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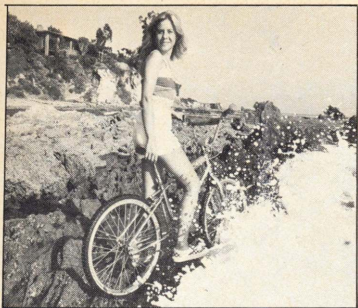
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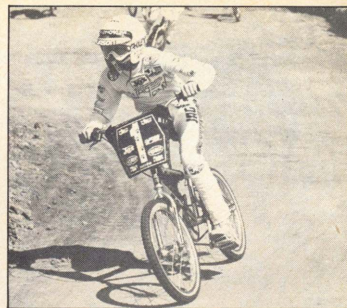
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# SUPER BMX



## Inside November

VOLUME 9, NUMBER 11

NOVEMBER 1982

### Features

#### 10 Midwestern Madness.

Otherwise known as the ABA Midwest National. This BMX biggie was held in the heartland of America and drew plenty of riders from just about every imaginable place.

#### 22 Amateur Training Techniques.

Reporter Bob Hadley took a look at a couple of the better known racers to find out what their training secrets are. As it turns out, it's not all that involved and not that big a secret.

#### 34 Murray's X24C Test.

This month's test features a bike that you will be able to find just about everywhere this fall. Consultant Itson gives this one high marks; doing the job for a reasonable price.



ON THE COVER:  
Murray's new X24C bicycle being modeled by Yvonne Puente in the water at southern California's Corona Del Mar Beach. Photo by Dave House.

#### 44 International BMX-Citement.

This race brought riders from all over America, as well as 11 foreign countries; all to participate in this first officially sanctioned World Championship. Greg Hill doubled, Nelson Chanady was named the overall World Champion.

#### 70 BMX Goes To Hollywood.

1982 was a banner year for seeing BMX on the screen; everything from movies to commercials. We visited a television production facility and found out how they make a TV program all about BMX. To find out for yourself, read on.

#### 78 Puerto Rican BMX Invasion.

Bicycle motocross is popping up just about everywhere these days, so why not Puerto Rico. A group of Floridians made their way to this Caribbean island to show the locals how it's done stateside.

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### Departments

- 5 Briefing.
- 6 Editorial.
- 7 Riders Talk.
- 26 BMX Nuts-N-Bolts.
- 30 Equipment.
- 42 Poster.
- 81 Advertisers Index.
- 82 Last Gasp.

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# Briefing

#### WESTLAKE VILLAGE, CALIFORNIA

Jag BMX has announced that ESPN, the cable sports network, will be carrying a television series about BMX produced by Renny Roker. The series will feature four races, one new race to be premiered at the beginning of each month. That particular show will be repeated throughout the month, at least once a week.

The BMX show will be seen at 1:00 p.m. EST on the first Saturday of each month between September and December. Other times during the month will vary, so check your local listings. According to Roker, more than 55 million viewers will have the opportunity of seeing what BMX is all about each time one of the shows is aired.

**CHANDLER, ARIZONA** — The American Bicycle Association will be putting on their Grand National on November 27-28 in Oklahoma City, Oklahoma. The day before the Grand National the ABA will be holding their U.S. Gold Cup Championship for all those that qualified in the Gold Cup series, this race will also be held in Oklahoma City.

**SAN DIMAS, CALIFORNIA** — Clint Miller, pro rider racing for Torker is engaged to be married to Kelly Hoag. Miss Hoag is the daughter of the former owner of Tartan Bicycles of Glendora, California. According to Clint, no date has yet been set but the wedding will take place in approximately two years.

#### WESTLAKE VILLAGE, CALIFORNIA

In addition to the BMX race that will dominate The 1982 Coca-Cola Jag BMX World Championship V, the promoters will hold the first "Invitational Trick Team World Championship." This event will allow bicycle freestylers a chance to compete against one another in the parking lot of the Tropicana Hotel in Las Vegas. One of the teams that competes in this invitational will be named the "Trick Team World Champions." All of this will take place in conjunction with the World Championship, December 27, 28 and 29.



