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# SUPER BMX



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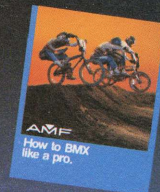
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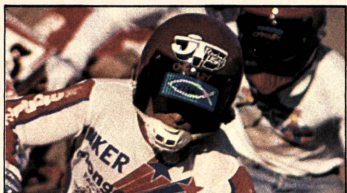
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# SUPER BMX



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JUNE 1982

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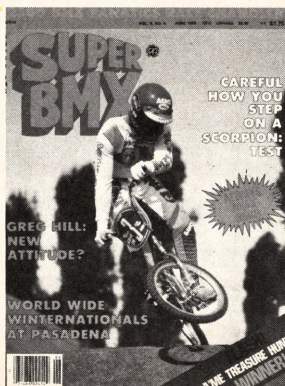
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#### ON THE COVER:

We feature an interview with Greg Hill. Here he is at Westminister, California. Photo by Mike Aguirre.



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## Briefing

#### A'ME TREASURE HUNT CONTEST WINNER!

POMONA, California—A'ME Manufacturing Company has found a winner to their treasure hunt contest. Ceddie Vohden, 10, of East Brunswick, New Jersey correctly identified the location of the prize. The treasure was "located" at the Wilmot Public Library at 530 North Wilmot Road in Tucson, Arizona in the book **The Three Musketeers**. Ceddie's entry was postmarked March 1, 1982.

By winning the contest, Vohden received \$1,400 from A'ME. Ceddie is a BMX racer and has a sister that races also.

OWATONNA, Minnesota — Tahoe Racing Products has announced their factory support sponsorship program. One racer from each selected bike shop will be offered a support sponsorship. That rider will receive \$8.00 for every frame, fork and bars sold from that shop. This money will be used to pay for the rider's racing expenses. For further information about this program, contact Tahoe Racing Products, 1257 Edgewood Place, Owatonna, MN 55060.

NEWBURY PARK, California—JAG BMX and Roker Enterprises has announced that the 1982 World Championship will be held in Las Vegas, Nevada, rather than in Indianapolis, Indiana. The race will be held at the Tropicana Hotel, and the dates are yet to be announced. Also, if anyone is interested in being on the National JAG/JOX support team, contact your local Schwinn dealer or Roker Enterprises.

RAMONA, California — DG BMX Performance Bicycles and JAG BMX have merged and the company is now known as **World Class Products, Inc.** World Class Products will be distributed by Schwinn Sales Inc. of Chicago, Illinois. In addition, Schwinn will be sponsoring six ABA Gold Cup BMX races and will once again be conducting a summer tour.

SAN ANTONIO, Texas—Huffy sponsored ABA's Lone Star National



here, March 27-28. The race drew about 1,400 entries and Huffy's John Piant won the pro class. Mike Poulson (Schwinn) broke his collar bone and he will be out of commission for four to six weeks.

AZUSA, California — JMC has just introduced a new 24" BMX bicycle. This new model is now available at your local BMX shop, and is one of the hottest selling 24-inchers on the market.

REDDING, California — Skyway Recreation Products has a new team manager: Ken Coster is the new head of Skyway's factory team.

DAYTON, Ohio—Huffy has two new amateurs on their factory racing team. Troy Raats & Andrew Soule.

BEEK EN DONK, Holland — The Open European Championship will be held here on July 17-18. This race is open only to European riders, with the exception of 50 NBL riders from the United States. If you are interested in going to this race, contact the NBL office.

SAN JUAN, Puerto Rico—The NBL has four new BMX tracks here officially sanctioned. For further information about the location of the tracks, contact the NBL office.



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# Editorial

## EXTREMELY YOURS

By Michael A. Collins

**B**icycle Motocross is a sport of extremes.

From those who race, to those who conduct races, to those who create the products all of us use when we participate in the sport, these extremes create a unique balance, add a special flavor to this very special activity we call BMX.

When I talk about extremes, I am speaking of those racers who participate only on occasion. They participate as a release from the everyday hassles of modern day living. As a way to get away from it all, something to do for entertainment, for fun.

We also have racers who participate because it is the way they make their livelihoods. It is their chosen profession, their jobs. These individuals' income are dependent on how well they perform from week to week. And in order to survive they travel throughout the country and world, and can never escape BMX.

BMX has people whose lives and livelihoods are dependent on the race tracks they operate, or the sanctioning organizations they run. To these people, BMX is a very serious business. They work very hard to find easier and more efficient ways of conducting races of all sizes. Their goal is to attract the greatest numbers of customers, the largest number of racers.

And then there is the parent who saw a need for a BMX track in his or her community. That individual works very hard to put on the best races he or she knows how to benefit the youngsters of that community. Many hours of thankless efforts are dedicated by these people. And, almost without exception, the operation of this one racing facility ends up costing the individual some hard earned money.

There are large manufacturers—the largest of corporations who pro-

duce bicycles that are obtainable by almost every income segment of the population. These companies produce bicycles that may not be the most elaborate or sophisticated of racing machine, but for the new participant they get the job done. Thanks to the confidence these large companies have seen in BMX, more and more young people will have the opportunity to become involved in the sport.

And we have the smallest of producers, literally garage operations. They spend many hours developing the most sophisticated in BMX equipment and make this equipment available to those racers who see the need in having the trickiest thing on the market. These manufacturers fill a very special need, without this niche being filled, many top racers would have lost interest long ago.

But within all of these segments, there is every imaginable combination of racer, promoter and manufacturer. True, BMX is a sport of extremes. Yet it is a continuum. There are no gaps.

This issue, like all others, contains features that exemplify this very fact. We are presenting personality features of Greg Hill, one of the nation's top pros; and Geoff Scofield, one of the nation's youngest and fastest racers. We are covering races put on by the biggest of sanctioning bodies; and one of the smallest. We have a test of a bicycle produced by a medium sized manufacturer.

In short, BMX is something that can and does appeal to all of us. And we here at *Super BMX* recognize this fact, never look at BMX with blinders on, and will always present all of our sport to you, our readers.

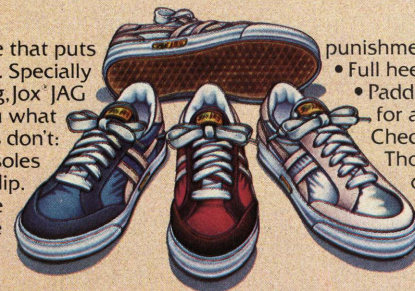
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(Editor's Note: We are pleased to bring to you the first article by Bob Hadley, who is one of the nation's foremost experts on BMX, writing for SUPER BMX Magazine from time-to-time.)

## Greg Hill Interview:

# NEW ATTYUDE

Greg Hill has become a legend in BMX. Greg speaks as a tough pro, not as a boy, and some of his opinions will burn some folks in BMX up. Story by Bob Hadley

Photos by Mike Aguirre and Mike Collins



In recent months, Greg Hill has been the fastest thing on two wheels. He has won just about every race he has entered, claiming many thousands of dollars in pro purses and contingencies in the process.

Greg is by no means a newcomer to the sport. He has been around a long time. I had the opportunity to talk with him recently, and he



Greg Hill competing at the ABA Winter National.

**SUPER  
BMX**



**FEATURE STORY**

—KEVIN TYLER—





NEW ATTITUDE?

had some very interesting things to say. Our conversation started with a question about his decision to leave team Mongoose:

**BH:** Why did you quit Mongoose? How, after signing in January, could you quit after only nine months on your contract?

**GH:** My contract was set up so that it was over at the end of every month, with the option to renew at the beginning of every month. Kosmala had the same kind of contract.

**BH:** Why did you sign that kind of contract?

**GH:** Just for that reason, so any time either party could quit if they felt uncomfortable at any time. That contract was what both sides agreed on. They wanted it and I wanted it. That way, if things don't work out we could both call it quits any time we wanted to.

**BH:** And you decided to terminate it at the end of September.

**GH:** Yes. It was perfectly legal. If I'd have decided to leave the team on October 5, I would have had to wait until the end of October. That is just the kind of contract it was.

**BH:** Ultimately, why did you quit the team?

**GH:** I was supposed to go to so many nationals, they talked about

## MONGOOSE REPLIES

Mongoose sent Greg to eleven War of the Stars races across the U.S. All of our records indicate that Greg flew himself four times to eight races for which ground support (motel, meals, and entry fees), was made available. In fact, in total Greg was sent to seventeen Nationals, twelve of which he was flown to.

The original program was, in fact, to tour by vehicle during the summer. The request for flying to Nationals was presented late in April after arrangements and commitments were made to have the Mongoose riders traveling by truck.

A program to race in England was presented but declined because it interfered with Greg's vacation. — BMX Products, Inc. ☆

going to England and Australia and I never went anywhere. I ended up having to pay, out of my own pocket, my own way to sixty-five percent of the NBL War of the Stars races I went to. They only paid my way to, maybe, six races.

**BH:** Didn't the Mongoose team tour the whole series?

**GH:** I told them at the beginning

of the year: "I want to be flown to the nationals, I want certain work done on the bike—that never happened—I wanted to go to international races." Basically, I was under the impression that they said: "Whatever it takes to get you on the team, we'll do it." After nine months, none of that happened. It was just a bunch of bogus lies.

**BH:** The situation obviously affected your performance.

**GH:** I felt like I wasn't performing to my best ability. I mean, I'd train for two weeks before a race and then I'd get blown away. I mean the first time I rode a GT again I won. I quit Mongoose September 31st and got a GT October first, rode it for five days, went to the Silverdome and won everything. What does that say. It changed my mind, it changed my attitude, and in turn it improved my riding about ninety percent.

**BH:** Just before you signed with Mongoose you rode for GT, why didn't you just stick with them then?

**GH:** Because I wasn't on factory GT, I was co-sponsored by GT. At the time they would support a full factory pro rider. They gave me frames and co-sponsored me while I rode for Shimano.

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BH: It seems that lately a trend in your racing has developed. When you win, it is always a clean sweep, you win every moto semi and main, but when you don't win, you struggle from the very start.

GH: It's easier to win from the very first moto. You get on a roll. I can't remember when the last time I barely made the semi and wound up winning the main. The difference between winning everything, and having a tough day is that maybe I have a lousy attitude and I'm not psyched up.

BH: And the guys that beat you?  
GH: When I lose, it's obvious, they are psyched up more than me.

BH: What happened at Knotts Berry Farm, I thought you were up for that race?

GH: I don't know what happened, I was up for it. I had the track wired to the max, I felt good on it. The starting gate was too steep. I couldn't get psyched up for that. The only moto I won all day was the semi. I beat Stuart Thomsen and Toby Henderson in the semi and that was it. I was psyched up for the main but I came off the line about third and, Jeff Kosmala and I wrecked.

BH: By the tone of your voice, do you think that BMX should be like ice hockey?

GH: Where if somebody wrecks you, you punch them out? Yeah sure,

if someone wrecks you—kick their ———. No! Scratch that, take that out.

BH: Do you make more or less money at GT than you did at Mongoose?

GH: My salary might be less but they're flying me to every race I want to go to. They pay for all my expenses, and, right now I'm making three times more money than I made riding for Mongoose, regardless of what the salary was.

BH: Was there animosity between you and the other Mongoose riders because you were the new number one rider on the team and because you maybe made more money?

GH: How can you say this without sounding conceited.

BH: Just say it.

GH: I feel that I've proven myself, I'm a national class rider. I can go to any race and be in the main almost every time. I have proven that. I don't feel that Kosmala or Nachman or any of those guys have proven themselves. I didn't like having to be one of the

# NEW ATTITUDE?



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# NEW ATTITUDE?



guys who got his name picked out of the hat to see which two out of the four was going to go to this race. Do you understand that? It was like, they had to make a choice and they tried to make it fair, so everyone had the same chance to go, but it wasn't fair. I felt I earned and proved myself more, therefore deserved more opportunity than the pure luck of pulling my name out of the hat. I mean if you've earned it, you've earned it.

**BH:** You think your track record speaks for itself?

**GH:** Well, yeah, I was the only guy on the team that won races like Houston, and four NBL nationals, I'm talking about since when John George raced, he was the last guy who rode for Mongoose who could win races. I feel they couldn't appreciate that fact, that I was changing their image in racing.

**BH:** How important is having a sponsor in racing?

**GH:** It's important because it costs a lot of money to go to races by

yourself, even if you win a lot of money. You'd break out even if you managed to win once in awhile. It costs a pro rider, on the average, about \$800 to fly to a race. If it's a big purse, say you win two grand, you only make \$1200. With a sponsor you make all the money, get advertised, plus the magazine generally won't cover anyone to any extent unless they're full on factory sponsored. You need a sponsor, it's just a necessity of pro racing.

**BH:** What are your goals?

**GH:** Basically more coverage, so more people will know who I am. I have to push it looking for more outside co-sponsors.

**BH:** Why do you need an agent?

**GH:** Because I don't have time to do all that stuff, to sit down and call all these people and negotiate with them. It takes a lot of work to do that. I have to take care of other things. I have to train, prepare my mind for racing. I can't be sitting on the gate worrying about whoever if they're going to pay me or use me

in ads or whatever. I gotta worry about racing. It's just like football players, they have them, baseball players have them, and motorcycle racers have them.

**BH:** How do you pay them?

**GH:** They work on a percentage.

**BH:** How long will you keep racing?

**GH:** I'm quitting at the end of this year (laughs). Yeah, no, I just intend to race for a long time. I've got a lot of years ahead of me.

**BH:** You're out of high school, but did you ever think about going to college?

**GH:** Well, I went for about three days but I had to withdraw.

**BH:** After three days, why?

**GH:** I went to Orange Coast College on a Wednesday to petition, and I got the class. I went on Friday, Monday, and Wednesday. The next Friday I had to fly out to a race and I missed that day. I missed the next Monday, and I had a ten page report due on Wednesday. Too much work, I couldn't keep up.



BH: Why did you go in the first place?

GH: Because it would be interesting, pretty good fun. I went just because I wanted to expand myself.

BH: What classes did you take?

GH: Geography. It was the only class I could get. I was on tour when all the registration was going on and missed it. One of my friends had a geography class and I had to petition to get in and I made it. And I had to withdraw three days later.

BH: Have you ever thought of going back?

GH: Yeah, it's fun, I want to go back but right now I just don't have the time to do the homework and study for the tests.

BH: What's the difference between High School and College?

GH: When your in High School it's almost like you're being baby sat. In college they just give you the work and you better do it. It feels like you're really getting into your life now and you're responsible. They don't care if you do it or not. You either do your work and stay in or don't do it and get kicked out. They don't want you there filling in a seat that someone else could be using.

BH: How many trophies do you think you have won since you started racing?

GH: About a thousand probably.

BH: How much money have you won from racing altogether?

GH: I don't know. I would figure it out from my record book. I started keeping record from December 22, 1979. Do you want to know how much money I've won in my whole career? I'll have to add it up.

BH: You can just guess, it doesn't have to be all that accurate.

GH: I want to be accurate. That's why I've kept records. I can do this quick. Tell me, what do you think the most money a pro could make in one month?

BH: I don't know, what, maybe \$10,000.

GH: Yeah, Stuart did it but for him those days are over. . . . We're up to July 1980.

BH: It was a busy month! You spent \$1,266 on travel for one month out of your pocket.

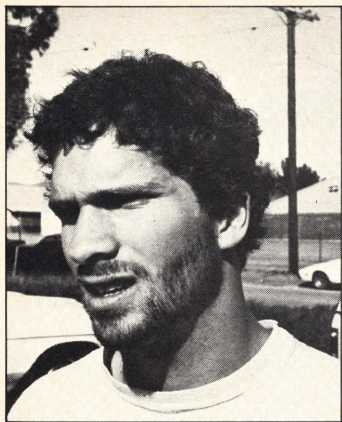
GH: Yes, here was a good one. August 1980.

"Twenty-inch bikes are quicker out of the gates. They're more maneuverable over jumps and in turns. I feel best on a twenty-inch bike."



# NEW ATTITUDE?





**"It changed my mind, it changed my attitude, and in turn it improved my riding about ninety percent."**

BH: \$2,819, that's pretty good.

GH: Wait, I've got a better month. So far I've got, you know what's going to happen when the IRS reads this?

BH: Do you file your income tax?

GH: Yeah. OK, now we're entering 1981.

BH: Have you ever gone a month without winning any money?

GH: No, I'd have to quit racing. I'm almost done here. So far we're up to forty-three grand. Look here, here's a month where I only won seventy bucks, that month shouldn't have ever happened.

BH: That was September 1981, your last month on Mongoose.

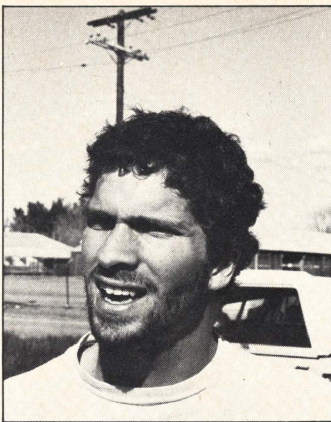
GH: Here's October 1981, \$3,700 bucks. November 1981, \$1,700 bucks.

BH: OK what's the total?

GH: In the whole time I've been racing I've made \$65,000.

BH: That's not bad.

GH: Well the first year I raced pro I didn't make much but the last two years I've made a living. In this year, 1982, I want to make 100 grand, whatever it takes.



**"... right now I'm making three time more money than I made riding for Mongoose, regardless of what the salary was."**

BH: How much working out does it take to make 100 grand?

GH: It takes a lot. You have to weight train, you have to run, you have to do starts, practice on your bike all day, you have to work on your mental attitude, you have to want to win. You have to keep busy doing things to improve.

BH: What about growing a beard?

GH: I'm on my fifth try now.

BH: What do you think of the new twenty-four inch cruisers?

GH: I don't know, I don't ever really race cruisers. I imagine they're quicker than a twenty-six inch.

