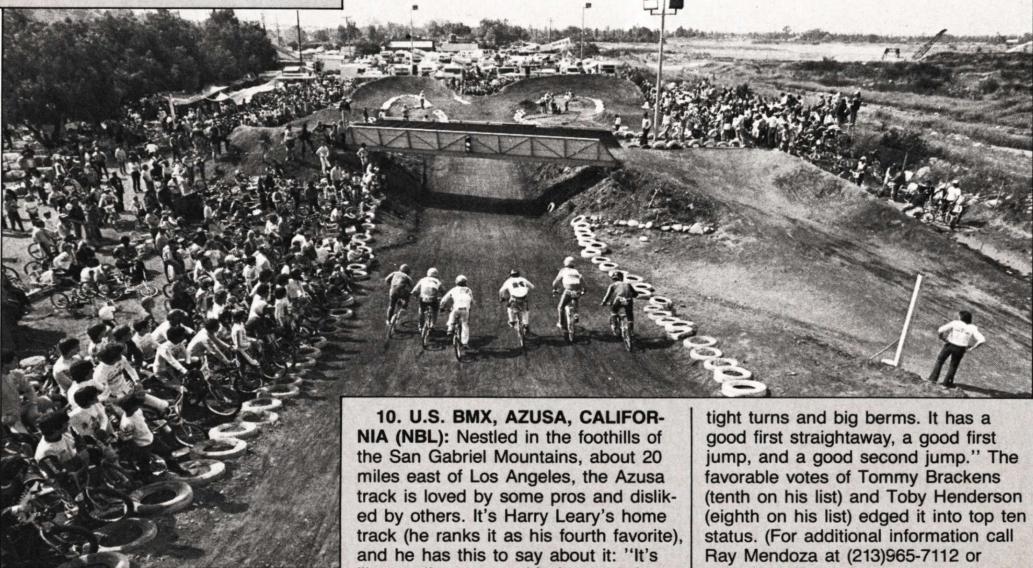


9. BUD'S BMX PARK, ELKHART, INDIANA (ABA): Elkhart has long been considered one of the Midwest's best BMX tracks. Tommy Brackens rates it as his second-favorite track in the nation (after South Park). Says Tommy: "It's a very smooth track, with lots of jumps and fair turns. You can pass anywhere on the 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 Aguirre, 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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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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The DX Adjustable Brake Lever. Light alloy levers for left or right position. The DX Platform Pedal. Grabs your foot without dangerous teeth.

damage; they spin freely on adjustable cone bearings and 3/8" Chromoly steel axles.

The DX Silver Series also includes the perfect match for the DX hub, Shimano's DX Chromoly freewheel. Genuine chrome molybdenum steel beefs up the DX

Sealing the new DX hub is accomplished with an ingenious series of floating resin rings fitted to the hub cone. This permits simple maintenance and fine tuning.

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

Those Chromoly teeth also fit 1/8" or 3/32" chains with equal efficiency, and you won't find finer links than those of the Silver Series Dura-Ace chain. Shimano's best, the Dura-Ace chain boasts bearing steel pins and Chromoly bushings to beat the stretch and wear that break ordinary chains.

You'll find the hot new Silver Series look on a pair of competition-proven DX components too. Shimano's famed DX Platform Pedals and DX Adjustable Brake Levers.

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sets the standard for grip, stability and strength.

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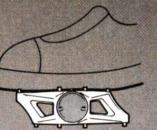
DX Chromoly Free-wheel tooth profile fits both 1/8" and 3/32" size chains.

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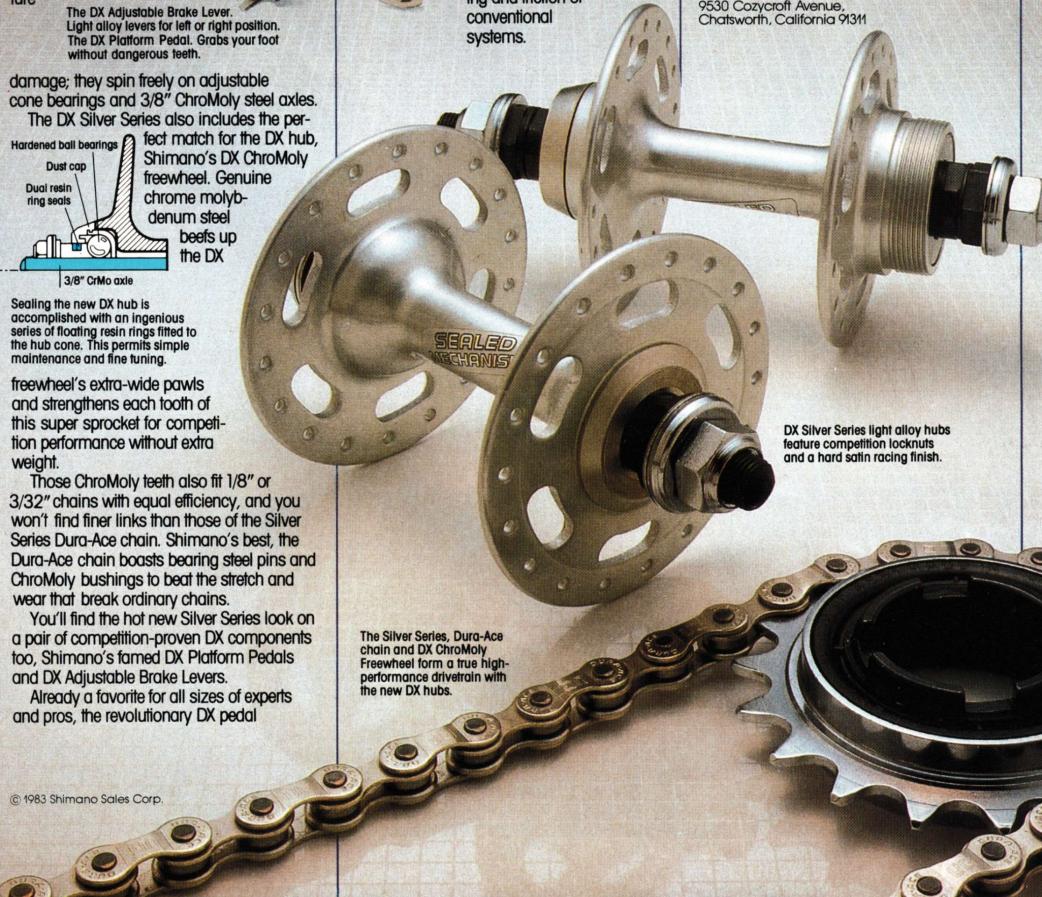
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—Stu Thomsen
Huffy

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. □

GO TO YOUR ROOM!