Tommy Brackens leading Greg Hill at Orange. Brackens went on to win the pro class at this War of the Stars event.



Greg Hill dominating his class at Ascot. Greg was the winner at this NBL race.

**ORANGE, CALIFORNIA** — The NBL recently held two more races in the continuing 1982 War of the Stars series in southern California. Saturday, August 21st's race was held at Orange, California, and the pro class was won by Tommy Brackens racing for Powerlite. The race on August 22nd was held at Ascot Park in Gardena, California, and was won by GT BMX's Greg Hill. Look for complete coverage in the December issue of SUPER BMX.

**GARDENA, CALIFORNIA** — Denise Barter has retired as Marketing Director for Premier Helmets. According to Ms. Barter, she is returning to the fashion industry after two years with the helmet manufacturer.

**NEWBURY PARK, CALIFORNIA** — Diamond Back factory pro rider Harry Leary, after suffering a knee injury at the Huffly World Championship race in Dayton, Ohio, is recovering well. Harry should be in the best of shape in time for the ABA Grand National in Oklahoma City this coming Thanksgiving weekend.

**ANAHEIM, CALIFORNIA** — Vans' new \$20,000 half-pipe has been recently completed and is now on the road with the Vans Trick Team. Watch for the new half-pipe along with the team at larger races and other places from now on.

**RIVERSIDE, CALIFORNIA** — Stu Thomsen has purchased a two-man electric starting gate for \$800 and installed it into his driveway. We guess this means no retirement for Stu in the near future.

**SEMINOLE, OKLAHOMA** — Jeff Ruminer, pro BMXer racing for Redline has recently broken his ankle. Get well soon, Jeff.

**RIVERSIDE, CALIFORNIA** — Kevin McNeal, last year's ABA national number one pro rider, has officially retired from BMX. We understand that he has placed a down payment on a speedway motorcycle and is going on the speedway circuit.



# Editorial

## A New Way of Covering Races

By Michael A. Collins

Let's face it, racing is the sport of BMX. Bicycle motocross has evolved around the races and the BMX related things you buy are influenced by racing and racers.

We have spent a great deal of time and effort to bring you as many races as possible in each of our issues. We have also wondered if that is the proper thing to do—to cover many events. Or, would we be better off covering fewer races, but spending more time with those we do attend.

Well, we have made a decision. Beginning with this issue, *Super BMX Magazine* will be covering fewer races; and with the largest of

these races, we will be reporting races like you have never seen.

First of all, we will only be featuring between two and three races per issue. This one contains an ABA race held in Elkhart, Indiana, and the IBMXF World Championship held in Dayton, Ohio. Along with a brief report on BMX activity in Puerto Rico.

Secondly, the way we cover some of our races will be considerably different. The Elkhart race has been treated like any of our past race stories. But the Dayton race, well that's another story. We like to think of the World Championship story as actually two separate articles. One about all of the activities surrounding the racing; the other about the racing itself. You will find that we

have devoted one to two pages on each separate expert class at the race. In our opinion, this is innovative.

I invite you to take a look at these two race stories and tell me what you think. We are trying to give you an alternative in BMX publications and we feel that our new race reporting style makes us a step above the competition.

Let me know what you think. I hope you like the changes, but no matter what you think I'd like to know. BMX centers around racing, and racing is an important part of *Super BMX Magazine*. We feel we now provide the most complete race reporting anywhere. And we're doing everything we can to keep it that way. ☆

# Riders Talk

Address all correspondence to:  
Super BMX Magazine  
7950 Deering Avenue  
Canoga Park, California 91304

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

## CERTIFIED SNAPPER

I have a Track Certified Ross Snapper. Every time I talk about racing my father says that I can't race my bike because it's not strong enough. What's your opinion?