BH: Do you think the pro class will ever move to twenty-four inch cruisers?

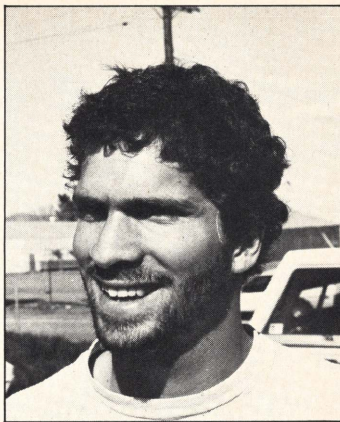
GH: No way. Twenty inch bikes are quicker out of the gates. They're more maneuverable over jumps and in turns. I feel best on a twenty inch bike.

BH: You've never felt that a twenty inch bike is too small for you?

GH: No way. Never.

BH: Do you think Stuart is too big?

GH: No, who can say that. If you win it's a good combination. I generally find that it's people who don't



**"... I earned and proved myself more, therefore deserved more opportunity than the pure luck of pulling my name out of the hat."**

race try and make certain assumptions about what is what and they really don't have any authority to make such opinions. It's like people who think we're too old to race bicycles. What do they know? I made over thirty grand last year so what does that tell you about what they know.

BH: What were your best ever races of 1981?

GH: It would have to be Silverdome and Long Beach equally. Because Stuart got second to me at both events. It was the icing on the cake because I like to beat him. I mean when you're racing the best you want to beat him, right?

BH: Are there any races that you didn't win that you wished you would have won?

GH: None. Really, because some races are a total joke, like I wish I would have never even attended the Jag World Championship, that race was so stupid.

BH: What was wrong with it?

GH: The track was poorly designed, with no thought going towards the riders involved, it was totally unfair. I wished I had never raced that race. The only race I wished I'd have done better at was Knotts, but you can't win every race.

BH: You can't win every race, are you sure?

GH: Well no, I was sure about two months ago but now I'm not, so far this year, I'm going to. I'm going for it every last one. ☆

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# Riders Talk

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We cannot print letters that do not include the writer's name and address.

**T**his is our fifth year in BMX as a family, and boy, have we learned a lot!

At first when BMX came to our state in 1977, we thought it would be a good sport to get our boys into, something to help them burn off all their extra energy (instead of using it places where they shouldn't). The trophy or medal which they might win would help to build their courage, self confidence and give them a goal in life to work for. This in turn would also build good character and they would learn good sportsmanship.

Little did we know that BMX would grow so fast and become the #1 fastest growing sport in America; that our boys would go from a \$56.00 K-Mart 20" bike with a banana seat, weighing approximately forty-five pounds, to a \$1,000 special built bike that weighs twenty-three pounds. Not to mention the endless numbers of miles we have traveled as a family and the experiences we have encountered which have truly enriched our lives.

One of our most rewarding experiences has been the opportunity to take other BMXers into our home to live and travel with us throughout the racing season. Over the past years, well known pro rider Anthony Sewell and Tommy Brackens, along with other BMXers Howard Drew, Dave Enzunza and Eric Flowers, have become a part of our family. Their race, nationality, or religion is of no problem at all to us, for we learned a great deal about their different feelings and personalities. Sure, we all had to make sacrifices by sharing a one bathroom house and all trying to squeeze around the table at supper time, but believe me, it was well worth it.

Tommy Brackens lived with us for the longest period of time, and we have to say, "He is one of the finest young men we've ever seen." At the track, Tommy is a very quiet person, I guess what you might call a "homebody type." Having Tommy with us for five months, we got to know and love him as our own son. Tommy certainly is not a lazy person and doesn't feel the world owes him a

living. While living with us, he pitched in and helped with whatever needed to be done, whether it was folding clothes, doing dishes, mowing the lawn, and yes, even cooking! (But we won't talk about that, huh Tommy????)

For the two months that Anthony Sewell lived with us, he, too, pitched in and helped with the household chores. This all makes me wonder, is this possibly the reason these young men are so good not only on the track, but in life as well? It takes a lot more than just speed to be a good BMX rider. If you don't feel good about yourself deep inside, it will show through your racing ability. Also, your attitude off the track is just as important as what you display when you race. This is one aspect we really enjoyed about both Tommy and Anthony. Whether they win or lose, they accept it the best they can. Sure it hurts to lose a race, but learning to accept losing is harder than to accept winning. That in itself makes for a stronger person all the way around.

I guess you might call us a very lucky family, because we not only got involved in a fantastic sport, but we've learned what love really is. It's not something you share with only your family, but what you give from within yourself to others that really counts.

So you see, what started out five years ago to be something for our boys to learn from has become a learning experience for our whole family instead.

As the new season of BMX is upon us for 1982, we hope the future holds many rewarding experiences for all of you, as it has for our family, but most important of all, don't go so fast that you forget to stop and smell the roses.

A second Mom.

(Name withheld by request.)

## PUFF POWER

As a concerned parent I thought it my duty and responsibility to inform the public of the inequities that the female BMX riders tolerate trying to race in a male dominated sport.

Although the United Bicycle Racing Association (UBR) has opened

its expert class to qualified female riders, the American Bicycle Association (ABA) seems unaware of their responsibilities to the expert girls as a formidable racing force.

This year ABA set up new rules putting the girls in a separate point standing than the boys. The highest number of points a girl may receive is twenty-five regardless of her qualifications. The boys may attain a maximum of fifty points.

This organization claims this inequity exists because there are not enough girl expert riders to form a separate class. Only an expert may receive fifty points. When a qualified expert girl attempts to join the ABA, she is told that she must join as a novice powder puff. Boy expert riders from any other bicycle racing association must ride in the expert class provided in ABA or be disqualified.

My question is why not open the expert class to both girl and boy riders, since the number of girls is not sufficient to have a separate powder puff expert class. All rules and regulations required for boys must be met by the female rider. This move into the expert class need not be required of all powder puff riders, but it should be open to them.

As a mother of an 11-year-old expert powder puff rider and a 14-year-old boy expert rider, we have experienced this discrimination first hand. I realize because the powder puffs are few in number, the major commitment seems to be in the boys direction; but it is unfair to all riders to exclude some of the best qualified experts from racing for the points they deserve and in the competition they have earned.

If we ever want to see a pro rider that is female racing in the pro class, we must at this level provide the competition for them to increase their abilities just as the boys now have.

In order to give our female riders an equal opportunity in the bicycle associations, the public needs to be aware of these situations. Hopefully, they can let ABA know that they are behind the girls being equal citizens, with at least the opportunity to be expert if they are qualified.

Linda Rogers-Elliott  
Citrus Heights, California

While we only report on the sport, we feel that all participants should be treated equally. If boys can become experts then girls should be able to, too. — Ed.

## WHITHER SEWELL?

I would like to commend you on how well you cover all the big races and get some good pictures. The reason I wrote you was to ask some questions: What team is Anthony Sewell riding for in 1982? Is there any news that he will change? Is there any way I could get an autographed picture of Stu Thomsen, Anthony Sewell and Harry Leary? I hope so.

Brian Strittmater  
Coon Rapids, Minnesota

Anthony Sewell is racing for Murray Ohio. To get the pictures, send a request to the sponsors involved. Stu Thomsen is sponsored by Redline and Harry Leary is sponsored by Diamond Back. — Ed.

## FALSE RUMOR

I'm thirteen years old and I'm thinking about getting a Redline. But right now I have a Mongoose. I have a friend who has a GT BMX, he told me that Redline frames bend easy. Is this true?

Norman Stearn  
Red Lion, Pennsylvania

We have heard no reports about Redline frames bending easily. — Ed.

## A HANDLE ON PRICES

Could you tell me about how much the A'ME Fini grip costs and would you recommend the A'ME Fini grip or the Oakley 3 grip?

Darel Martin  
Fairborn, Ohio

The suggested retail on the Fini grip is \$9.95. As for which is better—it's up to you. — Ed.

## PREMIER ANSWER

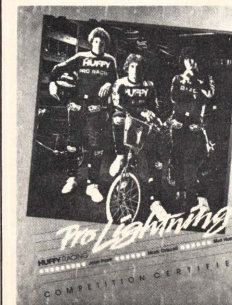
I have a Mongoose with Takagi cranks, Pro-neck and a Kashimax seat. Could you give me the address of Premier Helmets? I love your mag.

Chuck Grise  
Arabi, Louisiana

Write Premier at: International Helmets, 1559 West 135th Street, Gardena, CA 90249. — Ed.



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# BMX-Nuts-N-Bolts

By Russ Okawa

## FLATS & SHARPS

I have a pair of Huffy mags. It's some kind of cheap steel that they put on their Open Road. Every week I have a flat, could it be that my mags have a steel splinter? The rims are a little bent, or could it be the tires?

Another question: I've seen a picture of a pair of Z-Rims that became bent in a jump and then bent back to shape, are they really that good?

Eric Brooks  
Paris, Illinois

Dear Eric,

Flats are always a problem, especially on a bicycle. It is a possibility that your mags have a splinter in them, but, I think it is unlikely. If it were the case they would probably have gone flat immediately, not waited a week.

I would suggest that you check your tire for small cuts or ruptures on the sidewall. If your tire is not seated properly, it will appear that your wheel is bent. Hold something up to your rim as the wheel spins in the bike and look for the wobble. If it doesn't and your tire wobbles around reseal your tire. If it has been mounted unseated for a long

time it may have taken a "set" and never seat properly.

The principle of the Z rim is that it gives, it is not rigid. The extreme case would be to try to break or bend a piece of glass as opposed to breaking a rubber tire. One will bend and come back, the other will give then become history. The flexibility of the Z rim keeps it from permanently distorting.

Some riders do not like the flex and prefer the stiffer alloy rimmed wheel. The other riders will benefit from the "ding" resistance of the Z rim. The final performance of either type of wheel will depend on the type of riding and the upkeep and maintenance you perform. That will make them good or not good.

Russ Okawa

## TUFF QUESTIONS

I have a few questions about Skyway Tuff IIs. First of all, I have heard that there is a new way to change a coaster brake to a free-wheel. Can you do this with a Tuff II? Second, will the metal on a Tuff II (the metal at the hub) rust? And third, if you race with a coaster brake, how badly will it affect you.

Dave Hyland  
Attleboro, Massachusetts

Dear Dave,

To my knowledge there is no way to reliably convert a Tuff II coaster brake to a free-wheel. Next, steel will rust. The hub portion of the Tuff II is steel, chrome plated but steel nevertheless. It can rust and will rust if not properly maintained. Use chrome polish and wax for additional protection.

Lastly, how badly can a coaster brake affect you? How did you expect it to affect you? Before there were freewheels, everyone used coaster brakes. That was a while ago, sometime after God created the Earth but before Cruiser racing became popular.

Freewheels do provide the advantage of slightly less weight but the hand brake systems used with freewheels do not stop as well or as efficiently. Add some mud or water to the rims and they hardly stop at all. Another "advantage" is the ability to freewheel forward or backward for the most convenient pedal position. That is in part true, but, races are usually won pedaling forward rather than freewheeling backwards. A properly adjusted and lubricated coaster hub can roll just about as freely and as fast as a free-wheel hub.

I think your determination and ability to win a race can far outweigh any minor disadvantage of a coaster brake. The biggest disadvantage may be just thinking you are at a major disadvantage. Again, Dave, everyone used a coaster brake at one time and the guy in first still won the race.

Good Luck  
Russ Okawa

☆

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# Charlie's Famous Opinions ALL ABOUT TESTING BMX BIKES

By Leapin' Charlie Litsky

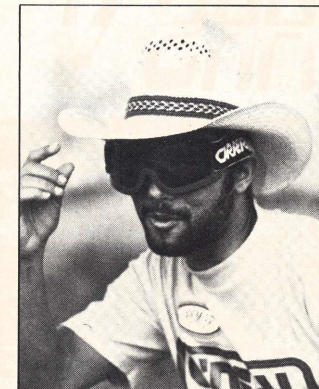
A friend of mine, Jim O'Neal, asked me one day prior to testing the MCS bikes, how we at Super BMX (and other BMX mags) actually "test" BMX bikes.

Jim has been around the motorcycle motocross biz for years and is familiar with tests on MX cycles in the MX mags. "But what about BMX?", he inquired, "how do you test a BMX bike?"

For one of those rare moments, Leapin' was caught without a rapid fire answer. Oops! I mean besides the technical jazz like head angles, over-all wheelbase, etc. . . . what else DO you do?

First off, you find a RAD jump. A looney-tune rider is next on the check list. And to put it all together, a creative, full-blown photog to click 'em off.

Then what?? Actually, as many



of you know, not all BMX bikes are alike. The components on the frame and fork affect the handling, but as the wheels are round and the handlebars don't leave the stem while you're flying through the air, it still

comes down to the basic frame/fork.

I have been on many BMX frames and I can't truly recall one that I thought was definitely NOT fit for racing. Given time, almost any of you can get used to any frame. It might be slightly different with lil' buckeroos, but after 12 years old, it starts to balance out.

What we do when we test BMX bikes, in the short time we have the bikes, is get a feel of them. I go through a list like: Is it balanced? Will I loop it too easy? Or just the opposite, does the front end dip down when I get air? How does it handle in turns? Too quick a steering set-up, or what? Get it?

There are lots of things to go over that are legit. But, unlike motorcycle tests, the horsepower is pedal-power and the acceleration is determined by if you ate your Wheaties that day, or not.

Keep it up on two wheels, y'all!

— Leapin' ☆

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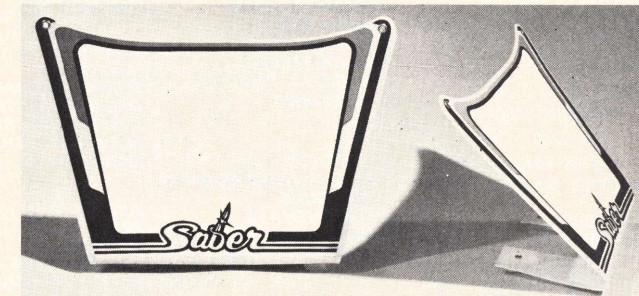
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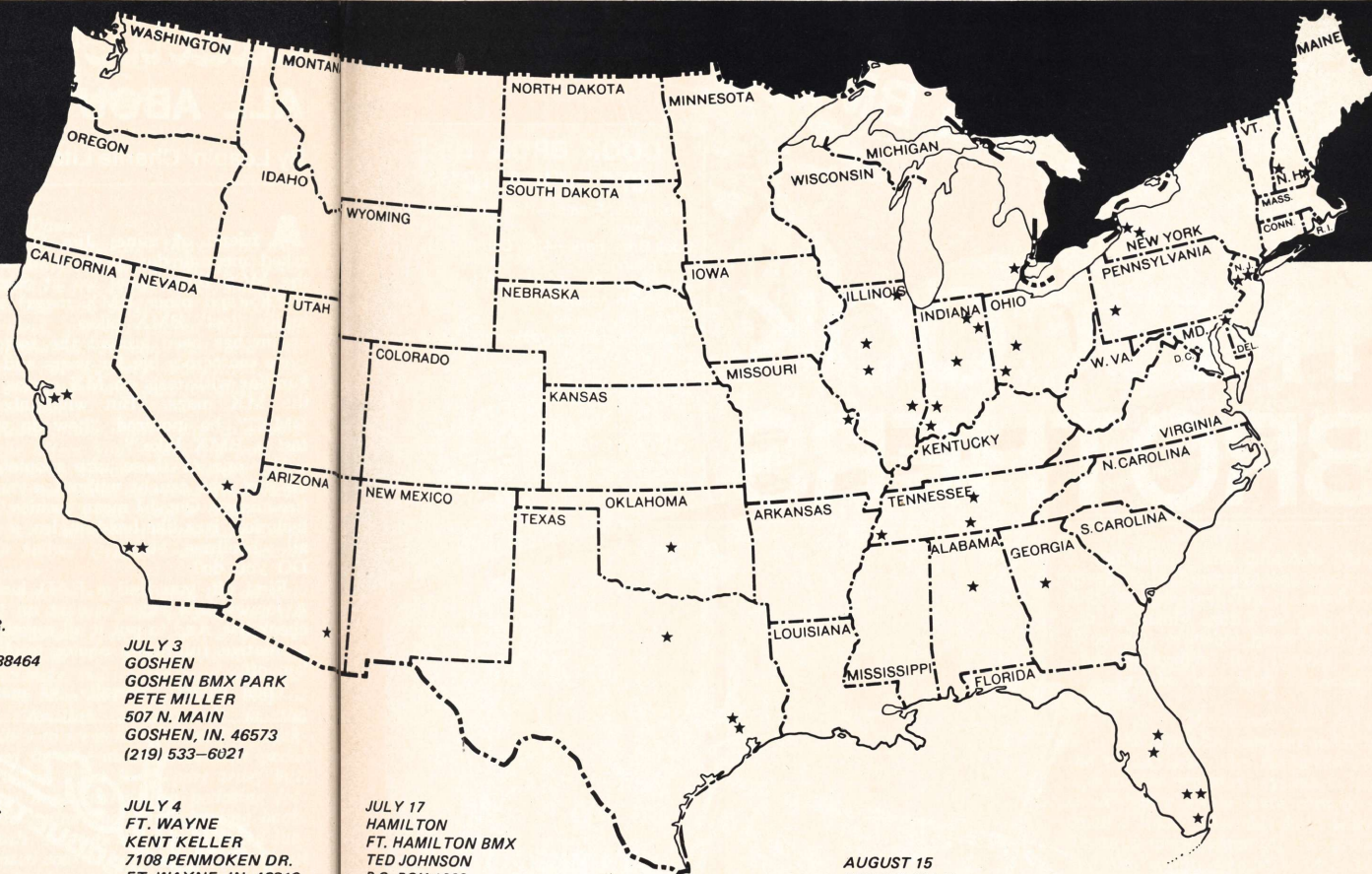
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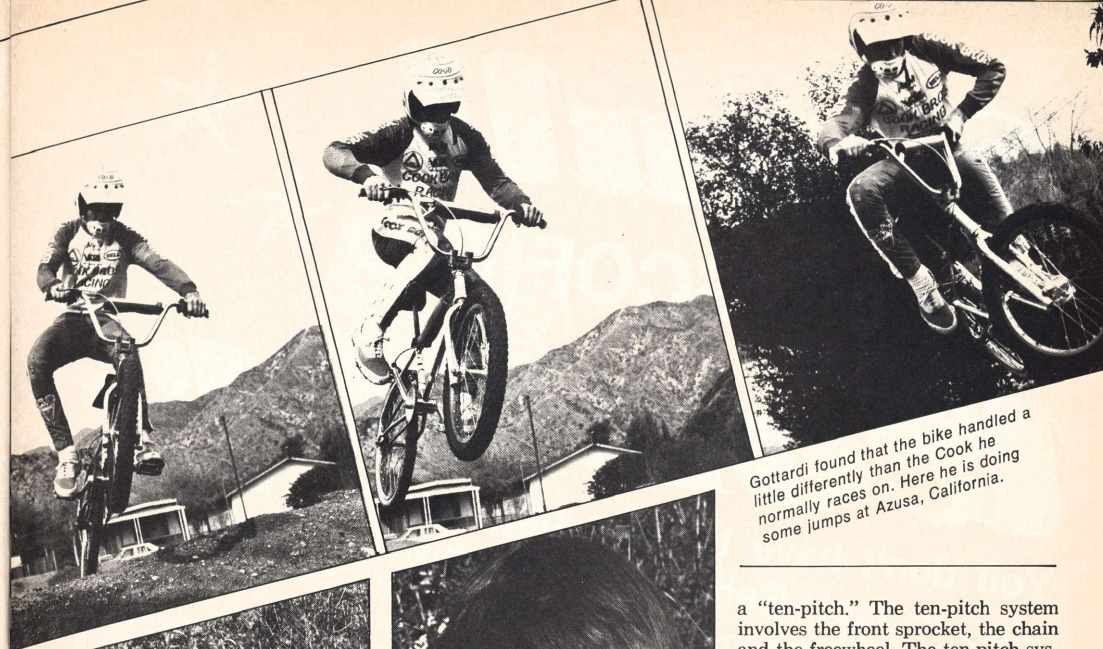


The bicycle featured a Cook Brothers frame and fork; a Cook Uni-Clamp Assembly and the "ten-pitch" system.