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 ever 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 win a three-rider, 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 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 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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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 Eric Rupe, Greg Hill, Brian Pat-

terson, 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.

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	4	1	8**	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.

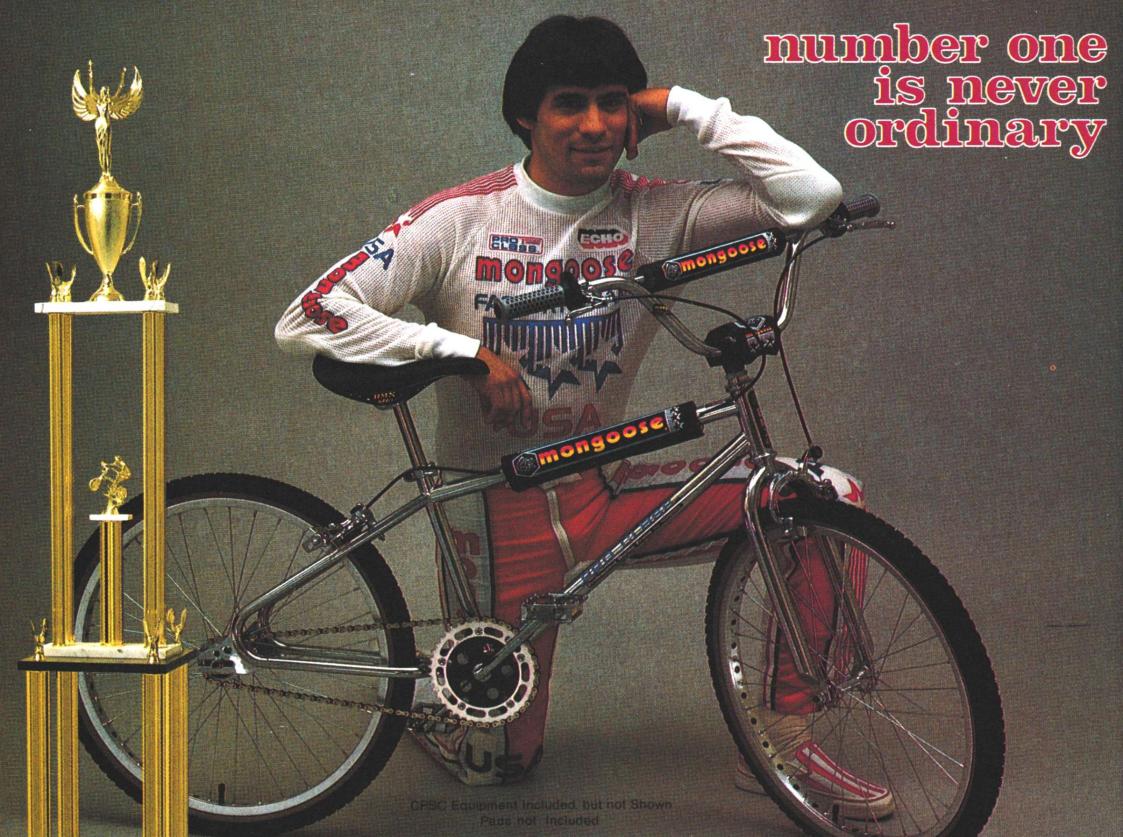
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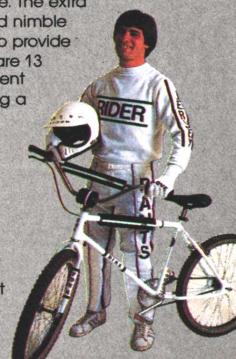
For over a year and a half, the Pro Class™ Cruiser was available only to Factory Mongoose® riders, the same Factory Works Machine that Brett Allen, Mongoose® Team Manager, piloted to the ABA National #1 Cruiser Title. Now you can get the same Pro Class™ Cruiser and take advantage of the same uncompromising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

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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 midsized Expert-model Hutch, it seemed only fitting that Hutch outfit the Pro Raider for riders in the midsized 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 Cro-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 freewheel, 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!



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Turbo



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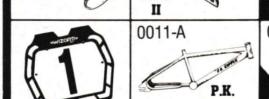
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TURK



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0402-D



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0402-H



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04

NBL WAR OF THE STARS: LAS VEGAS

TEXAS & POST SUSPENDED FOR VIOLENCE ON TRACK

Ruminer tops pro class



FRANK POST

SHAWN TEXAS



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.



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.



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

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

THE FAVORITES

While eight of America's best pros were competing in the Kellogg's international 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-

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



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.

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.