George Brown  
Parlin, New Jersey

*Although I'm not familiar with that particular bicycle, I imagine that if it is labeled "Track Certified" it is strong enough, in the opinion of the manufacturer, to race on. Before most manufacturers would label something "Track Certified," they would normally put the product through a rigorous testing procedure to make sure it will stand up. If they didn't, organizations like the Consumer Product Safety Commission would come down hard on the particular manufacturer for making false claims. — Ed.*

## SATISFIED CUSTOMER

I got another BMX Magazine. It had this BMX Reader Survey and contest, so I participated. I was almost finished when I got to the part that said: "What's your favorite BMX magazine?" I put *Super BMX* (plain 'n simple like). Then they asked why? So I told 'em that your mag brings more BMX every month than anybody.

Geoffrey McDonald  
Syosset, New York

*Thanks for the vote of confidence. Be sure and fill out our readers' survey this month so you can get your chance at winning one of over forty great prizes. — Ed.*

## MEANS BUSINESS

Please recommend for me the strongest pair of 26-inch cruiser forks you know of. I am appealing to your universal knowledge on this subject to save me from the grief of wasting another \$50 and a month's waiting for my parts to come in.

The fact is that your magazine often states which fork is better than another, but I need to know which is flat strongest. I have broken three pair so you know I am desperate and mean business. (I either break the axle tabs or I break the junction

at the top of the down tubes just below the steering head.) I am currently disappointed with a major big name that didn't keep up with my moderately active pace.

Have a heart, send the word; who is the best in all the land? All I want to do is have a little fun! Nobody in Utah has a clue. I need to know.

Carl Christensen  
Salt Lake City, Utah

*What can I say, not even Super BMX has all the answers. There are many fine pairs of forks on the market that should do the job for you but there is really no way of recommending a pair unless we know what you have tried and what you are doing with your bike. We haven't heard of the roughest pro having this many problems with his forks, I am wondering if you are not misusing your equipment. Unfortunately, without some further information there is nothing that we can suggest for you. — Ed.*

## CAN I JOIN?

I wrote a letter to Kuwahara and they never answered my letter. I would really like to join Kuwahara. Please tell me how I can join a racing team. I always read your magazine, and I learn a lot.

Mark Tobey  
Spring Valley, New York

*Probably the best bet for you is to visit your local BMX dealer. Many times local bike shops have a racing team, and it will be easier to get on that team than it would be to get on a factory team. If your bike shop does not have a team, maybe they can help you with your efforts with Kuwahara. — Ed.*

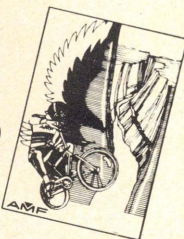
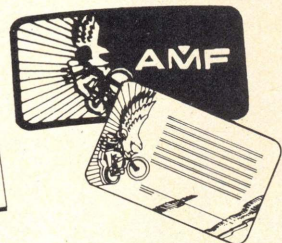
## SHOE-IN

I love racing and I am ten years

(Continued on page 28)

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GT's Steve Guy has the lead into this turn over other 14 experts  
#1 J. G. Garonzik, #11 Dave Bender, #16 Mike Feltis and #125  
Rob Morse.

# Midwestern Madness

## Pro-Tec/Zeronine/Gold Line ABA Midwest National

The ABA Midwest National has become a tradition in only two short years. It is such a popular event that it has become the largest single day national to be run. Another tradition is Stu Thomsen, he once again proved that he is the BMX pro's pro.

Story & Photos by Tim Lillethorup





Race Inc.'s Tom Trusky had the lead over #27 Bubba Hayes in this 15 and over open class race. Other riders are #13 Bobby Mylls, #6 Jeff Manning and #44 Scott Brookover.