# TEN-PITCH RACER

Cook Brothers Racing has taken one of their frame and fork sets and set it up a little bit out of the ordinary. We at *Super BMX* thought you'd like to take a look at it.

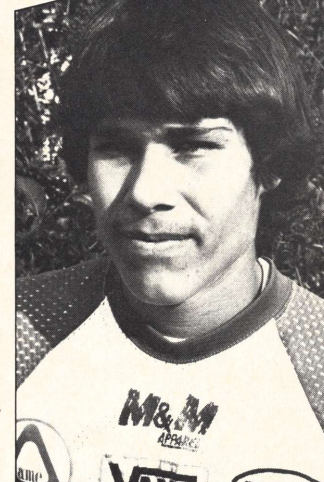
What the folks at Cook Bros. have come up with is something they call



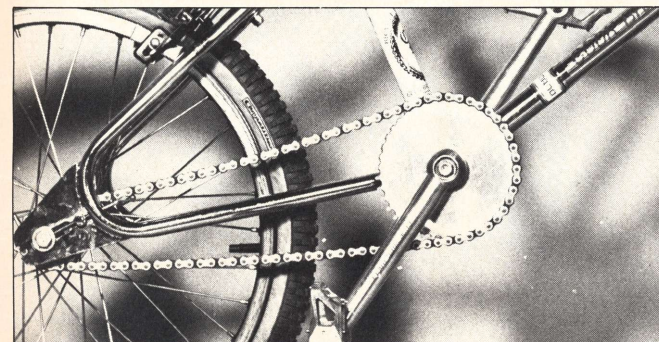
Gottardi found that the bike handled a little differently than the Cook he normally races on. Here he is doing some jumps at Azusa, California.



Mike Gottardi displays the new Cook Brothers bike.



Mike was one of the first riders to try out this experimental model.



Notice the size of the chain wheel, it's quite a bit smaller than a run-of-the-mill front sprocket.

a "ten-pitch." The ten-pitch system involves the front sprocket, the chain and the freewheel. The ten-pitch system is highly exotic. In fact, Cook Bros. will probably never manufacture the system—but it does show what can be done with an ordinary bicycle.

The term "ten-pitch" has to do with the distance between teeth on the chainwheel. The major advantages of the ten-pitch system is that the chain wheel is more compact—smaller than a normal chain wheel. There is more torque off the cranks, and the set-up weighs a little less than a standard chain and chain wheel.

The Cook Bros. components that went into the bike were by no means everyday. Cook started with a CBR-1 frame and fork set, including the uni-clamp assembly, added their handlebars and very special cranks. In addition to these Cook Bros. made items, other components were put on the bike.

Cook Brothers' factory-sponsored rider, Mike Gottardi of Pasadena, California, was the first rider to try out the ten-pitch system. And we got some pictures of Mike testing out the system.

According to Gary Cook: "The ten-pitch is strictly experimental. Whether or not we put it into production is yet to be seen. But we will have a few of our riders race with the ten-pitch."

So the next time you see a factory Cook Bros. rider at your local track, see if he isn't riding one of these very elaborate and unique bicycles.

☆



# Small GEOFF SCOFIELD Wonder!

You don't have to be a gargantuan to be a star. In fact, Geoff Scofield proves that a mighty midget can make it!

Story by The Editors

**A** common misnomer in BMX is that you have ought to be at least fourteen to be fast—and noticeable. Not so, especially when you look at one very fast and very young rider: Geoff Scofield.

**"I raced a lot...got faster and a lighter bike helped."**

Recently this eight year old has been one of the fastest and most consistent riders around. He and his Mini-GT have been literally tearing up the track. And in the process, Geoff is becoming a BMX personality.

Scofield began racing two years ago. His first race was at Azusa, California, on a stock Mongoose. But how does a six year old become as noticed as Geoff Scofield? "I raced a lot, I became more experienced, got faster and a lighter bike helped," explains Geoff.

In June of last year, Geoff was picked up by GT of Santa Ana, California. GT gave Scofield the oppor-

tunity to make many major events—and be highly visible. Prior to his GT sponsorship, Geoff raced for Hacienda Bikes, of Hacienda Heights, California.



Photos by Mike Aguirre and Mike Collins

This little guy has been doing some pretty impressive pedaling lately—with more wins in a year than most earn in a lifetime. Here Geoff poses on his Mini-GT wearing his factory garb.





During his short career, Geoff has tripled at seven ABA nationals and doubled at two. Impressive! Other major wins include Pontiac Silverdome race in Pontiac, Michigan; last year's World Championships in Indianapolis, Indiana, and the NBMxA Grand National in Long Beach, California.

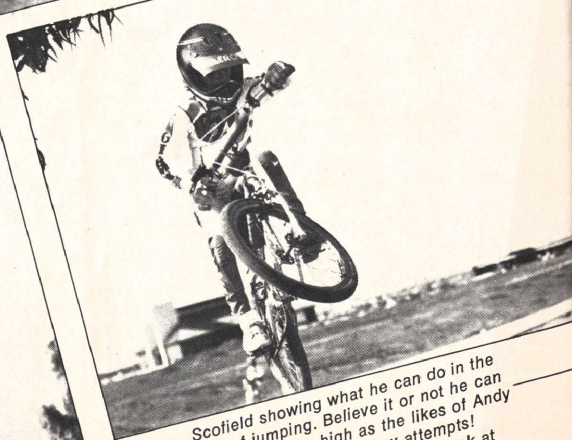
"...because (Geoff) is bound and determined, (he) will go very far in BMX—and life in general."

"I like BMX, it's fun. And it's pretty fun to be able to travel all over," says Geoff when asked about BMX. Scofield is in the third grade, and when he's not in school or racing for GT, he likes to ride motorcycles.

Geoff Scofield is one of those very talented racers who, because they are bound and determined, will go very far in BMX—and life in general. ☆

## GEOFF SCOFIELD'S MINI-GT

- Mini GT frame and fork
- Maxi cranks
- MKS pedals
- Uni seat
- Araya rims
- Cycle pro sew-ups
- Campagnolo hubs
- Bridgestone brakes
- A'ME grips
- Shimano head set
- Omas bottom bracket



Scofield showing what he can do in the way of jumping. Believe it or not he can jump nearly as high as the likes of Andy Patterson after just a few attempts! This shot was taken near the track at Irvine, California.



# Small GEOFF SCOFIELD Wonder!



Geoff Scofield airborne at the ABA 1982 Winter National, Chandler, Arizona.



# Careful How You Step On A SCORPION!



Our test rider, Woody Itson, and our test bike, Scorpion Super Team, looking good.



Testing with sure-foot Guilmette and a more cautious Woody Itson leads us to herald the Scorpion as one of BMX's finest machines. But you better realize it's a Scorpion and watch out for its sting!

Story by Steve Jones

Once in awhile we get a bike to test that really seems to be a cut above the rest.

It's also surprising to find a manufacturer who really *manufactures* a bike. Scorpion BMX bikes are made by Scorpion Cycle Incorporated, which is located in Chatsworth, California—in the center of the Southern California racing hotbed. These guys did their homework before going into production, because Scorpion BMX bikes have been known as great handlers from day one.

The bike in this test is called the Scorpion Super Team and "super" it is, as in "Super BMX." Scorpion's bikes are known as one of the best bargains in BMX and the new Super Team carries on that tradition. It

Test Ridden by Ted Guilmette and Woody Itson  
Photos by Mike Aguirre

The Super Team handled well for Woody. Here he is pumping it around a turn.



Here it is folks, Bobby Encinas' Scorpion Super Team prototype.





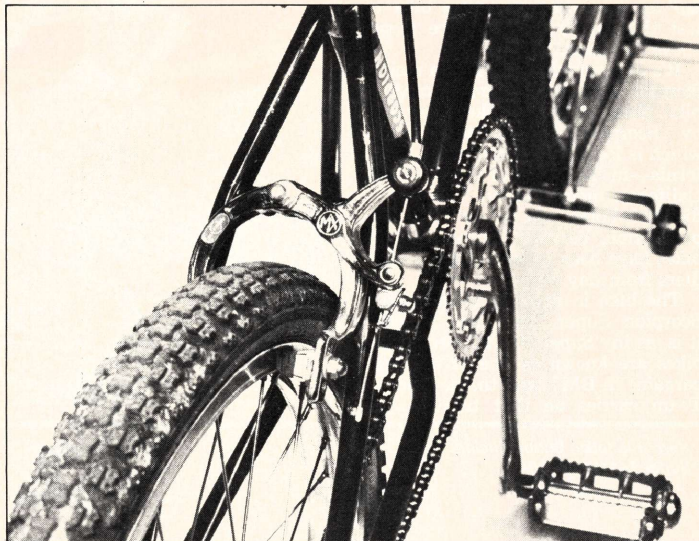
# Careful How You Step On A SCORPION!

would be almost impossible to beat this bike if you compared it quality for quality, part for part and dollar for dollar to any other make.

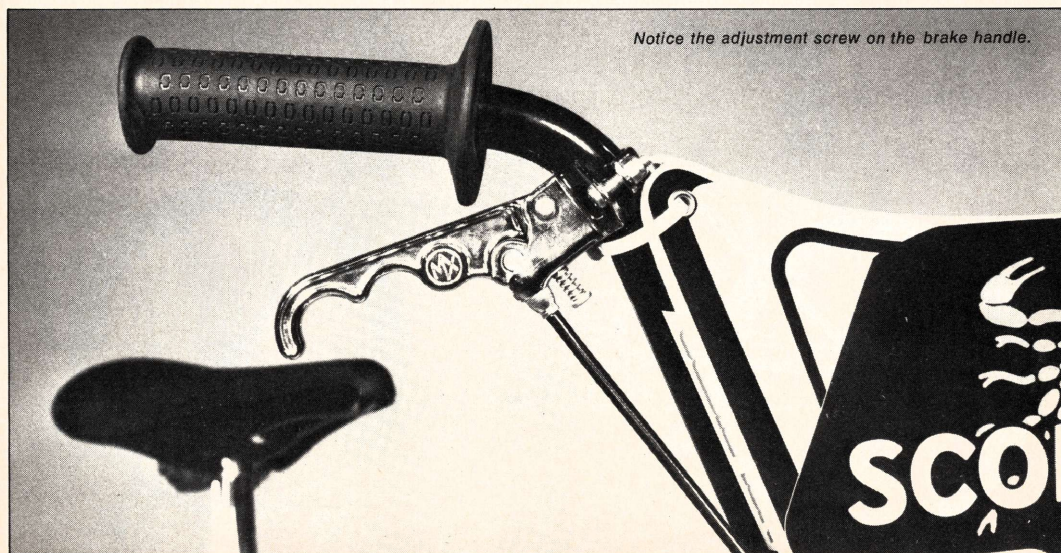
One of the unique features of the Scorpion bikes is a triple lugged frame. That means this frame has the chromemoly tubing brazed into the chrome plated lugs by pyro-fusion. And that means a ring of brazing rod is pressed into the lug with the frame tube and heated until it flows around the tube. Very strong. After all the brazing and checking is completed, the frames are then epoxy coated right there in Scorpion's huge building.

More uniqueness comes with the Scorpion's huge rims. They make their own—not just assemble 'em, they make 'em. What comes in as a flat piece of aluminum gets rolled, laced and trued in house.

We could go on and on about how a Scorpion is built, but you probably want to know how it tested out, huh?



MX 1000 brakes come as standard equipment.



Notice the adjustment screw on the brake handle.

Itson kicking up a little dirt on the Scorpion.



(Continued on page 70)

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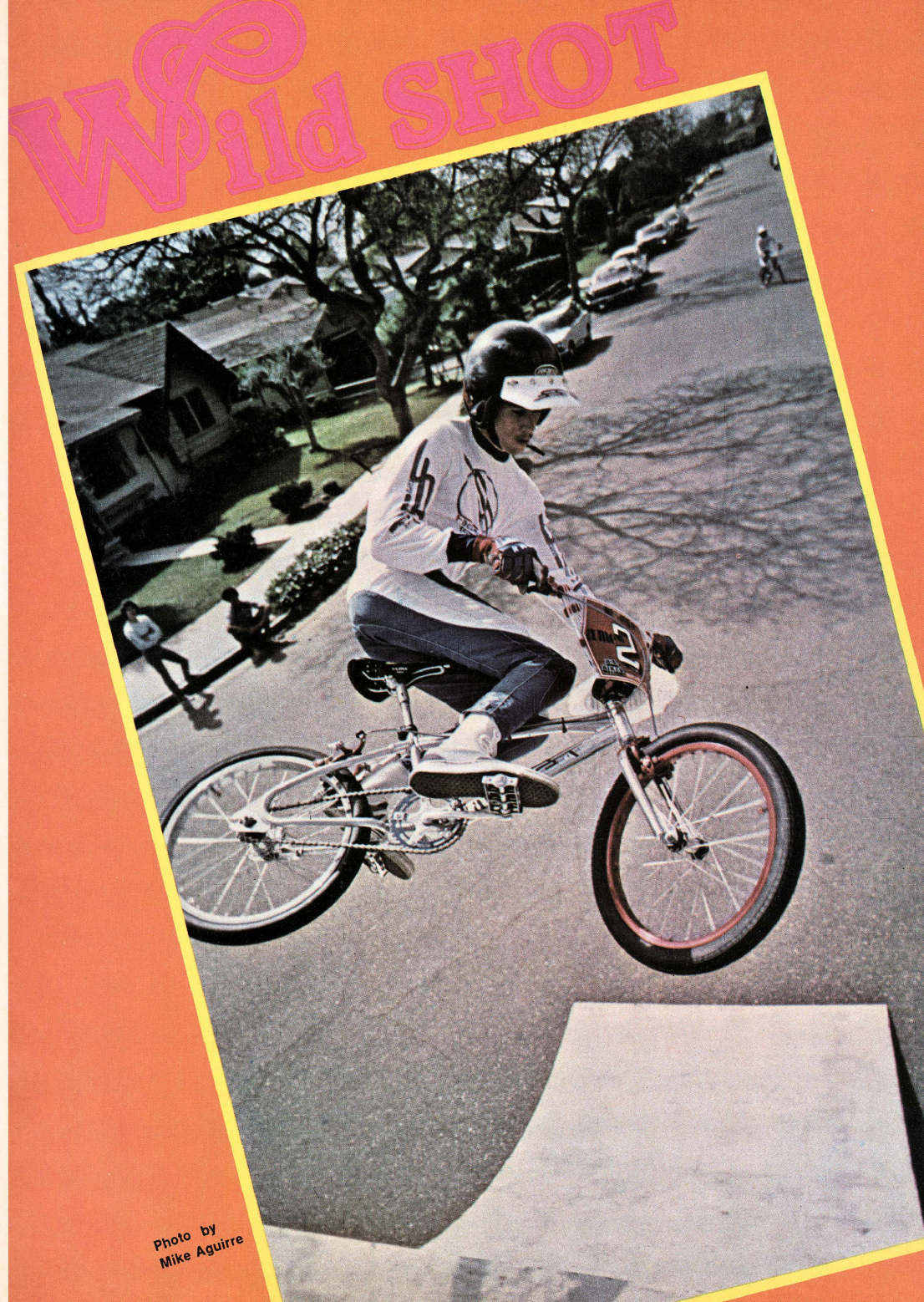


Photo by  
Mike Aguirre

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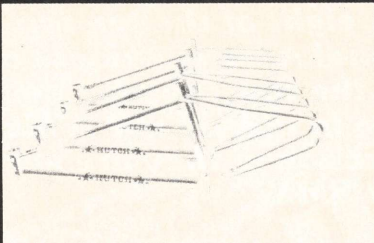
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With over 2,300 entries, the competition was tough all weekend.