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4. Fred Higginson/Vans	150
5. Eddie King/Diamond Back	100
6. Anthony Sewell/Murray	75
7. D. Scott Patterson	50
8. Frank Post/Independent	50
9. Shawn Texas/Pro Neck	50
B PRO	
1. D. D. Leon/Schwinn	\$400
2. Don Johnson/Fairleigh	200
3. Kirk Chircoski/Powertile	150
4. Vern Latham	80
5. Wayne Croadsdale	60
6. Tim Quigley	50
7. Mickey Lundy	35
8. Scott Patterson	35
17 EXPERT	
1. Brian Berger	150
2. Curt Gardner	150
3. Frank Francheseo	150
4. Pat Steele	150
5. Jon Anderson	150
6. Tom Tomac	150
7. Greg Webster	150
8. Eric Garcez	150
9. 15 EXPERT	150
10. Billy Griggs	150
11. Brian Gardner	150
12. Doug Davis	150
13. Matt Eggers	150
14. 14 EXPERT	150
15. Mike King	150
16. Craig Bark	150
17. Kirk Chircoski	150
18. 13 EXPERT	150
19. Robert MacPherson	150
20. Matt Hadan	150
21. Sean Riblet	150
22. Eddie Siegmund	150
23. Eddie Siegmund	150
24. 12 EXPERT	150
25. Ron Johnson	150
26. Sam Arellano	150
27. Al Ross	150
28. Brian Lopez	150
29. 11 EXPERT	150
30. Eric Schaeffer	150
31. Jason Christy	150
32. J.D. Finney	150
33. Brian Johnson	150
34. 10 EXPERT	150
35. Geoff Scofield	150
36. Ted Griggs	150
37. Curt Henderson	150
38. Louis Moscardi	150
39. 9 EXPERT	150
40. Roger Moore	150
41. Greg Grishaber	150
42. Jason Stempel	150
43. Shannon Stempel	150
44. 8 EXPERT	150
45. Jason Donnell	150
46. Mike Lunn	150
47. Matthew Voegeli	150
48. Ryan Crupi	150
49. 7 EXPERT	150
50. Willie Huebner	150
51. Tim Moscardi	150
52. Scott Gray	150
6 & UNDER EXPERT	
1. Jarrett Badham	150
2. Anthony Pillado	150
3. Justin Christy	150
4. Lonnie Jenkins	150
5. Kevin Hu	150
6. Steve West	150
7. Bubba Hayes	150
8. Kyomi Waller	150
15 CRUISER	
1. Darvin Griffin	150
2. Sean Riblet	150
3. Matt Hadan	150
4. 14 & OVER OPEN	150
5. Eddie Siegmund	150
6. Sean Riblet	150
7. Matt Hadan	150
13 & UNDER CRUISER	
1. Darvin Griffin	150
2. Matt Hadan	150
3. Eddie Siegmund	150
4. Sean Riblet	150
12-13 GIRLS	
1. Debbie Kalson	150
2. Margaret Christopher	150
3. Sue Murphy	150
4. Tressa Miller	150
14-15 GIRLS	
1. Cheri Elliott	150
2. Wendy Tews	150
3. Courtney Casper	150
4. Cassandra Adams	150
16 & OVER GIRLS	
1. Sean Riblet	150
2. Debbie Kalson	150
3. Margaret Christopher	150
4. Sue Murphy	150
10-11 GIRLS	
1. Cheri Elliott	150
2. Wendy Tews	150
3. Courtney Casper	150
4. Cassandra Adams	150
12-13 GIRLS	
1. Leigh Donovan	150
2. Julie Lindsay	150
3. Rae Andrews	150
4. Jennifer Purvis	150
10-11 GIRLS	
1. Melissa Voegeli	150
2. Mandy Slater	150
3. Jenny Parker	150
4. Amber Ginianni	150
8-9 GIRLS	
1. Debbie Kalson	150
2. Wendy Tews	150
3. Tami Thomas	150
4. Danielle Couch	150
7 & UNDER GIRLS	
1. Michelle Gregory	150
2. Janna Mayen	150
3. Colleen Gomez	150
4. Lisa Nomura	150
5 & UNDER GIRLS	
1. Shari Rappleye	150
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. Mongose (tie)	40
9. Bandito (tie)	34
10. Powerlite (tie)	34
11. Ralph's Bicycles	34

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



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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.



MEXICO



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.

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 payback. 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.

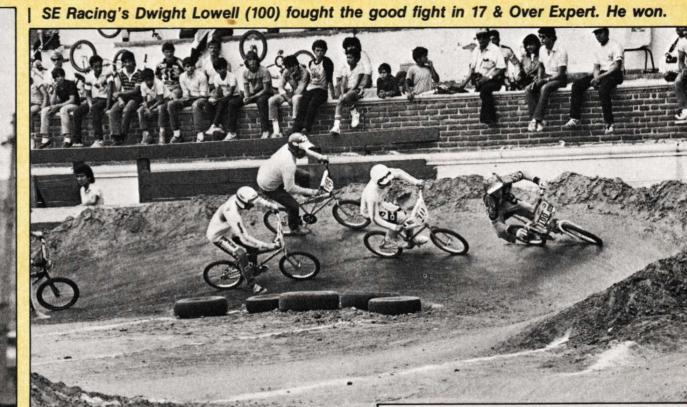


In a country of just over 70,000,000 people but only about 1000 active racers, there is plenty of room for the growth of BMX. Most of the natives came only as spectators, but it's possible the seeds for growth were planted.

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.

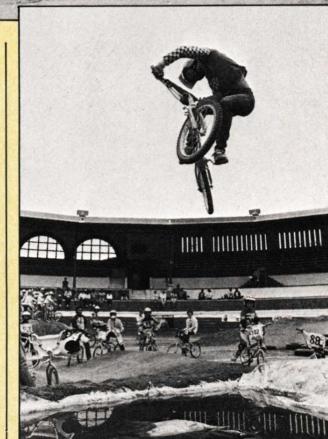
What went wrong? Well, that's hard to say, but there were a number of factors that hurt the turnout. The race offered no NBL or ABA points for one



The track that Diamond Backer 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 Backs' 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.



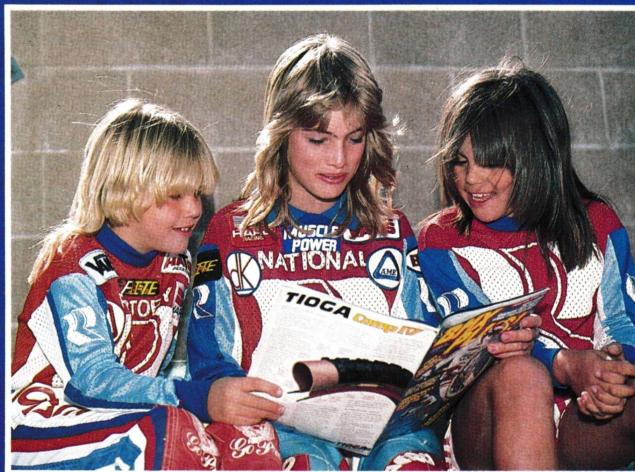
Shawn Texas was one of the few older riders too polite or too shy to kiss the trophy girls that promoter Phil Bartel brought in for the event. Some of the other riders—like Denny Davidow and Bubba Hayes—were anything BUT shy.