# Midwestern Madness



## Elkhart Results

- 5 & Under:** Robert Thomas, Matt McCollout, Jason Kelley, Wayne Lacy  
**6 Novice:** Jason Schumgeller, Don Shock, Chad Burlen, Josh Owens  
**6 Expert:** Robbie Layton, Tony Descitt, Donny Kerr, Jason Donnell  
**7 Novice:** John Shock, Guy Monaskey, Tyson Hummell, Mike Nadrajik  
**7 Expert:** Gary Debacker, Roger Moore, Dustin Door, Damon McDougall  
**8 Novice:** David Flowers, Matt Iemma, Brian Griffith, P. J. Braun  
**8 Expert:** Brad Moore, David Lambert, Robby Nausbaum, Ryan Pearson  
**9 Novice:** Bryan Bougannd, Mike Klimek, Colby Wilcox, Jeff Sossman  
**9 Expert:** J. D. Finney, Spencer Sharp, Andrew Soule, Troy Watson  
**10 Novice:** Andy Fraglieu, Gene Chastain, Russell Arellano, Jason Wharton  
**10 Expert:** Jeff Moten, Robert Swick, Sam Tiggleman, David Buckner  
**11 Novice:** Sean Timmer, Mike Hiner, Todd Carpenter, Leon Williams  
**11 Expert:** Jason Jensen, Chris Callahan, Mark Sullivan, Todd Carner  
**12 Novice:** Tim Patterson, David Siebert, Sean Hoover, Ross McMahan  
**12 Expert:** Mike Horton, Mark Hardy, Brett Whittinghill, Sean Mika  
**13 Novice:** Bill Foder, Chris Yankee, Dave Whittinghill, Sean Mika  
**13 Expert:** Doug Davis, Jeff Davis, Jim Connor, Billy Pahl  
**14 Novice:** Scott Willis, Steve Williams, John Pitcock, Mike Bouchcos  
**14 Expert:** J. G. Garoncik, Jason White, Bob Boone, Rob Morse  
**15 Novice:** Reinen Wiedenmann, Mike Spain, Todd Kankund, Steve Crow  
**15 Expert:** Richie Anderson, Ted Carl, Bill Brzenk, Jay Richardson  
**16 Novice:** John Tyrakowski, Randy Novak, John Billbrough, Steve Caldwell

- 16 Expert:** Brian Lippins, Tom Trusky, Rich Farside, Paul Gossrau  
**17 Novice:** Dave Abernathy, Roger Louton, Dan Hall, Jeff Maner  
**17 Expert:** Eddy King, Tim Judge, Brian Pascal, Tracer Finn  
**6 & Under Girls:** Kelly Merryman, Kelly McGreevey, Tenille Swaatz, Nany Mills  
**7-8 Girls:** Tricia Ohda, Jesse Lobbin, Missy Fred, Olivia Krawczyk  
**9-10 Girls:** Lisa Terry, Tracy Reitz, Wendy Sue Winter, Laura Prestis  
**11-12 Girls:** Julie Mix, Lisa Vonderathe, Darcy Ainsworth, Kristen Baron  
**13-14 Girls:** Yolanda Williams, Wendy Edman, Diana Kaufman, Tammy Ross  
**15 & Over Girls:** Lisa Spence, Patty Woodworth, Kris Miller, Sandy Armstrong  
**12 & Under Cruiser:** Danny Steplight, Bryan Nie, Billy Au, Brant Fred  
**13-14 Cruiser:** Scooter Steimer, Jason White, Bobby Boone, Dave Bender  
**15-25 Cruiser:** Tim Judge, Robert Fehd, Mark Darcy, Kevin Davis  
**26 & Over Cruiser:** John Hoffman, David Lambert, Terry Bommeke, Ralph Scanga  
**6 & Under Open:** Jason Donnell, Chris Combe, Tony Desch, Robbie Layton  
**7-8 Open:** Geoff Scofield, Brad Moore, David Lambert, Michael Thomas  
**9-10 Open:** Robert Swick, Jason Wharton, Andrew Soule, Jeff Moten  
**11-12 Open:** Mike Horton, Chris Callahan, Digger Kalsow, Leon Williams  
**12-14 Open:** Doug Davis, Bill Pahl, Chris Torres, Mark Dohmein  
**15 & Over Open:** Pete Loncarevich, Charlie Williams, Paul Gossrau, Rich Farside  
**Pro Cruiser:** Clarence Perry, Randy Browner, Jim Pratt, Steve Leggitt  
**Pro Open:** Tommy Brackens, Jim Piava, Brian Patterson, Mike Miranda  
**A Pro Money:** Mike Miranda, Bob Medrano, Brian Barlow, Rod Aneweer  
**AA Pro Money:** Stuart Thomsen, Harry Leary, Tommy Brackens, Mark Driscoll