Schwinn's superstar, Mike Poulson. Mike won the 17 and over expert class at the Winter National.



Rich Farside (Hutch) and Dave Marietti (Torker) leading their class out of the second turn.



Tioga's Tom Christopher in the first turn.

# 2,300 BMX FANATICS STORM Chandler

The 1982 ABA Winter National was one of the biggest. With over 2,300 entries, A'ME Grips and Premier Helmets sponsored a race which drew top-notch competitors from most parts of the country. Again this year, the race was held over President's Weekend, February 13-14, in the Phoenix suburb of Chandler, Arizona. Even though there was already one national staged by the ABA during 1982—it seemed like this was the first national race of the year. Everybody was pumped. Bob Paley, co-owner of A'ME Grips was definitely impressed. "The race was at least twenty percent bigger than last year," Bob explained,

Everyone was impressed with the race. The numbers were incredible for the second race of the season—and Greg Hill finished first in the big money.

Story & Photos by Mike Collins

"Everybody seemed very happy and all had a good time, I sure did!" Paley went on to say that he would probably sponsor the race again next year.

Gene Roden, Vice-President of the ABA was happy to see the pros back

racing with the association. He feels the new rules with regards to the pro class will give the pros a reason to compete at more ABA nationals.

# a'me Winternationals!

## Racing Fast -- Competition Tough





Blazer's Hubert Woods with a slight advantage coming out of the first turn. Number 5 Paul Gossrau (JAG) is hugging the tires.

# Chandler



Doug Davis leads this 13 expert class around the second turn. Number 17 John Karlik follows in third place.



Pro class winner, Greg Hill.

The ABA offered pro purses totaling \$4,485 for the Winter National. In fact the A pro class had a larger purse than the AA pro class—as did the Open Pro class. The reason for this is that the AA pro class is guaranteed, no matter how many entries there are. And both the A pro class and the open pro class purses are dependent on the number of entries.

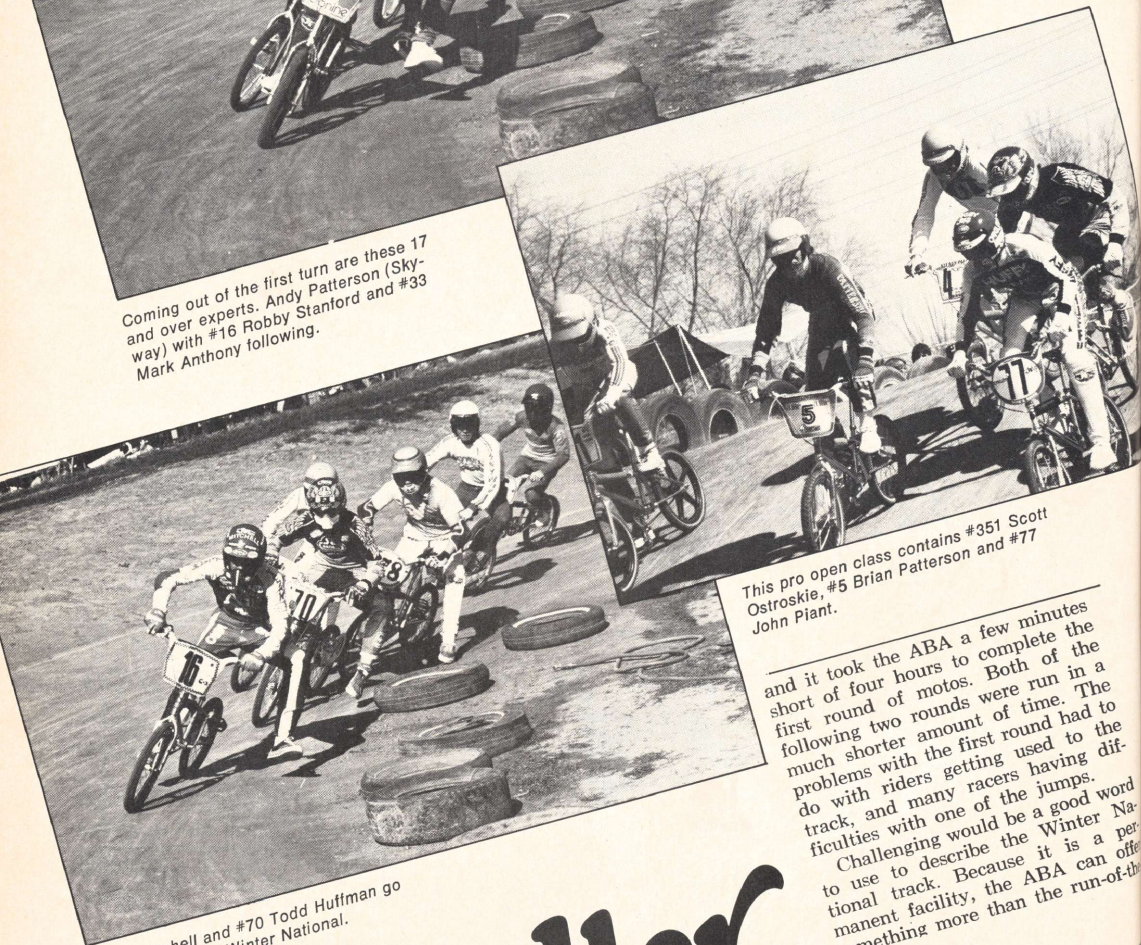
There were over 2,300 entries with about six to seven thousand people crammed into the Chandler facility. One of the few things that could be said negatively about the event was the time it took to run the race. Total elapsed time to run the Winter National was a little over seventeen hours, which is moving right along, but because the races didn't start until after 2 p.m. on Saturday and until after 11 a.m. on Sunday; they lasted well into the night. At least there are permanent lights at the Chandler track.

There were a total of 301 motos  
super bmx 41





Coming out of the first turn are these 17 and over experts. Andy Patterson (Skyway) with #16 Robby Stanford and #33 Mark Anthony following.



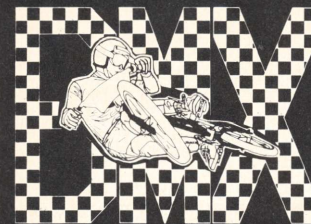
This pro open class contains #351 Scott Ostroskie, #5 Brian Patterson and #77 John Plant.

and it took the ABA a few minutes short of four hours to complete the first round of motos. Both of the following two rounds were run in a much shorter amount of time. The problems with the first round had to do with riders getting used to track, and many racers having difficulties with one of the jumps. Challenging would be a good word to use to describe the Winter National track. Because it is a permanent facility, the ABA can offer something more than the run-of-the-

Craig Mitchell and #70 Todd Hufman go for it at the ABA Winter National.

# Chandler

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# Chandler

mill national track for this race. It would be very difficult to describe, let's just say the track features an over-abundance of contours.

Before the racing resumed on Sunday morning, February 14, the ABA presented national awards. Jason Wharton was given his number one amateur title; Joe Claveau his national number one cruiser title; Kevin McNeal the number one pro rider; and Diamond Back was named the number one factory team. All of

these titles stem from competition taking place during 1981.

In one of the more critical semis, Denny Davidow slid out, taking him out of contention for the money in the pro open class. Prior to that race Davidow looked unbeatable in the class.

The open class main events were the first to be run. In the 7-8 open, Geoff Scofield dominated the class with his stiffest competitor, Andrew Soule not even placing a fourth.

Scofield also had an easy time of it in the 8 expert division.

The 13-14 open was taken by Richie Anderson with Kelly McDougall placing second. This was one of the first races in awhile that Richie had really looked good at, and it was also the first race in recent memory that Tom Christopher did not make it to the main event in either his expert or his open class. Anderson also took a third in the 14 expert class.

Andy Patterson had the hole shot in the 15 and over open with Eddy King on the inside. Through the race Eddy King tried to overtake Patterson, but it wasn't to be. In the last turn Eddy went down, giving the second place spot to Dave Marietta. Troy Daniels took the third.

In the 13-14 cruiser class, Tom Christopher jumped out with the

## EXPERT CLASS WINNERS AND WHAT THEY USED

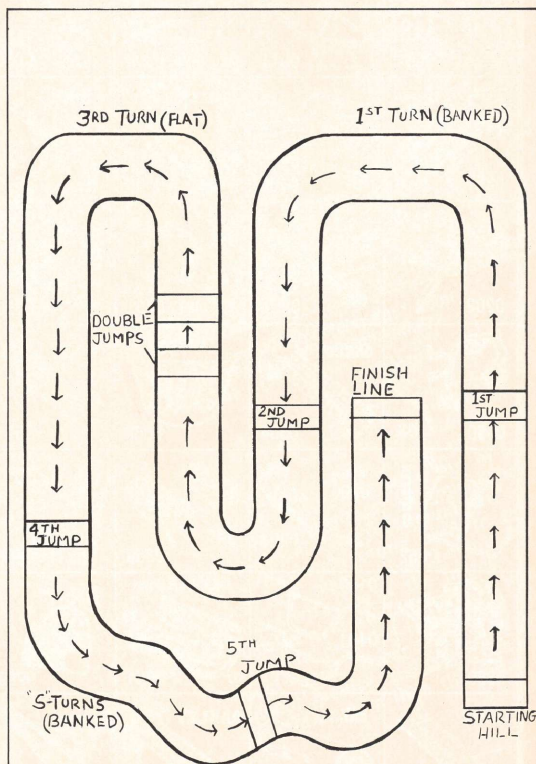
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CW	CW	CW	Barts	Comp III	A'ME	Echo	Aero
Steady Pedaler	GT	GT		Comp III	A'ME	Premier	
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GT	GT	GT	Araya	Comp III	A'ME	Bell	Aero
Torker	Torker	Torker	Araya	Comp III	A'ME	Premier	Max
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Tioga	Rhino	Tange	Araya	Comp III	Oakley	Premier	JT
Schwinn	Sting	Sting					



Number 5 Steve Shobert (Skyway) and #2 Harry Leary (Diamond Back) battle for the lead over the first jump.



Sixteen-year-old experts Rich Farside (Hutch) and Eric Little at Chandler.



PLAN VIEW OF THE CHANDLER JC'S BMX TRACK.



The number one team in the nation for 1981, Diamond Back.

Twelve-year-old expert, Eddy Siegmund.

hole shot but that lead did not get him the win as he slipped a pedal. After that mistake, Tom had to settle for a fourth as Mike Discipulo took over the lead spot and therefore wound up the winner.

Clarence Perry jumped out to an early lead in the pro cruiser main. Into the first turn Jeff Bottema had

the inside line but Turnell Henry was right behind Perry for the second place spot. The third and fourth spots belonged to Bottema and Henderson until both Perry and Henry went down. Bottema got tangled up in the mess, which gave the number one position to Toby. Henderson went on to win the race, Joe Stam took the second and Tinker Juarez placed third.

After the pro cruiser race was

over, reporter Litsky asked Toby Henderson how he felt: "Good," said Henderson. When asked about what happened before the crash, Toby replied: "I was lucky."

Jason Holmes won the 6 expert main, by doing so he kept Trent McKay from tripling. McKay finished second in the class race, but won both the open and the 6 and under trophy dash.

JMC's Tory Bailey did his thing





The A'ME starting gate at the ABA Winter National.



Pro racer, Tommy Brackens, all by himself in a turn at Chandler.

# Chandler



Greg Hill and Bob Haro doing some talking.

in the 7 expert class, as did Geoff Scofield (GT) in the 8 experts. Both riders had a relatively easy time of it. The 9 expert class winner was J. D. Finney and CW's Jeff Moten won the 10 year old expert main.

Mark Wilson dominated the 11 experts throughout the weekend, so it was not really surprising to see him take the win in that class. The 12 expert class main was a little tougher. Mike Lynch came out on top, but to do so he had to battle the likes of Steve Veltman (Hutch) and Mike Horton (Diamond Back). Veltman took the second in that main with Horton taking the third.

Chris Torres (GT) has to be one of the fastest 13 year olds in the nation, and he proved it by easily

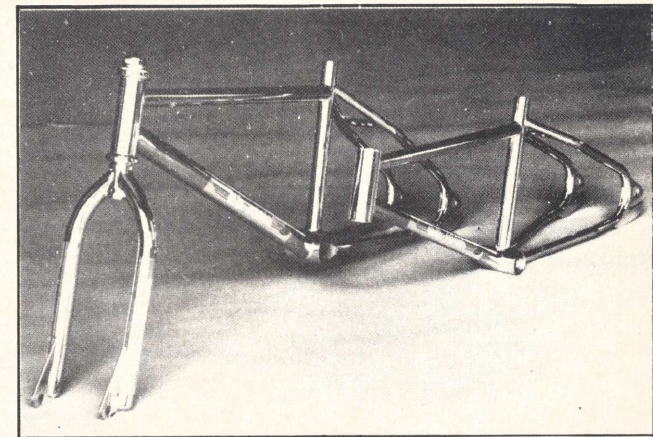
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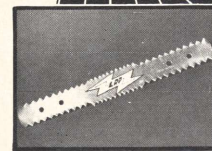
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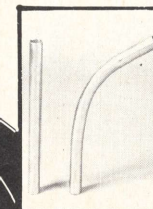
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# Chandler

## CHANDLER RESULTS

- 5 & Under Novice:** Chris Schoonover, Robert Thomas, Travis Younger, Scott Gray
- 6 Novice:** Cabe Ellis, Greg Gonzales, Joshua Lanning, Clay Yazzie
- 6 Expert:** Jason Holmes, Trent McKay, Jason Donnell, Jason Foxe
- 7 Novice:** Gregory Grieshaber, Shane Garcia, Brian Dunlap, Chris Berg
- 7 Expert:** Tony Bailey, Roger Moore, Gary DeBacker, Justin Green
- 8 Novice:** J. Dennis Godward, Daniel Bonilla, Curtis Hegel, Teddy Gillett
- 8 Expert:** Geoff Scofield, Bingo Pashin, Brad Moore, Scott Wilding
- 9 Novice:** Matt Brewer, Matt Miller, Daryl Liggins, Greg Shaw
- 9 Expert:** J D Finney, Jimmy Smith, Darren Donaldson, Trevor Pigott
- 10 Novice:** Evan Erickson, Ricky Trimmer, Scott Barber, Mike Gold
- 10 Expert:** Jeff Moten, Jason Wharton, Eddie Siegmund, Brad Reddy
- 11 Novice:** John Leonard, Bruce Galvan, Eric Kelson, Jeff Good
- 11 Expert:** Mark Wilson, Alan Clayton, Ray Obolewicz, Chris Calahan
- 12 Novice:** Jon Louie, Charlie Palatof, Thad Robosson, William Dunn
- 12 Expert:** Mike Lynch, Steve Veltman, Mike Horton, Pieter Dijkstra
- 13 Novice:** Eric Frost, Billy Light, Mike Soverns, Shawn Jaeger
- 13 Expert:** Chris Torres, Billy Griggs, Brent Johnson, Chris Alex
- 14 Novice:** Erik Tipton, Jon Jimenez, Terry Lloyd, Tom Allen
- 14 Expert:** Kelly McDougall, Scott Swanson, Richie Anderson, Tony Maldonado
- 15 Novice:** Dan Hargrove, Mike Allen, Matt Morris, Mike McCamish

## CHARLIE RECAPS THE SIDELIGHTS

I wasn't sure if I was at a mobile home and camper show, or a major BMX race. Pulling up to the corners where the Chandler track was, there were four rows deep and blocks long of motorhomes. And for a race in Arizona, there were hardly any "Grand Canyon State" license plates. The first row visible, right off the bat, read Texas, Nevada, two California, read Texas, Nevada, two Californians had a New Mexico trailer. I decided to cruise the pits and check the scene further. There were some unreal set-ups that would have made the best hotels jealous. From mega-comfy sleeping quarters to mega-meals . . . room service was never like this.

Besides the royal shelter, tarps set-up outside the various vehicles provided shade under the Arizona sun (which'll burn you, even in the winter) and a breezy pit to kick back in between motos.

Not everyone traveled in those big suckers though. There was one kid there with his sister who drove over 500 miles in a Pinto, then pitched a tent for the entire weekend. They even brought a little Bar-b-q grill and made bitchin' hot dogs, take it from me . . . yum!



Scott Clark has control of this pro open race as they clear the double jump. Number 120 is Donny Atherton and #80 is Bob Smith.