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



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□ 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 Toker team-mates, Willie Huebner gave THEM something to cheer about, too. Willie won 7 Expert and took second behind Audeaud in 7-8 Open. ▶

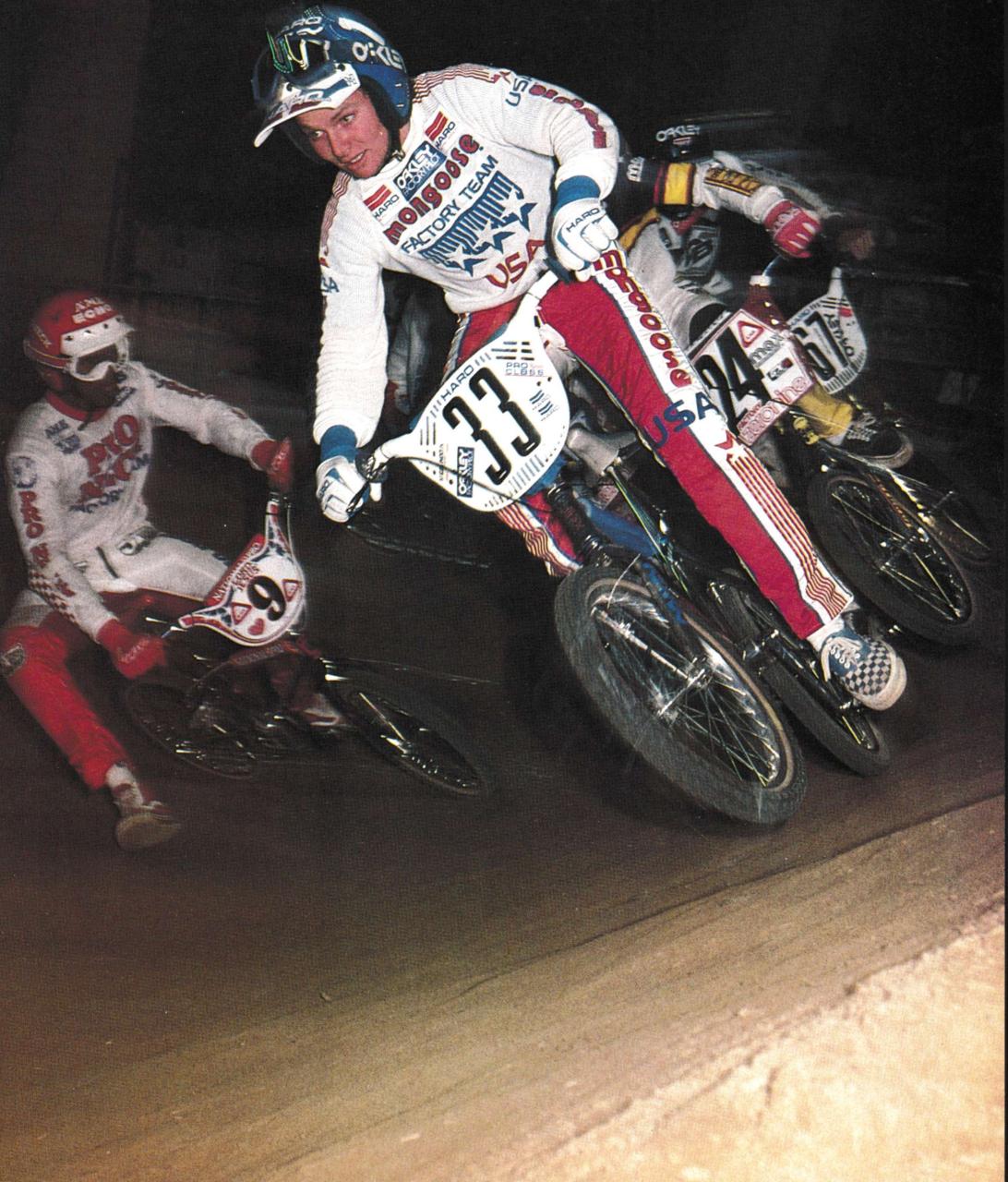


Eric Rupe (33) was flat-out blazing all day long on his way to a pro double. Brian Patterson (1) won Pro Cruiser and took thirds in AA Pro and Open. Eddy King (40) took a second in the Open, a fourth in AA.



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 Huffy, 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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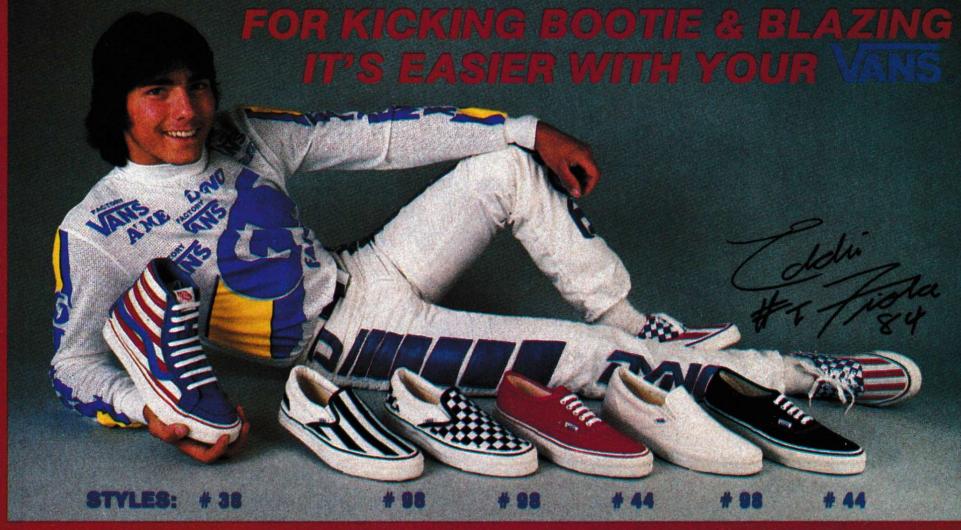
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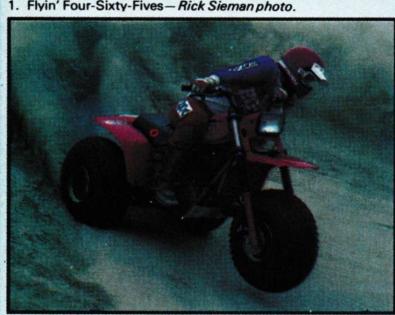
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2. Harry Leary/Diamond Back	3-5-1	9	290
3. Brian Patterson/Patterson	4-2-4	10	170
4. Eddy King/Diamond Back	5-3-3	11	215
5. Mike Mirinda/Torker	6-7-2	15	170
6. Mark Wegener/Ind.	2-8-4	18	95
7. Pete Loncarevich/CW	7-6-5	19	50
8. Ron Anderson/Boss	8-4-7	19	300

A PRO

1. Todd Blaser	1-2-3	6	\$225
2. D.D. Leone/RedLine	5-1-1	7	225
3. Jay Leiby	2-7-4	13	95
4. G. L. Hause/Huffy	5-6-5	15	100
5. Scott Towne	6-4-5	16	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