Elkhart, Indiana, is becoming a legend in its own time. From 1980 up until the present, Elkhart has been the site of the ABA's Midwest National; a prestigious BMX event that draws riders from all over the country.

Just like it has been in the past, the ABA Midwest Nationals drew top level competition from the national and regional BMX scenes.

The national teams were in full force at Elkhart as were bike shop teams, independent riders and BMX families from every corner of the United States.

Pro-Tec was the sponsor of this year's race with Zeronine and Gold Line the cosponsors. At Saturday's pre-race, Pro-Tec awarded their new Eliminator helmets to the winners of the 14 and 15 novice classes. As the winners of all the mains on Sunday crossed the finish line, Zero-

nine handed them each a new Zeronine number plate.

The Elkhart Midwest National was another record-breaking ABA event. Saturday's race was one of the biggest double points races ever, and Sunday's National turnout of over 1,500 riders was the largest one-day National ever held!

Elkhart was round number eight on the ABA national schedule. It was also the fourth national on the ABA Summer Tour, which had just reached its midway point.

By the time the tour had reached Elkhart, it was really picking up steam. More and more riders had been jumping on the tour with every passing day. The result, quality, full-speed competition at the Midwest National!

In the 13-14 open class, Kory Neal brought himself back to national competition. Kory was running hotter than ever. He whipped out of the gate first in the main with Diamond Back's Doug Davis right on him. Through Elkhart's famous European second turn, Davis started making his move. While Kory was

Diamond Back's Pete Loncarevich is leading this 15 and over open class moto being followed by Richie Anderson and teammate Rich Farside.





Eight-year-old expert, Geoff Scofield. Geoff here is having no problems leading #6 Scott Powers or #14 Josh Hogan.

diving low to the inside, Doug cranked all of the way into the turn on the outside, setting himself up for a pass on the outside. Kory saw him coming and hit the pedals hard coming out. Doug's move didn't work but he gained enough ground on Kory to be in the right place at the right time through the final turn. Coming into the final turn, Kory had a slight lead over Davis, Chris Torres and Mike Paul. Kory over-cooked going

in and slid sideways, just missing Davis and taking out Torres. Davis went on to win with Paul second and Torres up off the ground for third.

Racing for one of the major factory teams must be a tense experience these days. The race for the ABA number one team in '82 is about as close as it could possibly be. In Elkhart, the pressure was on in just about every class. On the line and hoping for a win in the 15 & over

open class, were Paul Gossrau for Jag, Tracer Finn for CW, Richie Anderson for Patterson, Mike Hipner for SE, and Charlie Williams for Hutch.

But that wasn't all. Diamond Back had three chances at a win with Rich Farside, Eddy King, and Peter Loncarevich back from his injury and fully recovered. Loncarevich sailed through the first turn to take over the lead from the hole-shooter, Gossrau.



GT's Craig Bark has the inside with #528 Brian Scofield on the outside as they compete in the 11-12 open class.

Number 7, Bart McDaniel has the lead over other pro class racers. The Redline rider is Greg Grubbs.