- 15 Expert:** Gary Ellis, Mike Salido, Darrell Young, Tom Bednorz
- 16 Novice:** Bob Manockian, David Brady, Sherman Smith, Mark Watts
- 16 Expert:** Charlie Williams, Troy Daniels, Gary Haselhorst, Rich Farside
- 17 Novice:** Ron Cash, Carey Welch, Jerry Lulesay, Dennis Thomas
- 17 Expert:** Mike Poulson, Dirk Davidow, Lee Medlin, Mark Owens
- 6 & Under Girls:** Jennifer Yelloweyes, Felicia Lopez, Jennifer Hesche, Kelly McGreevey
- 7-8 Girls:** Mary Anderson, Adrian Skinner, Brandi Garnaas, Marilee Manning
- 9-10 Girls:** Dana Alexander, Kelly Williams, Lisa Terry, Krischelle Gill
- 11-12 Girls:** Julie Lindsay, Julie O'Neal, Lisa Grossman, Paula Drappo
- 13-14 Girls:** Debbie Kalsow, Margaret Christopher, Sue Gingrich, Tishan Sharp
- 15 & Over Girls:** Misty Dong, Sophia Mendoza, Sylvia Kuettel, Jill Fagan
- 12 & Under Cruiser:** Steve Veltman, Bart Bartley, Leon Philpot, John McHenry
- 13-14 Cruiser:** Mike Discipulo, Scott Campbell, Robert Eisenberg, Tom Christopher
- 15-25 Cruiser:** Robert Fehd, Mark Darcy, Ken Aman, Joe Williams
- 26 & Over Cruiser:** Ron Schoonover, Weldon Nomura, Wade Nomura, David Lambert
- 6 & Under Open:** Trent McKay, Jason Holmes, Jason Donnell, Chris Combe
- 7-8 Open:** Geoff Scofield, Brad Moore, Tony Bailey, Colby Brown
- 9-10 Open:** Jeff Moten, Eddie Siegmund, Brad Reddy, Jason Wharton
- 11-12 Open:** Mike Lynch, Pete Casino, Mark Wilson, Craig Bark
- 13-14 Open:** Richie Anderson, Kelly McDougall, Bubba Hayes, Felix Samano
- 15 & Over Open:** Andy Patterson, Dave Marletta, Troy Daniels, Mike Salido
- Pro Cruiser:** Toby Henderson, Joe Stam, Tinker Juarez, Clint Miller
- Pro Open:** Frank Post, Scott Clark, Brian Patterson, Brent Patterson
- A Pro:** Bob Medrano, Fred Hightower, Brian Patterson, Bob Horne
- AA Pro:** Greg Hill, Kevin McNeal, Brent Patterson, Eric Rupe
- 6 & Under Trophy Dash:** Trent McKay
- 7-8 Trophy Dash:** Geoff Scofield\*
- 9-10 Trophy Dash:** Jeff Moten\*
- 11-12 Trophy Dash:** Mike Lynch\*
- 13-14 Trophy Dash:** Richie Anderson
- 15 & Over Trophy Dash:** Mike Poulson
- Bicycle Shop Team Trophy:** Bicycle Harbor
- Factory Team Trophy:** GT BMX

\*Triple.

Pro riders Tinker Juarez and Jeff Ruminer pedaling through the first turn. This was Tinker's last race on Mongoose and one of Jeff's first on MCS.



Diamond Back's Harry Leary over the "camel" jump.







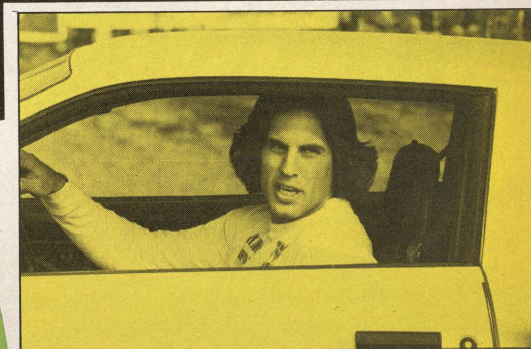
Terry Glenn (4) leads this 15 novice class into the first turn.

# Chandler

## 1982 PONTIAC FIREBIRD



Pro cruiser winner, Toby Henderson.



The ABA presented Kevin McNeal with a brand new Pontiac Firebird Trans-Am at the Winter National. Here's Kevin in the driver's seat.

winning his class at Chandler. In the 14 expert class, Kelly McDougall decided that it was about time for him to win another major title. He went head to head with the likes of Tom Christopher and Richie Anderson. Christopher didn't even make it to the main, and Anderson had to settle for a third.

Gary Ellis jumped out to an early lead in the 15 expert class main. Mike Salido quickly fell behind Ellis with Darrell Young trailing Mike. This race turned into a follow-the-leader game and that's how they finished. The 16 expert class was dominated all weekend by one rider: Charlie Williams (Tioga)—as was the main. Against riders like Troy Daniels and Rich Farside, Williams got the hole shot and was never to give an inch. Troy Daniels followed Williams around the track with Pro-Neck's Gary Haselhorst back in third



place. Rich Farside did not get a good start, so he had to settle for fourth.

The most surprising thing about the 17 expert class was not the winner, but the person who finished second. Dirk Davidow (Denny's brother) after an absence of quite awhile, was one of the dominating factors in the 17 and over expert class. Mike Poulson was the class winner, he led the main from the start. Lee Medlin, this year's World Champion, took third.

In the A pro class, Bob Medrano

got out in front of all other riders and stayed there throughout the race. Brian Patterson didn't do well out of the gate, but got his act together to finish third. Fred Hightower took the second.

The AA pro main consisted of Greg Hill, Clint Miller, Denny Davidow, Scott Clark, Dave Christensen, Eric Rupe, Kevin McNeal and Brent Patterson. Greg Hill made it to the inside and out in front of the pack. Miller had the middle spot with McNeal on the outside at the first turn. By the double jump Clint had

the third with Kevin in second and Brent Patterson in fourth. Clint went down in the back straight giving the second to Kevin. Hill took the win, McNeal the second, Patterson the third and Rupe took the fourth.

"I was on the gate psyched," Greg commented about the race. "I got out in front and that was it. I'm pumped and I've been working hard, everything's dialed in. I wanted to win more than the guy next to me and I did."

(Continued on page 68)

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## EXPERT MAIN EVENT RIDERS AND WHAT THEY USED

Super BMX surveyed nearly every expert class rider in the main event at the Winter National. We found some very interesting facts, here they are:

### FRAMES (87 surveyed)

25.3% were on GT's;  
13.8% were on JMC's;  
8.0% were on Torker's;  
5.8% were on CW's;  
4.6% were on Diamond Back's; and  
42.5% were on others.

### FORKS (87 surveyed)

23.0% were on GT's;  
15.0% were on JMC's;  
8.0% were on Torker's;  
5.8% were on CW's;  
5.8% were on Powerlite's; and  
42.4% were on others.

### WHEELS (75 surveyed)

64.0% were on Araya's;  
9.3% were on ACS's;  
8.0% were on Barts'; and  
18.7% were on others.

### GRIPS (87 surveyed)

69.0% used A'ME's;  
17.2% used Oakley's;  
6.9% used Grab-On's; and  
6.9% used others.

### TIRES (85 surveyed)

47.1% used Comp III's;  
20.0% used Comp II's;  
12.9% used sew-ups; and  
20.0% used others.

### HELMETS (87 surveyed)

43.7% used Premier's;  
34.4% used Bell's;  
13.8% used Echo's; and  
8.1% used others.

### LEATHERS (49 surveyed)

28.6% used Aero's;  
22.4% used Bill Walters';  
16.3% used Max's;  
12.2% used JT's; and  
20.5% used others.

Remember, this survey is not scientific, but it does show what some of the nation's top racers are using. Super BMX will be conducting similar surveys at major events throughout the year. ☆



The crowds at the Chandler race were enormous. Scenes like this one were visible from all angles.



Ellen O'Neal, Murray team manager, talks with World Championship promoter Renny Roker.



Mike Lynch, Jeff Moten and Geoff Scofield all tripled. Two must have been a lucky number that day.

# Chandler



# Action Park New Jersey

Vernon Valley/Great Gorge

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George Washington Bridge — Route 80 West to Route 23 North to Route 94 North.

From New Jersey Turnpike and Garden State Parkway — Exits for Route 80 West to Route 23 North to Route 94 North or Exit to Route 3 West to Route 46 West to Route 23 North to Route 94 North for 4 miles.

From Westchester area — New York Thruway to Suffern, Exit 15, Route 17 North to 17A West to Warwick, turn left on 94 West for 3 miles. Turn right at Vernon traffic light, continue for two miles to ski area.

From Central New Jersey — Major highways to Route 15 North (Dover) to Route 94 North. Turn right on Route 94 North to McAfee. Proceed 2 miles, turn right at traffic light then go two miles to ski area.

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MAIL ENTRY PER BEGINNERS: (INCLUDES 1 ADMISSION TICKET)	20.00
POST ENTRY (DAY OF RACE): (INCLUDES 1 ADMISSION TICKET)	30.00

**FIVE RIDERS WILL BE REQUIRED TO MAKE A CLASS**  
**ALL ENTRIES MUST BE POSTMARKED BY MAY 21**  
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NAME \_\_\_\_\_ Bike No. \_\_\_\_\_

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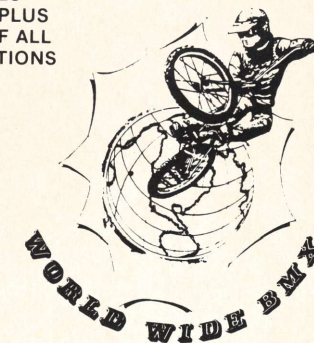
5 & UNDER 6 7 8 9 10 11 12 13 14 15 16 & OVER  
OPENS: 7 & UNDER 8-9 10-11 12-13 14-15 16 & OVER SR. OPEN  
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# CUSTOM 26-INCH GT CRUISER: **YOU CAN TAKE IT EVERYWHERE**

Not only is this one of the sharpest, beautiful-est cruisers you'll ever see, but it was especially designed to be used as a beach cruiser and as a mountain or trail cruiser. If you're into collector items or fun bikes in general, eat your heart out.

Story & Photos by Hicks



*The frame and fork are GT-made, but have the special modification of having Shimano vertical rear drop-outs with derailleur brackets, high-quality 10-speed*

*stuff. It includes a chain hanger, cantilever bosses and brazed-on cable guides, and a Shimano AX Series water bottle with bracket.*

**W**hen Al Alent wanted a bike to replace a custom cruiser he had ripped off from him, he turned to Gary Turner at GT with a request for a very special frame. Gary thought about it for a minute, and said, "Let me see what I can do."

The result is a cruiser that is totally unique. Although it could be raced, who would want to? It is best suited for cruising, but it isn't limited to just the beach or the mountain. It

is geared up in such a way that you can climb anything with it, or just breeze down the sand by the surf's edge, or meet the demands of almost any trail combination of conditions you can imagine.

On top of all that, it is a totally beautiful thing, valued at about \$1,000. Al is keeping this one under lock and key where no pencil-neck can swipe it this time. He put a lot of work into it, and it shows.

The classic one-off (you can't just order one of these off the floor; it is not scheduled for production) owes its character to a combination of Shimano motocross, and twelve-speed road racing equipment, grafted onto a GT motocross racing frame set-up.

The frame and fork, to begin with, are show chromed; that's chrome over nickel, not just nickel-plated.

What GT did for Al that is so unusual is that they installed Shi-



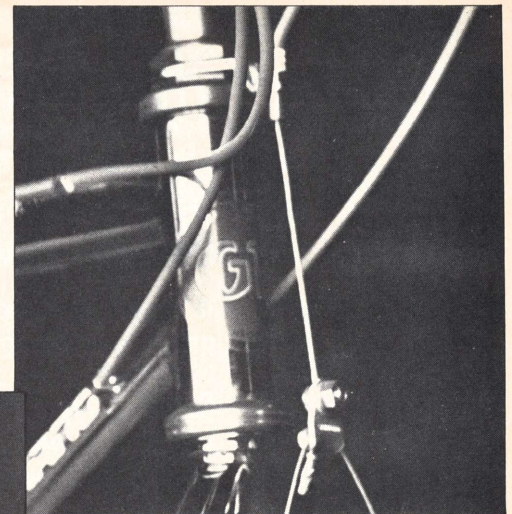




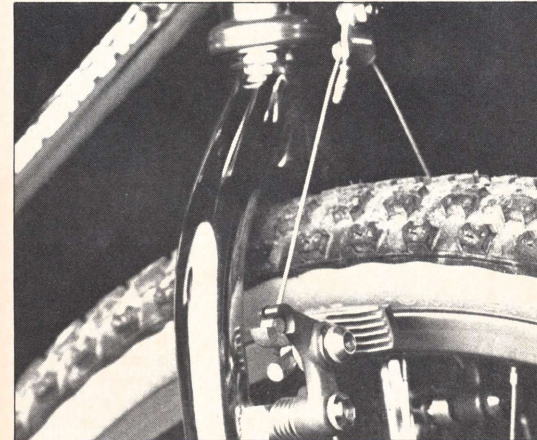
## CUSTOM 26-INCH GT CRUISER: YOU CAN TAKE IT EVERYWHERE

to create a first-class bike that is also of first-class utility. Now a show-chromed GT frame and fork are pretty fine, wouldn't you agree? And the Shimano DX motocross stuff is standard for quality riding. Hybrid with Shimano EX and 600 series ten-speed and six-speed racing stuff, this is a truly top-of-the-line creation.

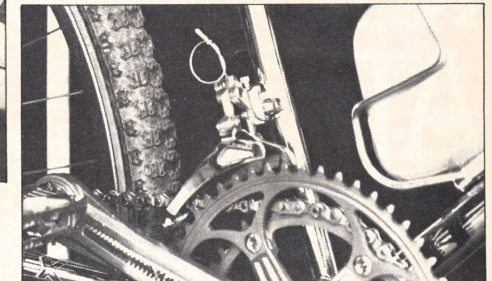
Wouldn't you love to own it? ☆



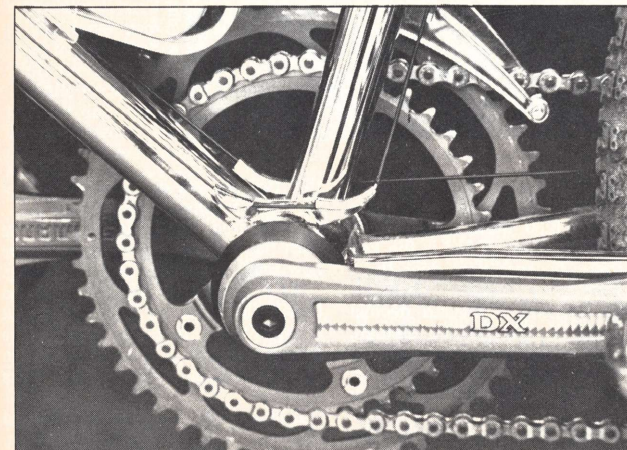
The headset is Tange-Sekai MX-5 anodized blue, used with stainless steel cruiser bars. The levers are Shimano DX 2-finger adjustable motocross for brakes; and for shifting, the Shimano 600 road racing Bar End style, anodized blue.



The brakes are also 10-speed road racing gear, Shimano 600 cantilever front and rear, anodized blue.

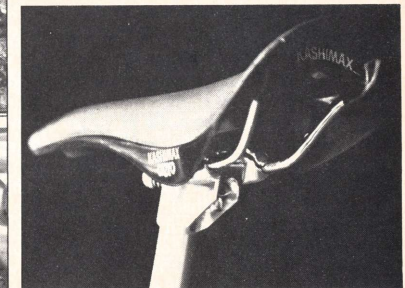


The derailleurs are Dura-Ace EX braze on by Shimano, front and rear. Rims are Araya 7X, 26-inch x 1.75, anodized blue. The spokes are Stainless .080/36; and the tires are Mitsubishi Comp III, 26x2.125 front, 26x1.75 rear.



The chain is Dura-Ace U.G. 1/2x3/32 with Link-Lock. The chainwheel is Dura-Ace EX 39/52T, anodized blue; these road-racing features are used in

combination with a popular motocross racing crank, the Shimano DX adjustable, set at 180mm. Pedals are Shimano DX platforms.



The saddle is Kashimax Aero, set on a Shimano DX post which is alloy with integral clamp and micro adjust. The seat post clamp is an alloy Tange, anodized blue.



mano vertical rear drop-outs and derailleur bracket, then cantilever bosses, chain hanger and brazed on cable guides.

The vertical bracket is a feature usually found on ten-speed road race bikes, to make this bike extremely portable and more compact. This system works in combination with the special hubs. Al removed the standard Shimano DX free hub body and installed a Shimano 600 EX (six-speed) free hub body to get quick release. So the wheels come off just-like-that, making the machine easy to transport. A tire change is

simple, and a wheel change can be made in nothing flat.

With Shimano 600 cantilevered brakes, the drop-outs are always on the money, requiring no horizontal or vertical readjustment when making a change or transporting. This is a combination, as mentioned, that makes road-racing bikes so convenient and practical.

No tool is required to take the chain off. The chain, a Shimano Dura-Ace U.G. 1/2x3/32, has Link-Lock. The chain hanger was installed on the frame to provide just the right amount of tension when the bike

is not in use (when the wheels are off) or it is being transported. Isn't that nifty? And the chain won't scratch the derailleur, either. The derailleurs, it must be mentioned, are Dura-Ace EX braze on, front and rear.

The bike is a twelve-speed, by virtue of a combination of two speeds in front and six in back (2x6=12). This gives the machine a lot of variety in pedaling, giving it that versatility needed for mountain climbing, trail-solving or just plain beaching.

In short, nothing has been spared



# WAR OF THE STARS V

# FIRE AND ICE AT FUN CITY

It may have been the opener of another great NBL season, and the action may have been hot with Huffy's Mat Harris winning the Pro Main, but Fun City (Evansville) was still a cold shot.

Story & Photos by Mike Carruth

Len Ayala, Driver



Roger Lowe displays his national number 8 plate in the cruiser class. Here he is competing in the 15 cruiser event.

(Evansville, Indiana, site of the 1980 NBL Grand Nationals, and now, site of round number one of War Of The Stars V.)

The race was to be held at something called Fun City, so we thought that this would be a brand new place with heat, good bathrooms (you know, all the luxuries). BUT! As we found out, it wasn't. And as you read through this story, keep in mind that it was twenty degrees the first day, and as warm as twenty-five degrees the second day. . . .

After driving for six and a half hours through fog, and 180 degree

turns on the road, we finally arrived at the Evansville Holiday Inn. We asked for a 6:30 wake up call, and tried to go to sleep. Tried is the key word there, because next door there were four guys jammin' their radio into the multi-thousand decibel range, and if that wasn't enough, they were riding their bikes around the rooms, and from the way it sounded, they were doing a trick show.

After about forty-five minutes they mellowed out, and we finally got to bed. It was 2:30 a.m. Six-thirty came, and those guys were at it again, but

this time it was good, cause it kept us from falling asleep, again. . . . By the time 7:30 rolled around, we both had showers, dressed, and were now ready for a day of NBL racing.