1. Eric Rupe/Mongoose	1-10	218	Robert MacPherson
2. Eddy King/Diamond Back	120	213	Larson Manvello
3. Brian Patterson/Patterson	100	207	Mark Davis
4. John Plant/Huffy	70	192	James Rowe
5. Pete Loncarevich/CW	100	189	Danny Hanlon
6. Harry Leary/Diamond Back	40	176	12 EXPERT
7. G.T.	80	166	Damien Bernal
8. Diamond Back	100	152	Jason Johnson
9. CW	100	145	Lawn Cunningham
10. Hutch	148	111	Mark Eberhard

SHOP TEAM TROPHY

1. Brian Patterson/Patterson	\$180	1. Hutch's	148
2. D. D. Leone/RedLine	130	2. Chuck's Schwinn	143
3. Rod Beckering/ST	80	3. Reggie's	111
4. Mat Harris/Funway	90	4. Reggie's	96
5. Mike Poulsen/Schwinn	70		
6. Ron Anderson/Boss	50		

FACTORY TEAM TROPHY

1. JMC	218	1. Hutch's	148
2. RedLine	213	2. Chuck's	143
3. Mongoose	207	3. Reggie's	111
4. Torker	192	4. Reggie's	96
5. Schwinn	189		
6. Diamond Back	176		

17 & OVER EXPERT

1. Eric Rupe/Mongoose	218	1. Hutch's	148
2. Harry Leary/Diamond Back	290	2. Chuck's	143
3. Derek Reese	215	3. Reggie's	111
4. Mike Patrick	170	4. Reggie's	96
5. Eric Garcez	170		
6. John Bales	155		
7. Jarrett Justice	150		
8. Mike Chapman	130		
9. EXPERT	130		
10. EXPERT	130		
11. EXPERT	130		
12. EXPERT	130		
13. EXPERT	130		
14. EXPERT	130		
15. EXPERT	130		
16. EXPERT	130		
17. EXPERT	130		
18. EXPERT	130		
19. EXPERT	130		
20. EXPERT	130		

17 & OVER

1. Rick Palmer	225	1. Craig Bark	205
2. Harry Leary	225	2. Steve Veltman	205
3. Derek Reese	215	3. George Seavers	205
4. Mike Patrick	195	4. Brad Moore	205
5. Eric Garcez	170	5. Richie Anderson	205
6. John Bales	155	6. Jason Bernal	205
7. Jarrett Justice	150	7. Jason Johnson	205
8. Mike Chapman	130	8. Joshua Ralph	205
9. EXPERT	130	9. Britt Bartley	205
10. EXPERT	130	10. Andrew Soule	205
11. EXPERT	130	11. Kent Burson	205
12. EXPERT	130	12. Paul Wey	205
13. EXPERT	130	13. Donny Karr	205
14. EXPERT	130	14. Willie Huebner	205
15. EXPERT	130	15. Mike Richardson	205
16. EXPERT	130	16. Carl Butler	205
17. EXPERT	130	17. Craig Clark	205
18. EXPERT	130	18. Frank Gregory	205
19. EXPERT	130	19. Rich Houseman	205
20. EXPERT	130	20. Cindy Ainsworth	205

18-21 EXPERT

1. Craig Bark	205	1. Steve Veltman	205
2. Steve Veltman	205	2. Frank Nuccio	205
3. George Seavers	205	3. Jason Grigs	205
4. Brad Moore	205	4. Richie Anderson	205
5. Richie Anderson	205	5. Jason Bernal	205
6. Jason Bernal	205	6. Jason Johnson	205
7. Jason Johnson	205	7. Britt Bartley	205
8. Britt Bartley	205	8. Andrew Soule	205
9. Andrew Soule	205	9. Kent Burson	205
10. Kent Burson	205	10. Paul Wey	205
11. Paul Wey	205	11. Donny Karr	205
12. Donny Karr	205	12. Willie Huebner	205
13. Willie Huebner	205	13. Mike Richardson	205
14. Mike Richardson	205	14. Carl Butler	205
15. Carl Butler	205	15. Craig Clark	205
16. Craig Clark	205	16. Frank Gregory	205
17. Frank Gregory	205	17. Rich Houseman	205
18. Rich Houseman	205	18. Cindy Ainsworth	205
19. Cindy Ainsworth	205	19. Jason Grigs	205
20. Jason Grigs	205	20. Steve Veltman	205

18-21 CRUISER

1. Craig Bark	205	1. Steve Veltman	205
2. Steve Veltman	205	2. Frank Nuccio	205
3. Frank Nuccio	205	3. Jason Grigs	205
4. Jason Grigs	205	4. Richie Anderson	205
5. Richie Anderson	205	5. Jason Bernal	205
6. Jason Bernal	205	6. Jason Johnson	205
7. Jason Johnson	205	7. Britt Bartley	205
8. Britt Bartley	205	8. Andrew Soule	205
9. Andrew Soule	205	9. Kent Burson	205
10. Kent Burson	205	10. Paul Wey	205
11. Paul Wey	205	11. Donny Karr	205
12. Donny Karr	205	12. Willie Huebner	205
13. Willie Huebner	205	13. Mike Richardson	205
14. Mike Richardson	205	14. Carl Butler	205
15. Carl Butler	205	15. Craig Clark	205
16. Craig Clark	205	16. Frank Gregory	205
17. Frank Gregory	205	17. Rich Houseman	205
18. Rich Houseman	205	18. Cindy Ainsworth	205
19. Cindy Ainsworth	205	19. Jason Grigs	205
20. Jason Grigs	205	20. Steve Veltman	205

18-21 GIRLS

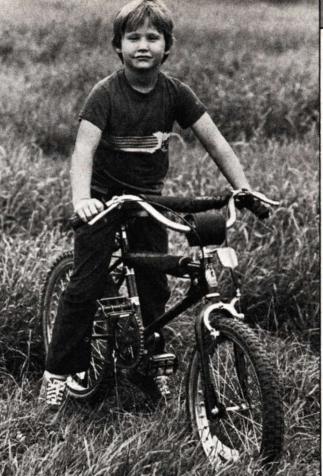
1. Missy Fied	205	1. Dawn Hagedorn	205
2. Dawn Hagedorn	205	2. Lisa Harris	205
3. Lisa Harris	205	3. Alana Hancock	205
4. Alana Hancock	205	4. 7-8 GIRLS	205
5. 7-8 GIRLS	205	6. 7-8 GIRLS	205
6. 7-8 GIRLS	205	7. 7-8 GIRLS	205
7. 7-8 GIRLS	205	8. 7-8 GIRLS	205
8. 7-8 GIRLS	205	9. 7-8 GIRLS	205