# Midwestern Madness

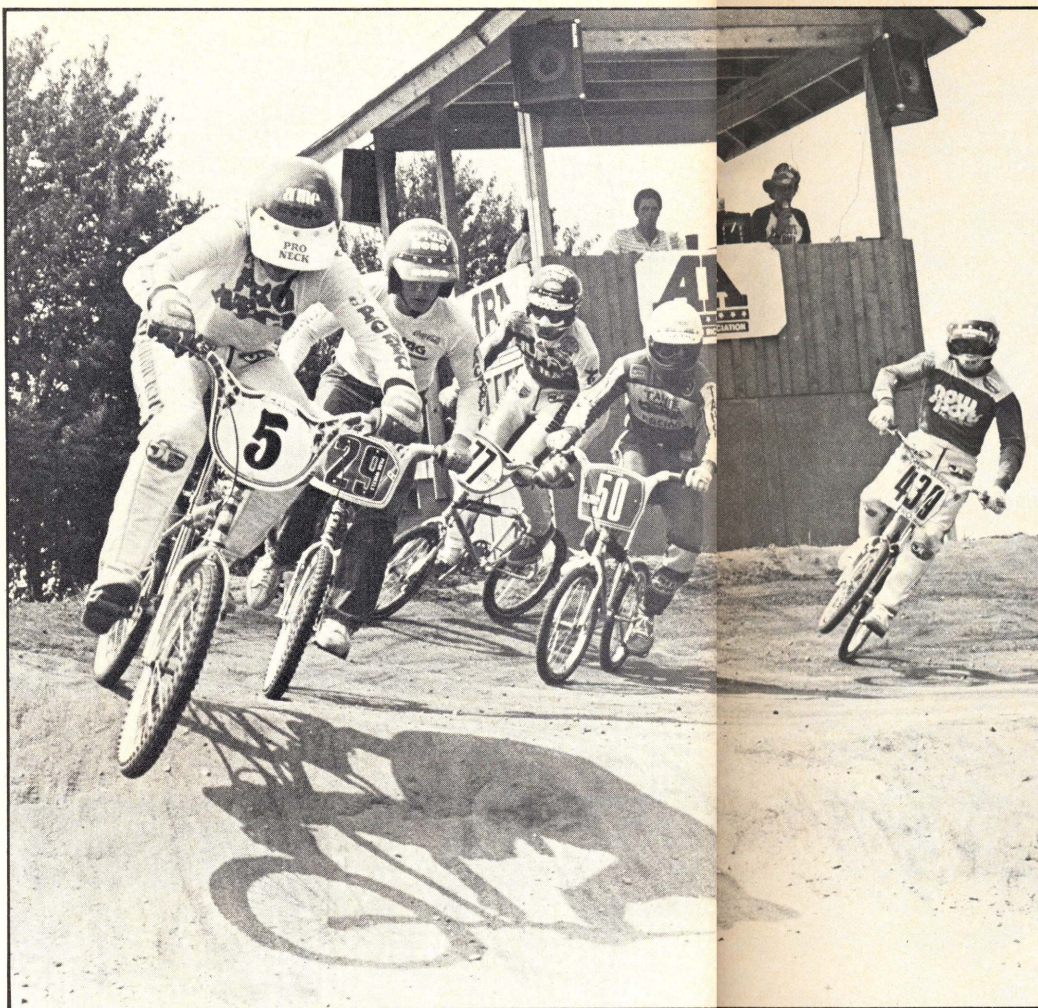


Out of turn one and up until the final turn, Williams went wide and nailed the pedals. Charlie went making a last ditch try in the Hutch team effort. He tried hard but it wasn't quite enough. Loncarevich had one, just inches ahead of Williams and the third place rider Gossrau. The team trophy odds were stacking up in Diamond Back's favor.

Girls racing was as hectic as ever. The 13-14 girls class had the crowd going wild. CW's Debbie Kaslow cranked into the lead early in the race. Through turn one, the second place rider, Wendy Edman of JAG, was swooping by JMC's Yolanda Williams. Through turn two it looked like a sure win for Debbie. The unexpected happened. Debbie went down and was passed by Williams on the outside. Yolanda went on to win with Wendy second and Dianna Koffman third.