As I said before, we had expected this building to be brand new, but it wasn't. In fact we would have driven right by it if we hadn't seen the sign that said War Of The Stars V on it.

I said: "Oh well, so it's an old building, it has to have heat in it, or the NBL wouldn't have selected it for a WOS." I learned a lesson about being cold the first day. Aside



Eight-nine year old girls off the starting gate. From left to right: Missy Fred (3); Michelle Finch (9); Shiloh Varner (74V); Debra Fulton (23F); Joanne Alwan (46A); Lisa Alwan (62A) and Tina Farmer (16).

from the room's discomfort, it is also a big wallet drainer, or filler (it depends which side of the cash register you are on). If you are cold enough, you will pay anything for coffee or hot chocolate, and when I say anything, I'm talking \$1.00 a cup for hot chocolate. But, if you are on the receiving end and truly cold-hearted, you really have something. . . .

Another burden on the wallet was the \$1.00 a rider and \$3.00 a parent entrance fees. It was really lame. First, you pay \$20.00 a rider for entry fee, another \$10.00 if you race prerace, and another \$25.00 for opens both days. That's just for one rider. If you have two or three kids, it's time to sell the car, and mortgage the house.

While we were walking in the door the first day, the honest people paid the outrageous fee, the slick people (such as we) slipped through the door, and escaped paying. The only problem was that by not paying the door fee, we hadn't totally escaped the high prices of eating, drinking, and staying alive altogether.

Don't forget, it was twenty degrees. . . . Racing on Saturday started around 10:30 with the pros. There weren't too many, only thirteen. A couple of them were: Mark Driscoll, and Mat Harris (Huffy), Randy Smithson (Vector), Bob "Gonzo" Hunt (Cook Bros.), and GT BMX's newest factory flier, Greg Esser. The pro turn-out really disappointed me, but I kind of expected it because this race was running against the

ABA's Winter National, and it was close to most of the pros homes, being in Chandler, Arizona, so the factories didn't need to fly their pros back east to Evansville.

Saturday's racing ended about 3:00, and we were back at the hotel by four. We arrived to the surprise that the Indianapolis World Championships were on the hotel's cable station. Unfortunately, we only got to see the last ten or so mains. I even got to see myself wandering about the infield during the race.

We showered, and changed into regular clothes, and then set out for a nearby restaurant to eat. Maybe Indiana has something against restaurants, or business in general, because as was the case at Indy, we couldn't find one place to eat.

To double the inconvenience, I needed to buy tapes to record the race, and I couldn't find any. Finally, we decided to stop being picky, and eat at the next place we found. I am glad that we made that decision, because we ended up eating at a Denny's, and they are usually pretty good. Usually is the key word, because we sat down at 7:30, and didn't leave until 8:45. By that time, it was time to go back to home base, the Evansville Holiday Inn for a nice coma-like sleep. We ended staying up until 12:00, which wouldn't have been that bad if Len (our trusty pilot on the Evansville trip) wasn't to race his very first pro race that very next day.

Our five o'clock wake up call came so soon that I thought that I had

never gone to sleep. But I had, and it was time to get up, and face a full day of NBL racing. Not that I minded, but I would have given my whole bike, and my Walkman for an extra hour's sleep. I threw a couple gallons of freezing cold water on my face and got dressed. Then, it was time to do the dirty deed, I had to wake up Len. That was worse than anything I had ever done (almost) because he needs every bit of sleep that he can get, unlike myself, who can run fine with only two hour's sleep and four or five pots of coffee.

Once Len was up, it was all down hill from there. We would eat, and finally proceed to the track. Our first choice was to skip eating out and grab something at the track, but after thinking about it for awhile, we 86'd that idea and went to Denny's again. After waiting an hour and a half the night before, why did we go there? I couldn't tell you if you threatened to flatten our tires and rip off the spare.

We walked in and took a seat right away. I had told Len before we ordered, please, for my sake order something simple. But, when the waitress came, he ordered a Grand Slam breakfast which, may I add, took an hour to arrive at our table. I had stuck to our agreement and ordered toast and an orange juice. This also arrived with Len's Grand Slam, one hour later. But don't feel sorry for us. There were some people from St. Louis that had waited longer. We were all ready to walk



# FIRE AND ICE AT FUN CITY

out when the waitress came around the corner and set the food down. She gave us the worldwide waitress line, "I'm sorry for the wait, but we just hired a new cook."

All was quickly forgotten when we were on our way to the track. After arriving one hour and twenty minutes late, we needed a couple of breaks to make us feel good. Unfortunately, none were to be found. We started toward the door, and the people were already grumbling about the highly outrageous \$3.00 per parent, and \$1.00 per rider door entry fee. And after awhile I was among the grumblers. I thought it was really lame. Four dollars later, we were inside Fun City, and a part of the very first War Of The Stars in '82.

Even though my first impression of Evansville War Of The Stars wasn't too hot, I really felt down deep (below the ice level of my skin) that I would walk out of Fun City satisfied.

After finding a place to pit, I set out to seek warmth. And I found it, hiding in the sixty degrees warm game room along with fifty or so other people. And who were the people hiding from? Ol' Jack Frost and his ten icicle fingers, which hit you in the face like a cold bucket of water after walking out of that game room.

I thought to myself "Oh well, one more day, and it's back to Chicago to shiver and shake, but at least that's outside."

Another thought came to my mind "enough complaining, at least there's no wind chill." After reflecting on my thoughts for awhile, I decided to get some other opinions. They were pretty interesting to me, it was kind of a fifty-fifty split, between the "Aw, this place is the lamest" and the "I guess it's okay." Funny, nobody said that it was great, except one person, a guy who had a \$500.00 goosedown coat on and a ski hat, and a set of ear muffs. With that much clothing on, I wouldn't have been opposed to an outdoor race in the Arctic.

Once 8:00 came, the racing started, and it started loud, with America's theme song, the National Anthem wailin' over the PA, and the crowd all standing despite the cold. It was a heart-warming scene. From that moment on, I vowed to try to have a good time.



Two or three hours elapsed, and I grew tired, so in order to be in good shape for the mains, I snuck out to the car to catch some Zs. I set my alarm clock for 4:15, and lights out, 2:00 turned into four o'clock in no time, and I was ready for some mains, NBL style. As I walked into Fun City for the second time, I heard the announcer say "All right, this is the Semis." I felt relieved, because I thought I would oversleep.

Semis were over by 5:00, as well as the usual excitement/psyche building which has a uniform time of about ten minutes from the finish of the semis to the start of the pro main.

At 5:20 p.m. on the 14th of February, 1982, the first pro main of the 1982 War Of The Stars season was history. Now, due to the progress of the tape industry, and the genius of my Sony Walkman/tape recorder, we can relive that very moment. To set the scene, picture yourself sitting in an old sweat shop, which was converted into a BMX track, add 600 or so spectators, 1,200 sign-ups, plus the fact that it is twenty-five degrees, and you've lost the feeling in your toes and fingers three hours ago.

After you can picture that in your mind, then step with me into the porthole of time, we are now at the



A little style over one of the wooden jumps at Evansville.

Evansville WOS, in Evansville. It is the middle of a Midwestern winter, and is very cold (BRRRRRR). It is 5:17 p.m., and the pro main is lined up. On the line is: Mat

board, with his red/white/and black Vector suit on.

Bob "Gonzo" Hunt was really a ball of fire at Evansville. Oh, look, there's Robby Rupe showing the crowd his new Profile (pun intended), and Kevin Fancher. So, that's the line-up for the pro main. How's about going over to the first turn to capture this historic moment on film?

Oh, they are about to start, don't look away for a second, or you will miss the start. That is mostly where the race is best. From this moment, I can project the winner, call it psychic, call it mathematic, call it a guess, it doesn't matter to me. What, you want to know why I picked this particular rider to win? Simple, he jammed all day yesterday, and he hasn't cooled off yet, and I doubt that he will until those eight pros finish this main.

Who is he? Well, I can't really tell you, it would ruin it for the readers, but I will give all of you some clues. He is one of the "Huffy threesome" of Harris, Piant, and Driscoll, he is from the East, and has been racing with a bent crank the whole weekend long.

It really doesn't matter now. The starter has started the lights, and we will see in a matter of seconds, there goes the red light, yellow, yellow, yellow, GREEN!!! . . . Is the gate down yet? Good, now I can uncover my eyes, and lo and behold, who is out in the lead, of course, it's Mat Harris the first in the "Huffy Threesome," and my projected winner. Boy, I will make it as a psychic yet.

Oh, you want me to tell you who is in second, third and fourth. No problem. After the pros came into the first turn, Rupe, Esser, and Smithson ate some Evansville soil, but Greg Esser wasn't about to let the first main of the 1982 WOS circuit slip through his fingers. He was feeling Bob Hannah-ish and felt up to jammin' a good place in bucks. So (before you ask), the winners went:

Matt Harris (Huffy), Bob Hunt (Cook Bros.), Mark Driscoll (Huffy) and Greg (never say die) Esser (GT BMX).

Well my friend, that was pro racing NBL style, I hope I was a suitable narrator, but good things don't last forever, I must bring you back to reality. This has been a recording, recording, recording. Well, so much for play by play announcing, let's get back to the rest of the race.

Next race after the pros was the

14-Over main, and the comp was heavy. To make a long race short, Mike Hale won it, with Denny Owens ending up third.

Generally, that was as much excitement as the mains saw, the whole race was really mellow racing wise, due to the absence of a lot of the factory teams and the top name pros. Not that I am putting down the pros that did show up, I am applauding them for their loyalty to the NBL. I feel that if people were to work things out, it would be beneficial to the entire sport.

In the mains one of the winners was Missy Fred, my favorite 8-year-old in the world, who rides for Zero-nine.

More winners were: Lisa Vonderagh (and if I spelled that right, I deserve a medal) (Zeronine), Genia Adair (Traker) (who has only been racing for a little over a year, and already has NBL #4), Dylan Spears (Torker), Brad Birdwell, Tom White (the Hot Shop), Mike Hale (with a double).

Timmy (I love to dominate my mains) Judge (Hutch), won 17-over expert from Wire-to-Wire, Dominic Brock.

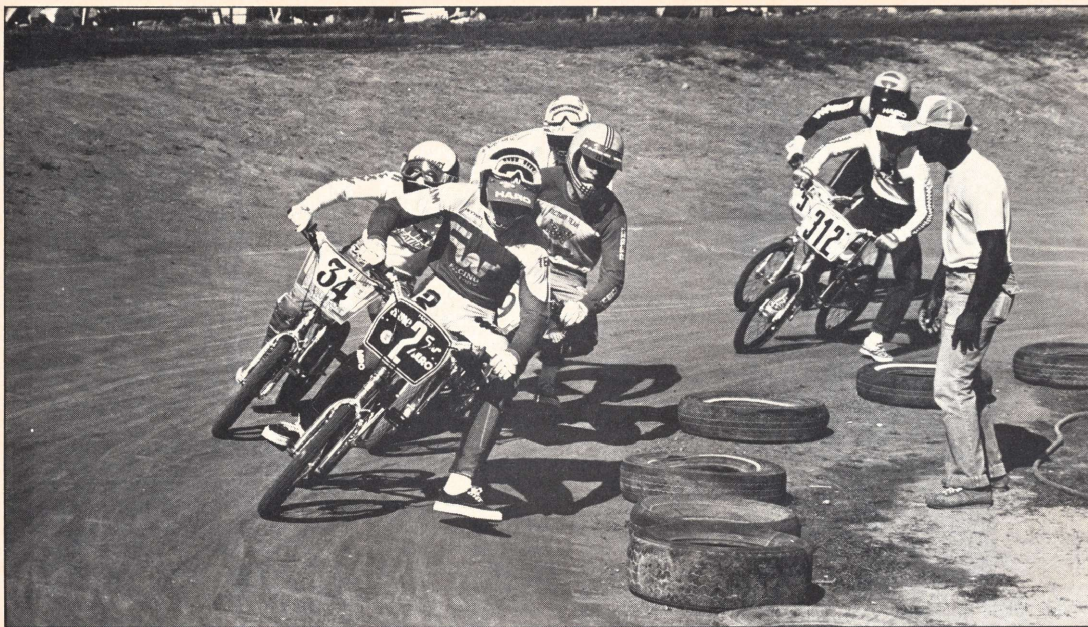
In the final race of the day, the 35-over cruiser main, Land "O" Lincoln dweller Jay Nix won it, and after enduring the grueling cold, and paying out the kazoo for food and to get in.

It was all over. We could finally go home, now, all we had to do is drive eight hours back to Chicago. What fun! Hey, if the people from Fun City are listening, please listen to my request when I ask that you call your race the First Annual Arctic Classic, it would better describe the scene. Otherwise, the race was a real pleasure, I would like to thank the NBL and Fun City for a "mighta fun time." Let's do it again real soon. Brrrrrr.

As for the ride home, you had to be there, after getting road hypnosis, Len decided to stop at an all night grocery store, fortunately, they had video games or we would still be trying to pry his hands off the steering wheel. We almost put \$20.00 gas in the car, only to find that I had lost my wallet at the grocery store. Two weeks later, the wallet came back, and with the money still in it. It's people like the ones at the Attica In, IGA Food-liner that make the USA great, and we thank them.

So that about covers it for the Evansville story; next stop, Memphis, and on and on. . . . ☆





CW's Bob Horne has a slight advantage over Rob Robison (Skyway) in this A pro class race.



Merl Mennenga doing his thing in the announcer's booth.

# Chandler

(Continued from page 57)

In retrospect, the Chandler Winter National sponsored by A'ME was one of those near perfect races. The only thing that could have been improved is the starting time, had the race started earlier the race would have been completed sooner in the

evening. Greg Hill summed it up best: "The average person can't sit and watch a race for fourteen hours." Other than that relatively small point, the national was a very well run event. You couldn't find more exciting racing, even on a bet. ☆



Joe Cleavau of RRS with his trophy for being the ABA's number one cruiser rider for 1981.

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(Continued from page 35)

# Careful How You Step On A SCORPION!

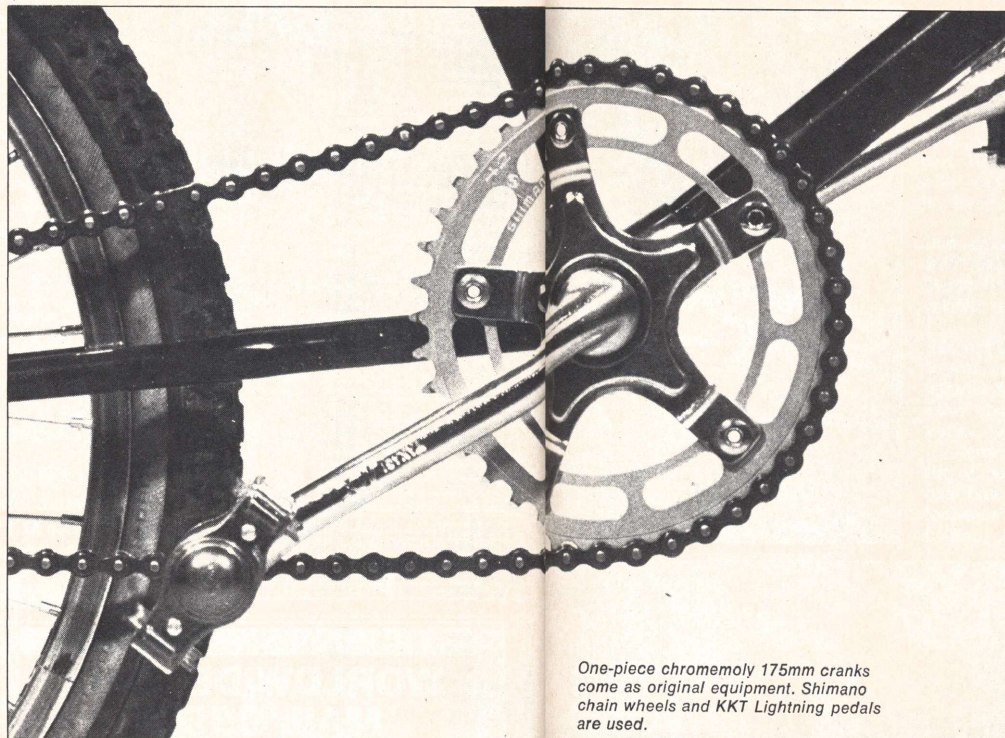
In a word—bitchin'!

We originally planned to have Ted Guilmette do the test thrashing, but as usual, something went wrong. Not with the bike, with Ted. He was doing some warm up jumps and slides while we set up our cameras and finished our gourmet breakfast, and—wham!! Clatter, clatter!!

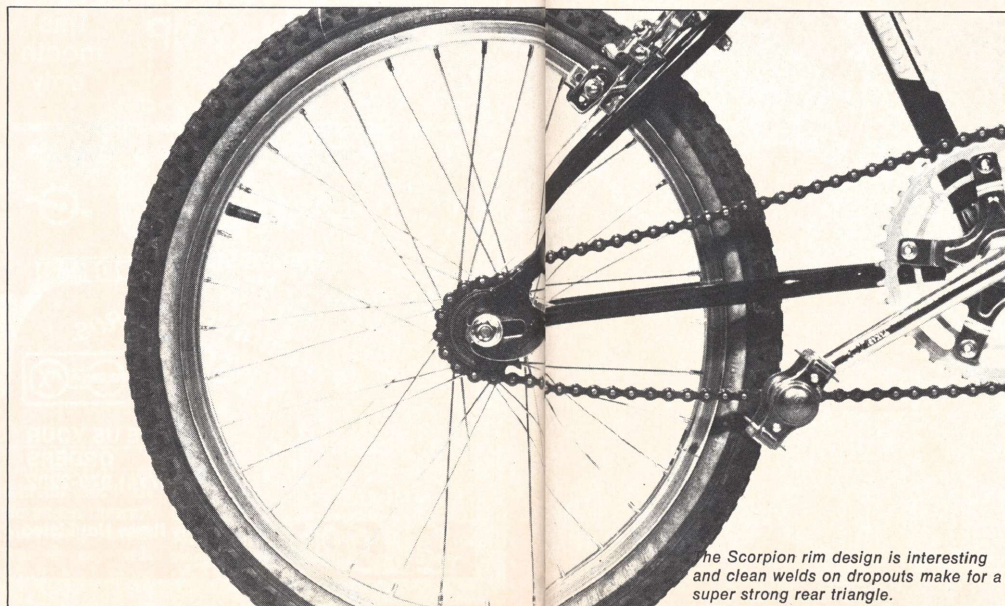
We looked up and saw Ted lying on the ground and the Scorpion bouncing off into the sunrise.