12 & UNDER CRUISER

1. Craig Bark	205	1. Steve Veltman	205
2. Steve Veltman	205	2. Frank Nuccio	205
3. Frank Nuccio	205	3. Jason Grigs	205
4. Jason Grigs	205	4. Richie Anderson	205
5. Richie Anderson	205	5. Jason Bernal	205
6. Jason Bernal	205	6. Jason Johnson	205
7. Jason Johnson	205	7. Britt Bartley	205
8. Britt Bartley	205	8. Andrew Soule	205
9. Andrew Soule	205	9. Kent Burson	205
10. Kent Burson	205	10. Paul Wey	205
11. Paul Wey	205	11. Donny Karr	205
12. Donny Karr	205	12. Willie Huebner	205
13. Willie Huebner	205	13. Mike Richardson	205
14. Mike Richardson	205	14. Carl Butler	205
15. Carl Butler	205	15. Craig Clark	205
16. Craig Clark	205	16. Frank Gregory	205
17. Frank Gregory	205	17. Rich Houseman	205
18. Rich Houseman	205	18. Cindy Ainsworth	205
19. Cindy Ainsworth	205	19. Jason Grigs	205
20. Jason Grigs	205	20. Steve Veltman	205

12 & UNDER OPEN

1. Craig Bark	205	1. Steve Veltman	205
2. Steve Veltman	205	2. Frank Nuccio	205
3. Frank Nuccio	205	3. Jason Grigs	205
4. Jason Grigs	205	4. Richie Anderson	205
5. Richie Anderson	205	5. Jason Bernal	205
6. Jason Bernal	205	6. Jason Johnson	205
7. Jason Johnson	205	7. Britt Bartley	205
8. Britt Bartley	205	8. Andrew Soule	205
9. Andrew Soule	205	9. Kent Burson	205
10. Kent Burson	205	10. Paul Wey	205
11. Paul Wey	205	11. Donny Karr	205
12. Donny Karr	205	12. Willie Huebner	205
13. Willie Huebner	205	13. Mike Richardson	205
14. Mike Richardson	205	14. Carl Butler	205
15. Carl Butler	205	15. Craig Clark	205
16. Craig Clark	205	16. Frank Gregory	205
17. Frank Gregory	205	17. Rich Houseman	205
18. Rich Houseman	205	18. Cindy Ainsworth	205
19. Cindy Ainsworth	205	19. Jason Grigs	



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.



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 seatpost 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.

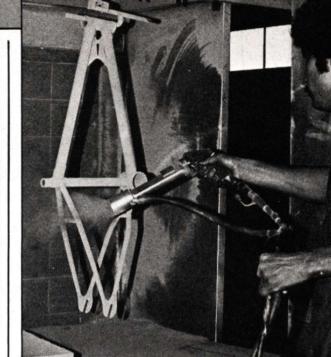
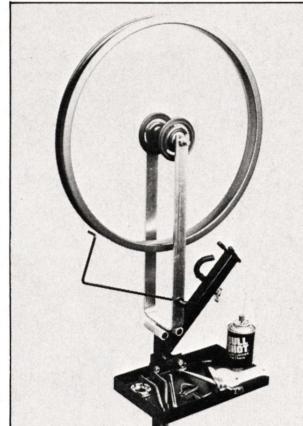


Along with bearings, wheels and tires, brakes make a big difference in the way your old dog feels. Take the time to overhaul them. Your dealer should have everything you need to make them stop on a dime.

► 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.

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 scot 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

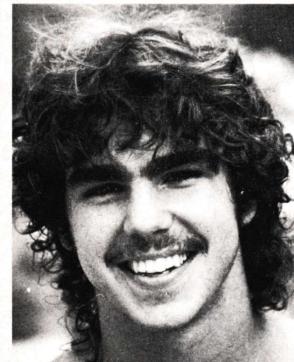
Believe it or not, being in top shape is your best insurance against getting injured. When you are fit, you have flexible joints, strong muscles, and good endurance, all of which are necessary for top performances and resisting impact injuries. For example, Greg Hill is known for his tremendous body 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.

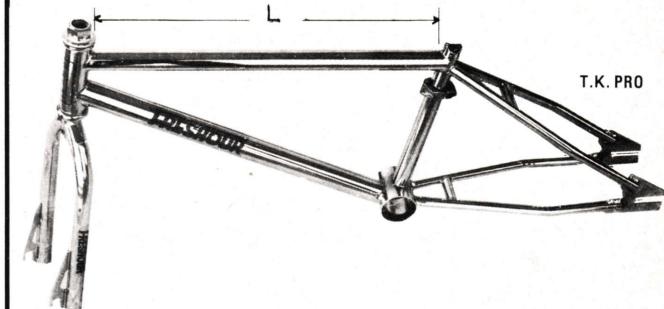


Riders who take unnecessary chances in their racing are the ones who most often pay the price by crashing. The rider on the ground in this shot overcooked it into the first turn trying to build his lead. All he did was destroy it.

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N.B.L. National #2
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SUGGESTED COMBINATIONS - CIRCLE DESIRED SIZES

8-10 yrs.	10-12 yrs.	12-14 yrs.	14-16 yrs.
L=Length of top tube 16½"	17"	17½"	18"
R=Rise of handlebar 6-6½"	6½-7"	7½-8"	8-8½"

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 17½"	18"	18½"	19"
R=Rise of handlebar 7½-8"	8-8½"	8½-9"	9-9½-10"

3. - T.K. HANDLEBAR \$28.00

CIRCLE DESIRED SIZES

W=Width - 26" 27" 28"
R=Rise - 6" 6½" 7" 7½" 8" 8½" 9" 9½" 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 I | | | | | | | |

6. - COLOR OF DECALS \$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 \$
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Address
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Tim "T.K." Kakouris

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,



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

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



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 Peiva

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 berserk 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)

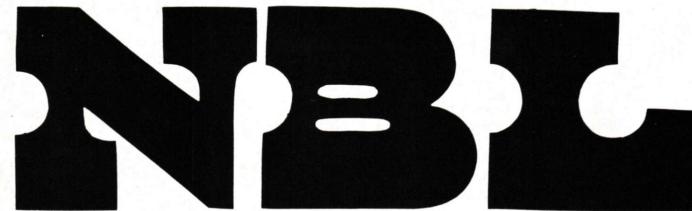
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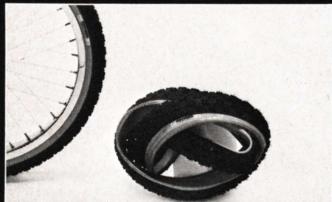
Where BMX Lives!