As always, cruisers played a big role in the team trophy race. CW came out one up on Hutch in cruisers. CW's Danny Steplight took care of the 12 & under class while teammate, Clarence Perry, cleaned house in the pro cruiser division. Hutch's Timmy Judge won the 15-25 cruiser class just barely a tire's length ahead of GT's Robert Fehd.

When the five and under class reached the first jump they were all side by side. A few of them weren't sure who had the lead, so they started looking over at each other! Robert Thomas didn't though, he just looked straight ahead and pedaled as hard as he could to take the lead. John Kelley tucked in behind Thomas through turn one. "Motocross" Matt McCullough followed for third. Things stayed the same until the final stretch when "Motocross" Matt blew by Kelly for



# Midwestern Madness



Hutch's Tim Judge and #5 Bob Cote are elbow and elbow as they make this turn at Elkhart.

Pro-Neck's Steve Shobert has the lead over #29 Chris Jeffrey, #50 Dave Christensen, #439 Mike Vangen and #77 John Plant.



Tommy Brackens has a couple of feet on the second place rider at this point. Others in this AA pro moto are #13 Clarence Perry and #5 Brian Patterson.





This pro class is being led by one of the hottest pros around these days, Greg Hill. Following Hill are Harry Leary (Diamond Back) and Steve Redelsperger.

# Midwestern Madness



Here the inside belongs to Brent Patterson with the lead and the outside belonging to Stu Thomsen. Other pros pictured are Huffy's Mark Driscoll and #439 Mike Vangen.

second, challenging Thomas for the lead. In the end it was Thomas first, McCullough second and Kelly third.

Twelve expert rider and GT Hotshoe, Craig Bark, flew to a sizeable lead on the rest of the pack going into turn one. Craig started getting sideways and couldn't quite hold on. Going down with Craig were Hutch riders, Veltman and Kalsow. Things just weren't looking up for GT and Hutch in Elkhart's team race. Diamond Back on the other hand was looking better than ever. Mike Horton avoided the 12 expert wreckage and went on in for a win for Diamond Back.

Seventeen expert main action saw a King and a Judge battle it out for supremacy. Diamond Back's Eddy King carved through turn one with a slight lead over Timmy Judge of Hutch. King raced a smart race holding off Judge's constant threat. SE's Brian Pascal from Kansas came in third.

Thirteen-fourteen year old girl racer, Yolanda Williams.





Pro competition was awesome. Just about every rider in the AA pro main had won an ABA National at one time or another. There were even some recent winners who didn't make the main. That is how tough it was. Greg Grubbs and Bart McDaniel weren't in there and they won the last two nationals!

Powerlite's Tommy Brackens got a snappin' start and whipped into the first turn with the lead. Last year's Elkhart Champion, Stuart Thomsen, powered by Tommy on the outside. Harry Leary made a move of his own, diving by Tommy

on the inside. Through turn two, Redline's Thomsen was leading with Leary and Brackens holding off the pack for second and third. Coming out of turn two, Thomsen proved what years of experience and training can do. He pulled into a tremendous lead over Leary, winning the race by a mile. Big Stu picked up first, Leary nabbed second, Brackens third and Mark Driscoll bagged fourth place money.

After all of the hectic racing was over, Diamond Back emerged the team trophy winner.

The team race keeps getting tight-

er with only four ABA Nationals left, the standings are: GT-2, Diamond Back-2, Hutch-1, CW-1, JMC-1 and Rebel-1.

The amateur, girls cruisers races are just as close as the team races. The ABA Grandnationals should be a barn burner sellout!!