When we got to Ted all he said was: "I think I hurt my foot again." We helped Ted limp to the van and went to see what was left of our test bike—surprise! The Scorpion was OK.

The Super Team Scorpion makes for a fine racing machine.



One-piece chromemoly 175mm cranks come as original equipment. Shimano chain wheels and KKT Lightning pedals are used.



The Scorpion rim design is interesting and clean welds on dropouts make for a super strong rear triangle.

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Brakes: MX 1000, chrome  
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21200 Superior St.  
Chatsworth, Calif. 91311

**NOTE:** Limited quantity to be available with Xcalibur sealed hubs and sealed bottom bracket set. See your local dealer for availability and price.

We thought we'd try to salvage something of our short lived test so out came the li'l tape machine and when Mr. Guilmette quit complaining about his hurt foot the following interview was recorded for BMX posterity:

**SBMX:** Ted, how do you feel about the Scorpion??

**Ted:** It's fine, my foot's wrecked.

**SBMX:** By fine, do you mean it handled well?

**Ted:** Yeah, it felt great for five minutes.



# Careful How You Step On A SCORPION!

*SBMX: How about the geometry?*

Ted: Great, but it could be a little longer. (Ted is 6'2", 190 pounds).

*SBMX: Yeah, I know, but I hear Scorpion is building a long pro model for future production. How did it feel in the air?*

Ted: The bike felt really well balanced, I just crashed.

*SBMX: Anything you'd change on the Scorpion?*

Ted: Yeah, I'd change the brake pads and grips. Other than that, it's race ready.

There you have it folks, a true

testimonial by a BMX pro in real pain (we later found out that Ted had cracked one of the small bones in his foot, but is healing nicely. — Ed).

At our next test sessions, the riding and jumping were taken care of by the jumping sensation of Orange County's Woody Itson. Woody rides for B.S. Bikes and really knows what the term "Get air," means.

As the pictures show, Woody put the bike through its paces and had the same basic opinions as sure-foot Ted. The bike handled well, jumped



Woody Itson and the Scorpion doing a little styling in a turn. This bike is capable of doing just about anything you would expect from a full-on race bike.



great and really looked good. That means full on race machinery out of the box.

What all this boils down to is that Scorpion builds a total quality product and with team riders like pro Byron Friday, pro Bobby Encinas, 13 expert Ronny Garman and 9 expert Bobby Hinkston, the products will continue to improve, although it's hard to see where.



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CUSTOM 26-INCH GT CRUISER:

# YOU CAN TAKE IT EVERYWHERE

(Continued from page 63)

## GT-BMX CUSTOM 26" SPECIFICATIONS

Owned & Built By: Al Alent, Sepulveda, CA.  
Manufactured By: GT-BMX, Santa Ana, CA.  
Frame/Fork: 4130 Chrome-moly 100%, Show chrome finish, with the following modifications: SHIMANO vertical rear drop-outs with derailleur bracket; chain hanger; cantilever bosses; all cable guides brazed on. (NOTE: This frame/fork is a one off model and is not scheduled for production.)

Bars: Stainless Steel cruiser

Brakes: SHIMANO 600 cantilever, front and rear, anodized blue

Chain: DURA-ACE U G 1/2x3/32 with Link-Lock

Chainwheels: DURA-ACE EX 39/52T, anodized blue

Cranks: SHIMANO DX Adjustable, set at 180mm

Derailleurs: DURA-ACE EX braze on, front/DURA-ACE EX rear

Head Set: TANGE-SEIKI MX-5 anodized blue

Hubs: SHIMANO DX modified with quick release axles and 6 speed 13-28T cassette\*

Levers, Brake: SHIMANO DX, 2 finger, adjustable

Levers, Shifting: SHIMANO 600 Bar End, anodized blue

Pedals: SHIMANO DX Platform

Rims: ARAYA 7X, 26"x1.75, anodized blue

Saddle: KASHIMAX AERO

Seat Post: SHIMANO DX, alloy with integral clamp and micro adjust

Seat Post Clamp: TANGE, alloy, anodized blue

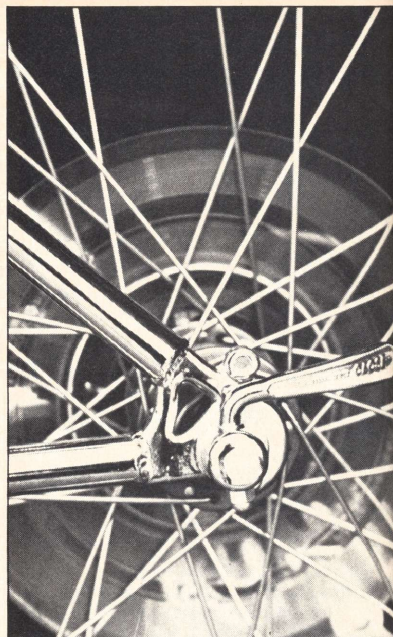
Spokes: Stainless .080/36

Stem: DX, alloy/cro-mo

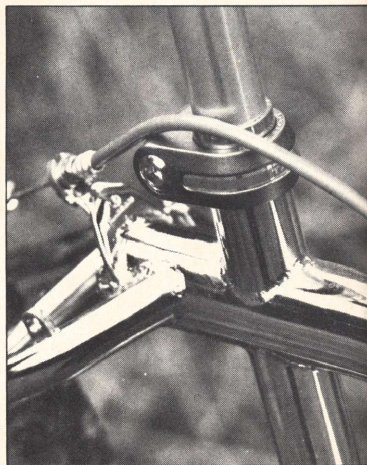
Tires: MITSUBOSHI COMP III, 26x2.125 front, 26x1.75 rear

Water Bottle: SHAMINO AX Series with bracket

\*These components were custom modified by/or at the request of the owner, and are not available, nor are they scheduled for future production by SHIMANO.



Al used Shimano DX hubs with quick releases.



The seat post clamp is made by Tange and was anodized blue.



This bike can truly go anywhere—and take you there in style.

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# WWBmxA

(The Return of Alexander The Great)

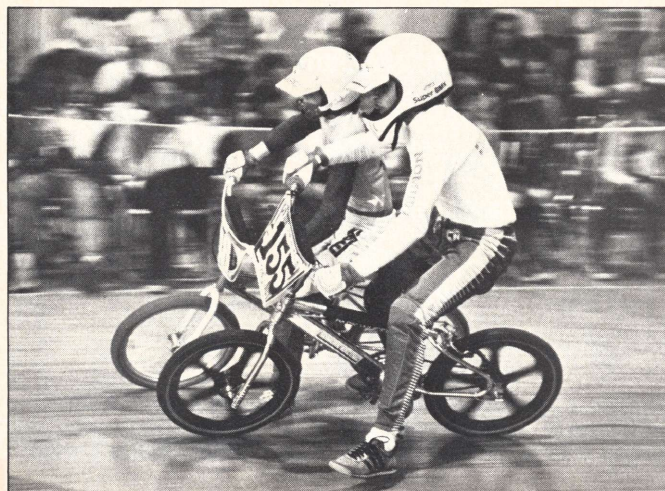
## Winter National

Story & Photos by The Editors

**Building a reputation in BMX isn't easy, but a well-run race helps a promoter. Clint Miller also built on his reputation with a pro win.**

**S**corpion Bicycles sponsored the first really major West Coast race put on by the World Wide BMX Association February 21 at the Pasadena Center in Pasadena, California. The race wasn't nearly as big as some other races recently, but for a relatively new association, it points towards bigger and better things.

*Seeking top speed in the first turn are #155 Bill Light and #148 Gary Stueve.*



### WHAT'S A WORLD WIDE BMX ASSOCIATION?

When Ernie Alexander left the National Bicycle Motocross Association, he decided (not surprisingly) to form another BMX sanctioning body. This association became known as World Wide BMX, or WWBmxA.

Since it was formed in February of last year, the WWBmxA has been opening racetracks and promoting semi-major events in various areas of the country. It has a racing program in Southern California, in the Denver area and in the New York-New Jersey area.

The problems associated with the NBmxA created quite a challenge for Alexander, but it seems as though the WWBmxA is turning out to be a viable part of the BMX industry. But what would you expect from Alexander the Great? ☆



*Race Inc.'s Martin Garnaas and Tom Christopher over the last jump.*

About 600 riders competed during the six hours the race took. It was a very efficiently run event, it started at 11:00—exactly on time; and was completed by 5:00. In fact the promoters were out of the building by 6:00.

*Mahlon Abrams has a commanding lead over this 14-15 open main. Behind Abrams are #105 Rick Laborico, #1055 Ken Wilson, #27 Bubba Hayes and #7 Ron House.*





# WWBmxA Winter National



Taking it over a jump is Steve Klimes. Other 12-13 open class racers here are #3 Nick Gregory and #116 Victor Ovalle.

The track was wooden jumps on the concrete floor, which usually is cause for concern. But the organizers knew what they were doing and there was no real problem with traction. Very few riders slid out. The racing was fast and competition was tough.

In some of the more notable mains here's what happened: Robert Reynoso really had no problems nailing down a win in the 9 expert division. He is one of the fastest nine year olds in the Southern California area. But Jasen Jensen didn't do so well in the 10 experts. Sam Arellano took the win, Jensen had to settle for a second.

One of the better riders, without much fanfare has to be Tosh Muraviov. Tosh has been racing and winning for years now, it's just that not too many people know about it. Muraviov won the 12 expert class at Pasadena.

Tom Christopher has been having problems of late. He only took a second in the 14 expert class as Martin Garnaas wound up the winner. The 15 expert class found Mahlon Abrams just totally dominating the

78 super bmx



One of the hottest racers in the nation, Charlie Williams.



The sidehacks put on one heck of a show. Here are Foster and Loades on the inside with Elliott and Cruz on the outside.

## Briefing

(Continued from page 4)

**CHATSWORTH, California** — The World Wide BMX Association has a major race scheduled for **Rancho San Diego** on **June 6**. Among the usual activities, this event will feature **sidehack** races.

**POMPANO BEACH, Florida** — The National Bicycle League has eight **War Of The Stars V** races scheduled for **June**: **June 5, Shawnee, Okla.**; **June 6, Dallas, Tex.**; **June 19, Lawrenceburg, Tenn.**; **June 20, Nashville, Tennessee**; **June 26, La Mirada, Calif.**; **June 26, Claremont, N.H.**; **June 27, Prado, Calif.** and on **June 27, Derry, N.H.** For further information see the advertisement in this issue or contact the NBL office.

**CHANDLER, Arizona** — The American Bicycle Association has a national event scheduled in **Portland, Oregon** on **June 12-13**. For further information please contact the ABA office.

**CHATSWORTH, California** — **Scorpion** will be sponsoring this year's **Bobby Encinas Summer Tour**. Bobby will be on the road for **four months** this summer conducting **BMX racing seminars**. For \$10 per racer, Bobby is offering the following: A three hour BMX clinic; \$15 sticker package; 8x10 action photograph; certificate of participation; Scorpion hat and assorted prizes will be given out in drawings.

The schedule for May and June is as follows:

May 25—Las Cruces, New Mexico  
May 27—El Paso, Texas  
May 28-29—Odessa, Texas  
June 1—Shawnee, Oklahoma  
June 2—Tulsa, Oklahoma  
June 3—Stillwater, Oklahoma  
June 7—Dallas, Texas  
June 8—Memphis, Tennessee  
June 9—South Haven, Mississippi  
June 15—Johnson City, Tennessee  
June 16—Kingsport, Tennessee  
June 17—Knoxville, Tennessee  
June 22—Nashville, Tennessee  
June 23—Eastridge, Tennessee  
June 24—Mid Valley, Tennessee  
June 25—Powder Springs, Georgia  
June 26—Stony Mountain, Georgia  
June 27—Peach Tree, Georgia  
June 29—Vincennes, Indiana  
June 30—Terre Haute, Indiana

For further information about the tour, contact the **Scorpion** office at: (213) 882-5500.

coming soon!

## Haro's Handbook— on Freestyle BMX

The hottest book on freestyle BMX tricks around. Brought to you by the originator of today's wildest BMX craze, Bob Haro. For information, call or write Casey at Haro Design, Inc. P.O. Box 961, Redondo Beach, CA 90277 (213) 533-6096.

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# WWBmxA Winter National

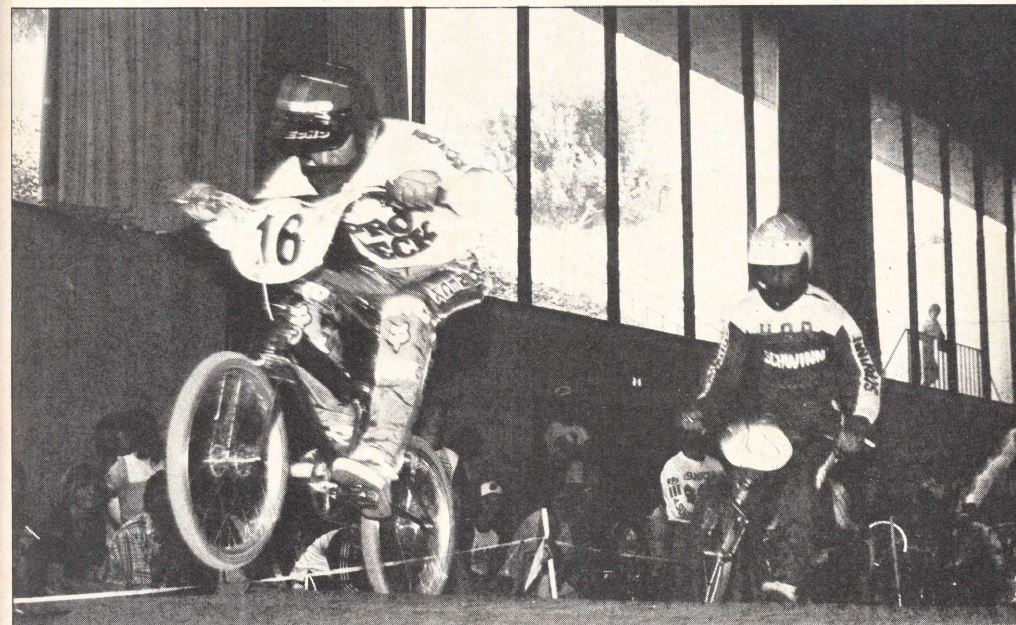


Robert Fehd (GT) shows what he can do in the 15-26 Cruiser class. He ended up taking first in the main.

Randy Sifford leads this 16 expert class qualifier. Other riders are: Number 126 Ed Hicks, #104 David Ynizunza and #1 Chris Versola.



Sporting a new pie plate is Skyway's Andy Patterson. To Andy's left is #22 Jim Garrett and to his right is #23 Alex Wong.



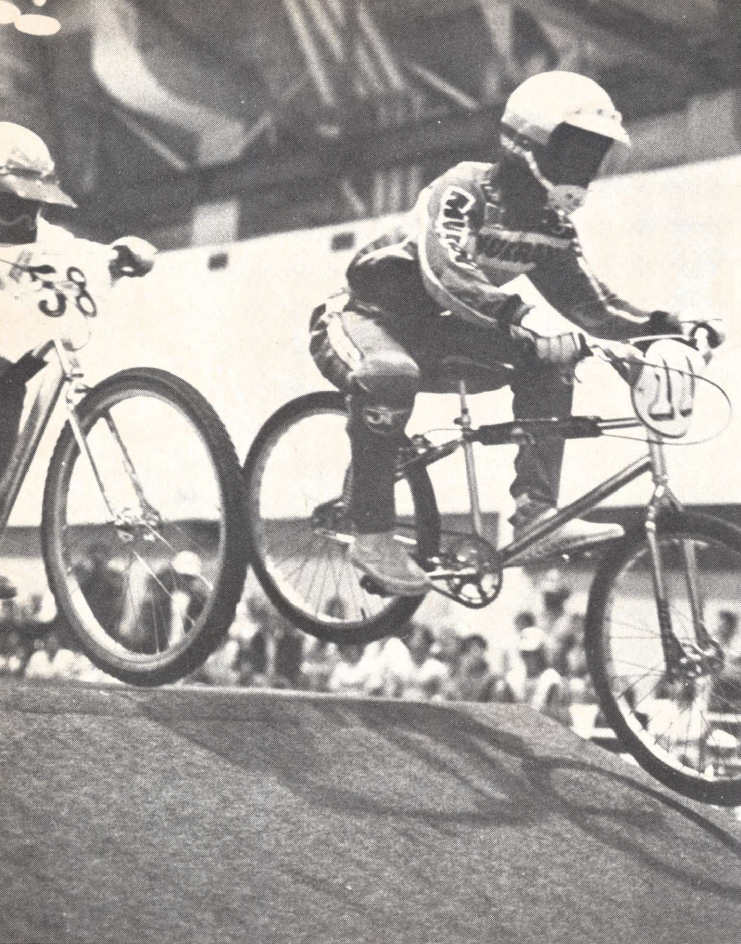
Pro-Neck has recently acquired the services of this very fast 16 and over expert, Gary Haselhorst.

class. Never finished anything but in first that day. Tracy Thomas took the second.