TRICK STUFF



FLIGHT 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, 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. □

BMX PLUS!

BACK ISSUES

BMX PLUS!



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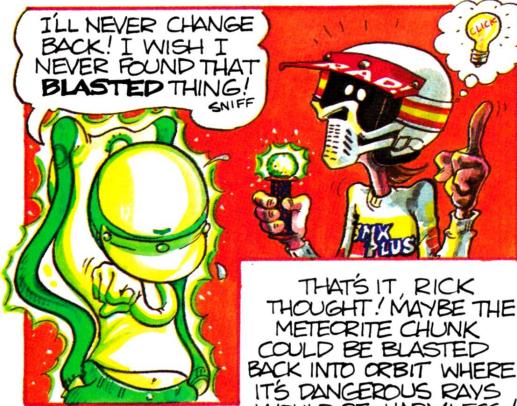
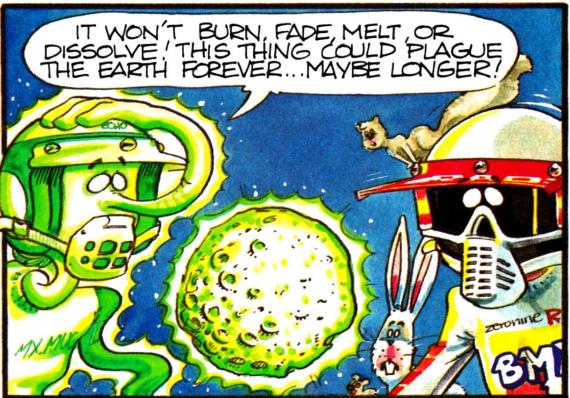
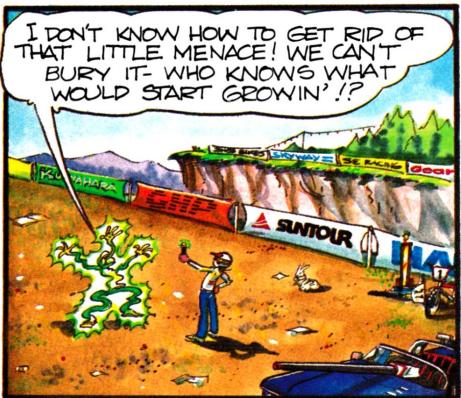


No, Mx. Mug hasn't converted back to his old flesh 'n' blood self yet. He's still gooier than gum on a hot side-walk and he hasn't stopped glowin' either. And he'll stay that way until someone figures out a way to send that trouble-making, ultra-cosmic radiating meteorite fragment back where it came from... outer space! Luckily we know just the radical-enough guy to do it...

RADICAL RICK And M X MUG

FROM THE PAINT-STAINED WORLD OF DAMIAN!

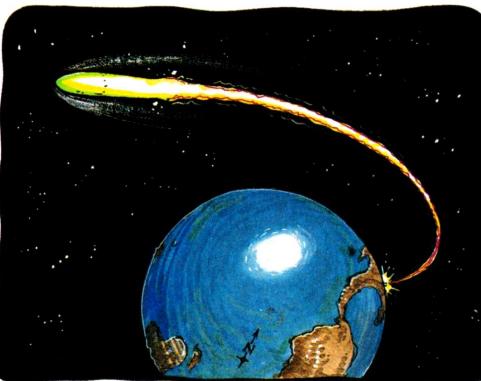
Episode 55
BACK FROM WHERE IT CAME GASP



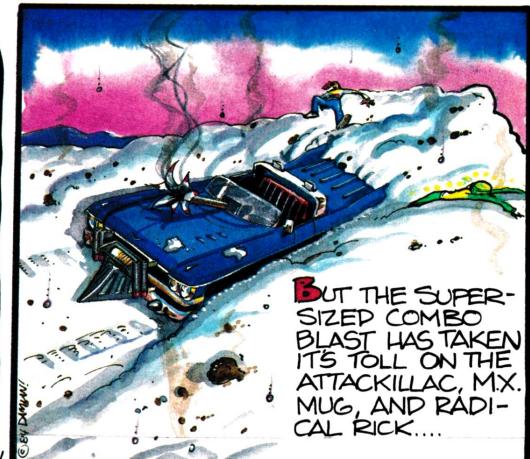
TO THE HIGHEST PEAK IN THE CRUSHED CRANK MOUNTAIN RANGE.