Another rider that was flying all day was Charlie Williams. Williams

never gave an inch. He is becoming one of the fastest riders in the nation. Williams won the 16 expert class with Richard Zagars taking the second.





Murray's Anthony Sewell, after an absence of about six weeks, showed up at this race to win the pro cruiser class.



Fourteen year old experts Richard Bartlett and #58 Tony Maldonado take the second turn at the Pasadena Center.

The sidehack races at the Winter National was something else! There were four hacks going at it on the tight indoor track, and those eight riders generated more excitement than just about any other race.

Anthony Sewell had not been racing for about six weeks before this race, but he let everybody know he was back by taking the win in the

pro cruiser class. He managed to get out in front of the other pros in his class all day. Once in front he never gave an inch. Turnell Henry took second.

Up until this race, Greg Hill had been dominating the pro circuit. But that Sunday, it just wasn't Greg's day. Hill had to settle for a fourth in the pro main. Clint Miller looked



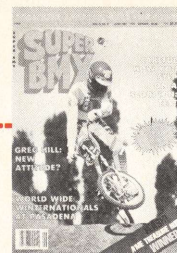
This rider is another who we haven't seen in quite awhile—Dirk Davidow.

# WWBmxA Winter National

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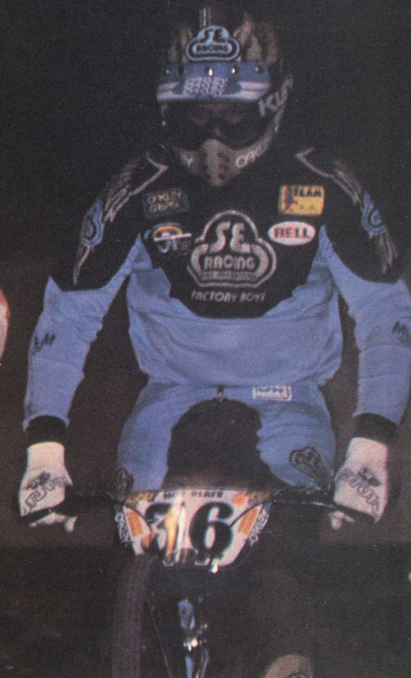
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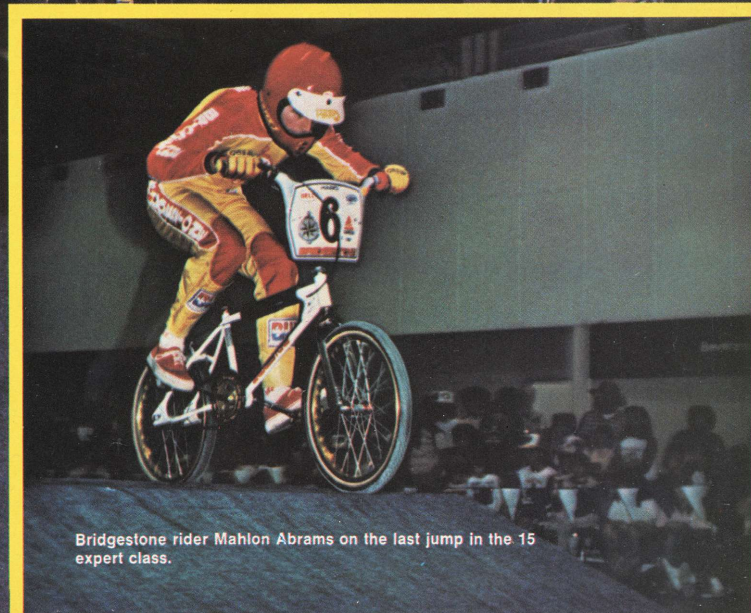
# WWBmxA Winter National



Toby Henderson has the lead over the first jump at Pasadena in this pro class race. Other riders are #8 Rob Robison, #66 Dennis Kishyama and #36 Rod Beckering.



Mark Darcy (Bassett) leads this 15-26 cruiser class race. Darcy took a second overall for his efforts.



Bridgestone rider Mahlon Abrams on the last jump in the 15 expert class.



# WAR OF THE STARS II

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In applying to enter any or all of the above mentioned races, I the racer and I/we the parent/guardian, hereby release all the rights and claims which I may have against you arising from conditions related to use of the track or track area or as a result thereof. Each of the undersigned expressly agree that the foregoing release waiver holds harmless and indemnifies SHAWNEE BMX ASSOCIATION, its directors, owners and possessors of SHAWNEE INTERNATIONAL RACEWAY.

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Signature \_\_\_\_\_ date: \_\_\_\_\_

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Signature \_\_\_\_\_ date: \_\_\_\_\_

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12 years 13 years 14 years 15 years 16 years  
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14 & over Powder Puff 13 & under Cruiser 14-15 Cruiser  
16-24 Cruiser 25-34 Cruiser 35 & over Cruiser Pro Cruiser  
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# WWBmxA Winter National

A wooden starting gate with enough room for seven riders was used at Pasadena. The jumps were also made of wood.



## WW WINTER NATIONAL RESULTS

- 5 & Under Novice: Ricky Christensen, Jason Donaldson, David Durham, Geoff Oliver  
5 & Under Expert: Jamie Brewer, Joey Lopez, Billy Beard, Frank Volmer  
6-7 Novice: David Petty, Jason Dickson, Burt Tomlinson, Kyle Caren  
7 Expert: Tory Bailey, Warren Fujinaka, Richard Zamora, Dana Laughlin  
8 Novice: John Edwards, Eric Pennington, Brandice Ganoos, Teddy Gillett  
8 Expert: Justin Dunbar, Jason Holiday, Matt Thomas, Shawn Busher  
9 Expert: Robert Reynoso, Mike Minkler, Kileham Zane, Joe Gutierrez  
10 Novice: Ken Beames, Jerry Rosa, Shawn Uno, Danny Eldridge  
10 Expert: Sam Arellano, Jason Jensen, Deric Gareik, Bubba Fione  
11 Novice: William Manzanarez, Darin Wooldridge, Dan Omectin, Mitchell Bush  
11 Expert: Alan Clayton, Kele Rosecrans, Jerry Story, Kenny Olson  
12 Novice: Derek Palumbo, Richard Chapin, Danny Tunick, Jimbo Moore  
12 Expert: Tosh Muraviov, Jason Castle, Lonnie Tatton, Eric Zimmerman  
13 Novice: Gary Stuenkel, Ricky Navarro, Sue Gingrich, Kevin Brown  
13 Expert: Nick Gregory, Brian Gass, Tracy Labrie, Billy Griggs  
14 Novice: Dale Eckert, Gordon Fletcher, Kenny Dossey, Mark Lee  
14 Expert: Martin Garnaas, Tom Christopher, Bubba Hayes, Eddie Shiloff  
15 Novice: Matt Murris, Paul Hokama, Sam Silor, Sung Limm  
15 Expert: Mahlon Abrams, Tracy Thomas, Robert Magaro, Ron House  
16 Novice: John Inman, Dale Perez, Chris Cabral, Doug Hanson  
16 Expert: Charlie Williams, Richard Zagars, Randy Sifford, Dirk Davidow  
11-13 Girls: Sue Gingrich, Cassandra Adams, Glinda Bethel, Jennifer Weil  
14 & Over Girls: Margaret Christopher, Misty Dong, Jodie Robledo, Cindy Calvert  
14 & Under Cruiser: Steve Williams, Ray Reeves, Jon Pages  
15-26 Cruiser: Robert Fehd, Mark Darcy, Mark Thomas, Dwight Lowell  
Sidehack: Elliott/Cruz, Foster/Lodes, Seymour/Chleborad, Van Pelt/Van Pelt  
7 & Under Open: Tory Bailey, Richard Zamora, Warren Fujinaka, Dana Laughlin  
8-9 Open: Robert Reynoso, Jason Holiday, Justin Dunbar, Bobby Hinkston  
10-11 Open: Sam Arellano, Jerry Story, Jason Jensen, Lancer Holmes  
12-13 Open: Steve Williams, Nick Gregory, Victor Ovalle, Steve Klimes  
14-15 Open: Mahlon Abrams, Bubba Hayes, Ron House, Ken Wilson  
16 & Over Open: Dirk Davidow, Charlie Williams, Mickey Lundy, Gary Haselhorst  
Pro Cruiser: Anthony Sewell, Turnell Henry, Clint Miller, Toby Henderson  
Senior Open: Kenny Nachman, Bob Woods, Ted Guimette, Craig Mitchell  
Pro: Clint Miller, Tommy Brackens, Tinker Juarez, Greg Hill



These 15 novice riders are going every which way. Leading is Bradd Molner, #196 is Mike Fisher and #346 is Tony Nelson.



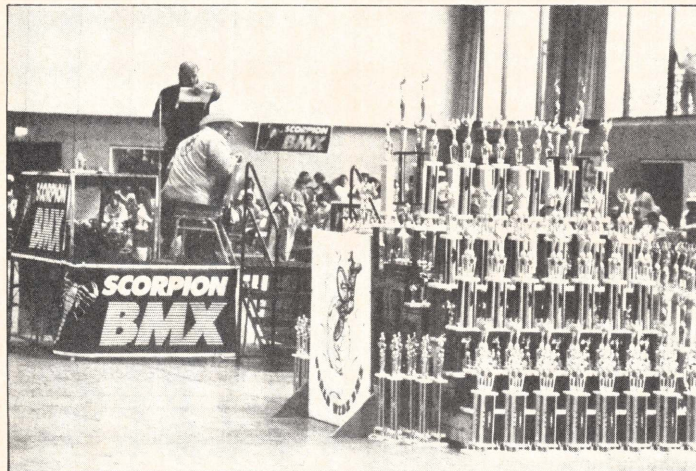
# WWBmxA Winter National

WORLD WIDE BMX WOULD LIKE TO THANK THE GREAT CREW THAT WORKED THE 1982 WINTERNATIONALS IN PASADENA.

BETTY ABRAMS, KEN ALEXANDER, CHRIS & SHARON BREWER, MIKE & BECKY BUSHLER, RICK CLASPY, STEVE JONES, DICK KELLY, STEVE LOWELL, DIANA MINKLER, HAL SANGUINETTI, CHRIS VERNAIS, LARRY WILLIAMS, VICKY WOUDE, CHUCK ZOLLINGER, TOM MacDONALD SR. AND BART BUHTZ.  
A SPECIAL THANKS TO SCORPION BMX FOR SPONSORING THE RACE. ☆



Smoothly making the first turn, Martin Garnaas.



In front of the announcer's stand stood the trophies given out at this first really big race put on in the west by the World Wide BMX Association.

very fast in the motos and the semis—he took the win. Tommy Brackens really had no problem with the second.

As races go, it wasn't the biggest or the smallest. But the Winter Na-  
88 super bmx

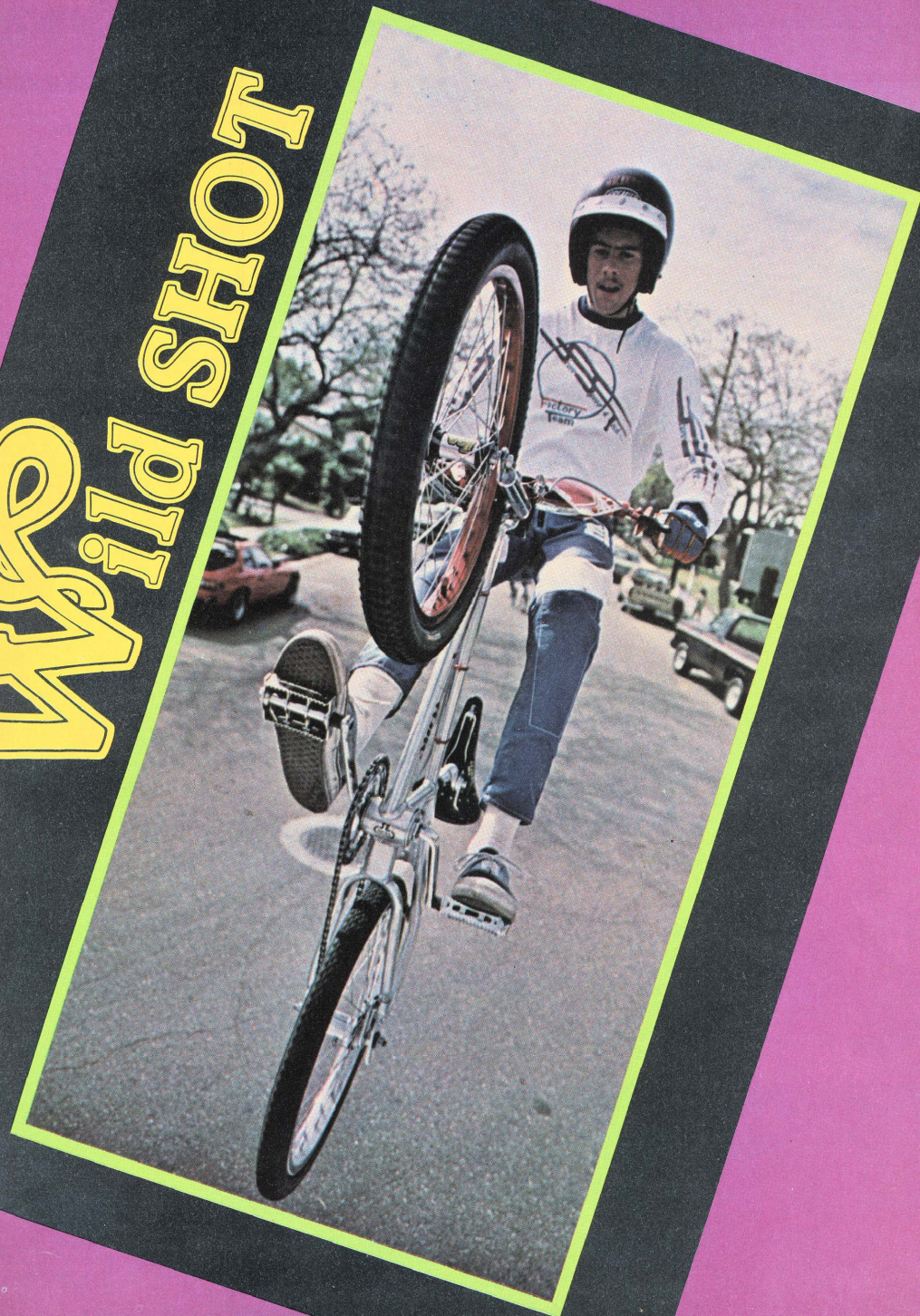
tional sponsored by Scorpion and produced by the WWBmxA was a great little event. We should all expect bigger and better things from this association. ☆

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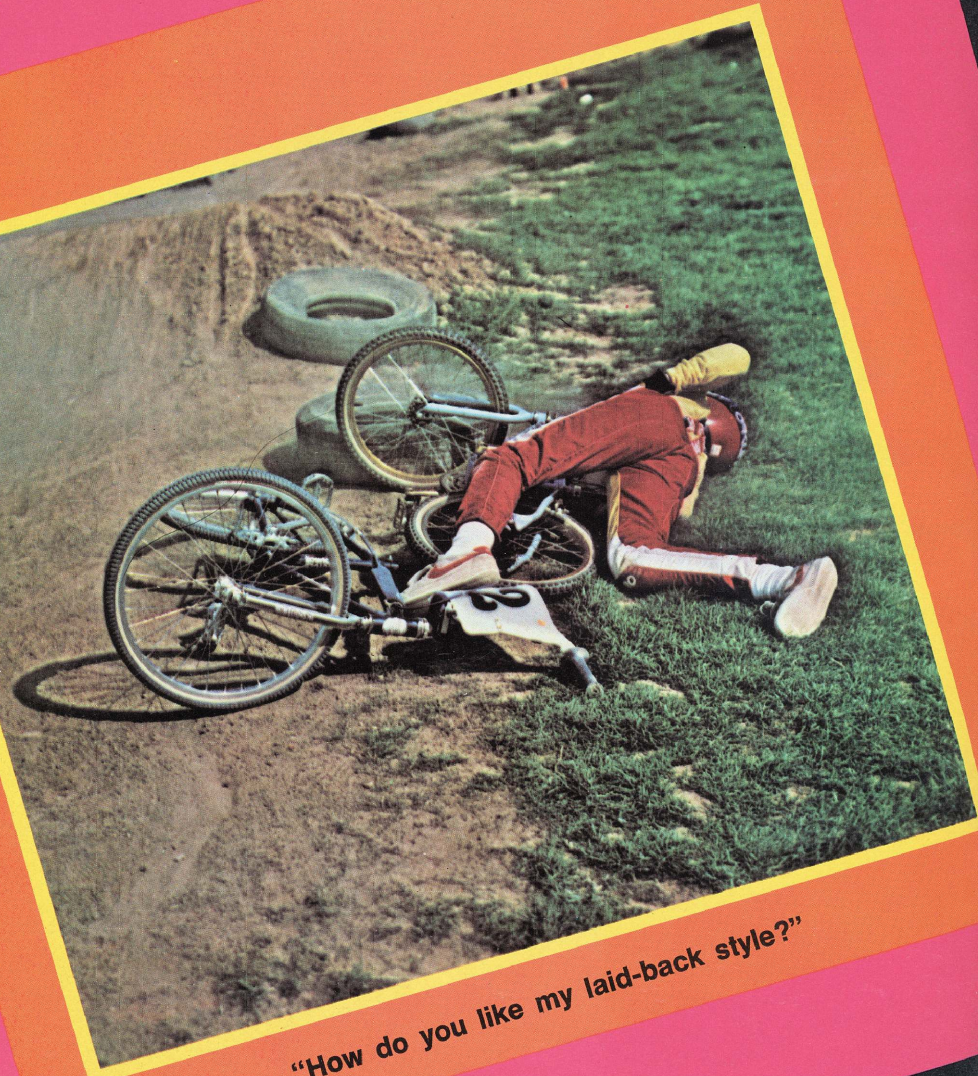
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