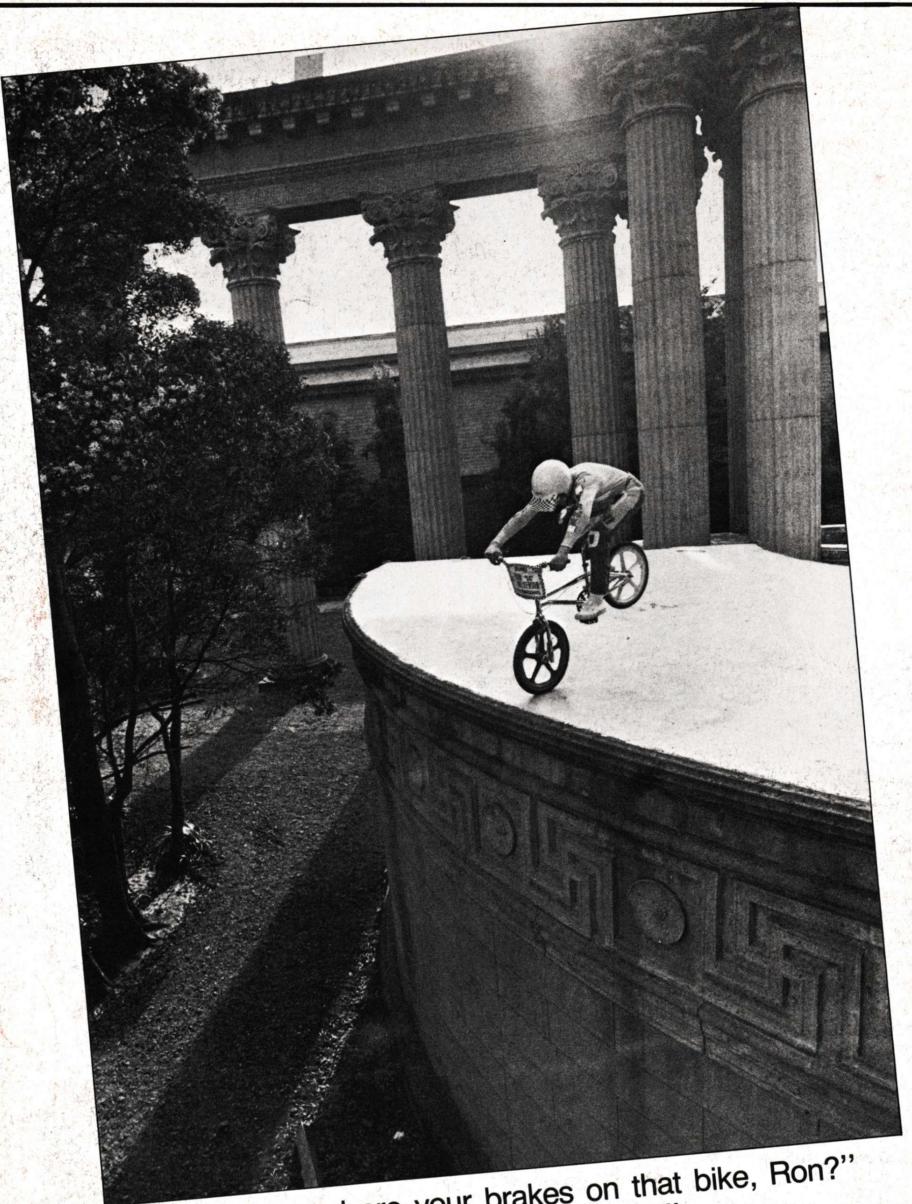
DANGEROUS AS IT SEEMS, RICK FIGURES THIS IS THE ONLY WAY TO PROVIDE THE MISSILE WITH ENOUGH THRUST TO ESCAPE THE EARTH'S GRAVITATIONAL PULL.



BRAVO! THE MISSILE CARRYING THE DREADED METEORITE IS SUCCESSFULLY LAUNCHED OUT OF THE EARTH'S ATMOSPHERE!



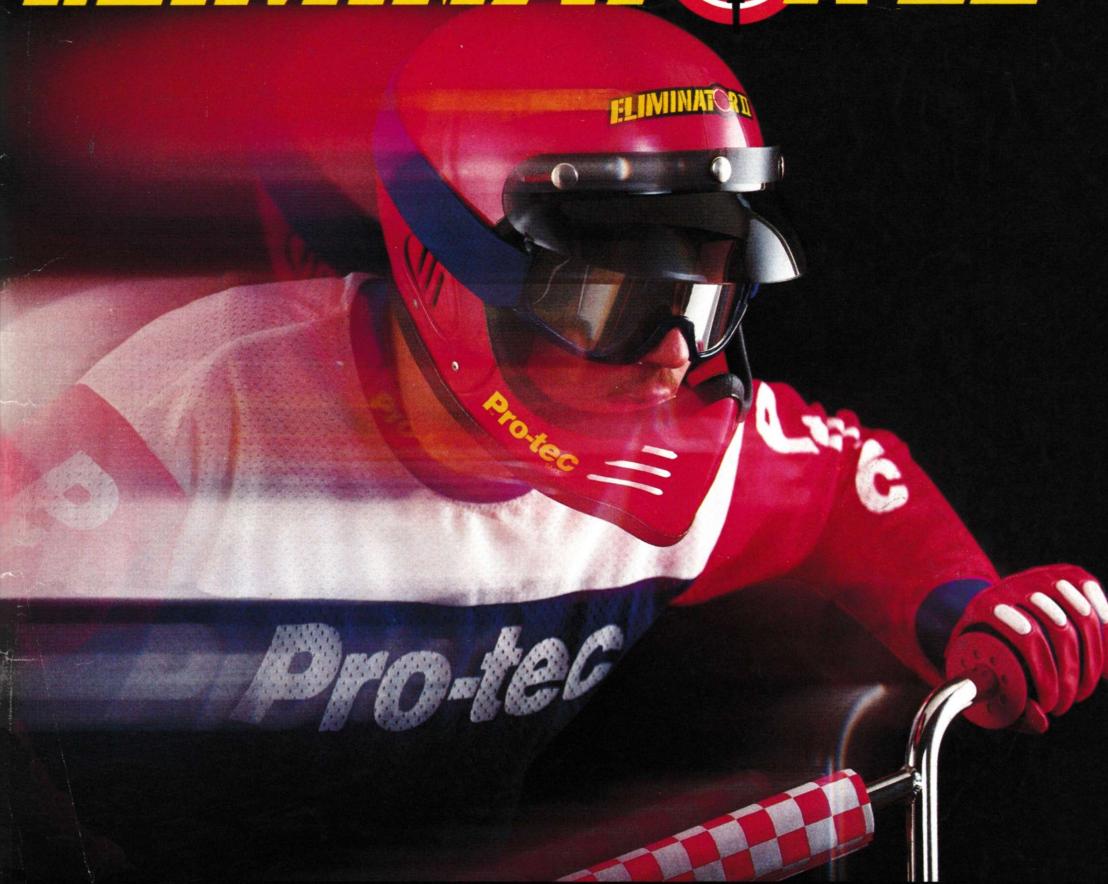
PARTING SHOT



"How good are your brakes on that bike, Ron?"
"Oh, that good, huh?"
"No, no, Ron. Don't do it again. We've got the shot."

—John Ker to Ron Wilkerson atop the
Palace of Fine Arts in San Francisco

ELIMINATOR II

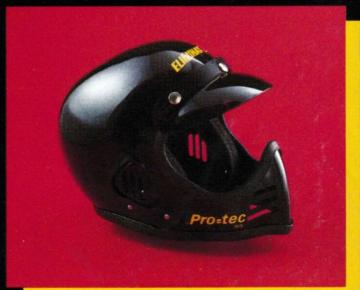


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14 Expert
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ANDY PATTERSON
AA Pro, ABA • A Pro, NBL
1983 WORLD CHAMPION

FRED HIGHTOWER
A Pro, ABA • B Pro, NBL
NEW '84 RECRUIT



CHERI ELLIOTT

13 Girl
1983 ABA NATIONAL #1
1983 WORLD CHAMPION



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A CHANCE TO EARN YOUR WINGS

Skyway's Support Team is signing up new crew members. In the past, outstanding support team

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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