And so, the Pro-Tec, Zeronine, Gold Line Midwest National is added to the history book of Bud's BMX Park in Elkhart, Indiana. An annual race that brings to mind an old saying, "Old habits are hard to break! . . . Especially if they are from BMX!" ☆

# Midwestern Madness

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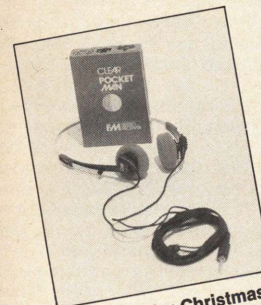
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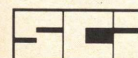
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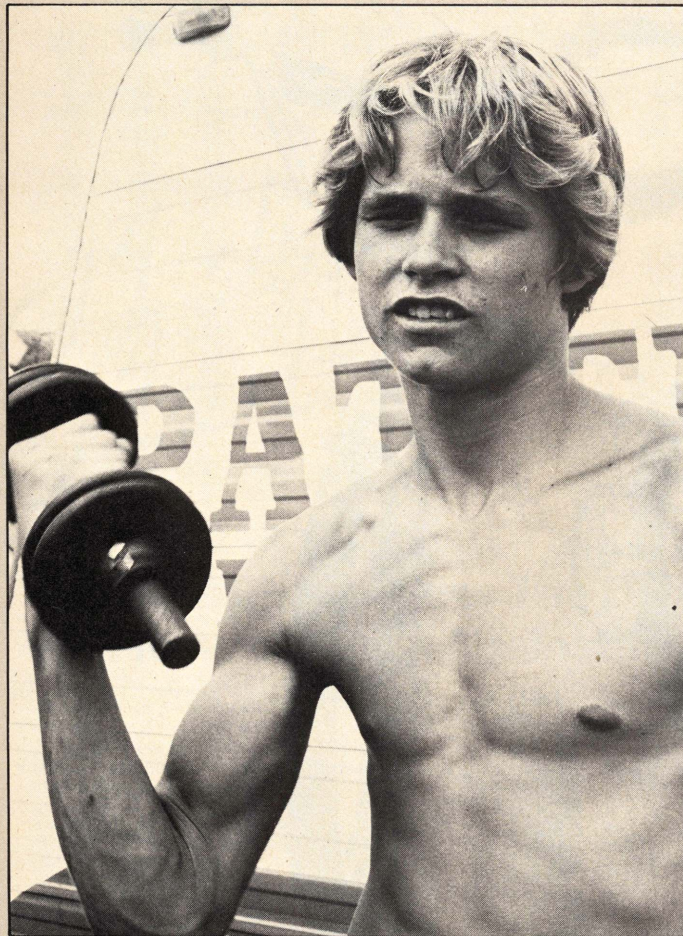
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# AMATEUR

Story & Photos  
by Bob Hadley



**A** most popular topic these days is training. Just what do the pros do to get into shape and keep in shape? Unfortunately most of us aren't pros, so that means our first order is to make it in the amateur class. You can't make it as a pro unless you make it as an amateur first, right? Certainly all of the top non-pros must do some type of training, but what? Just what does a top amateur do to get into shape and keep in shape?

During our probe we talked with some of the top non-pro riders in the country and we came away with some very surprising information. Everyone seems to approach racing the same way and the formula for success is always basic and straightforward. The sophisticated training that we always hear and read about is, for the most part, left for the pros.

Two basic factors evolved from the research and each one plays a varying role as a rider grows older. The two factors are natural ability and developed skill. The varying factor is developed skill: the younger the rider the less developed skill he has had and the more he relies on his natural riding ability in order to win. At the youngest ages in BMX, developed skill has very little role in performance.

As a rider gets a few years of practice and experience under his belt—developing his skill—it starts to become a weighing factor in performance. Training for BMX is usu-

*Richie concentrates his weight training to repetitions with lighter weights, not heavy weights.*

# TRAINING TECHNIQUES

With tips from Richie Anderson,  
Team Patterson and Jon Anderson, Team Redline

ally put into the context of how much the guy weight lifts or runs or whatever, but not enough emphasis is put on riding. Riding is and should be the basic method of training for BMXers on all levels, pro or amateur. This is especially critical for riders in their adolescent stage who are advised to avoid heavy weight training until the bone structure is fully grown.

Generally speaking a rider's natural abilities tend to remain constant as the subject moves up from one age group to the next. But sometimes natural abilities like balance and coordination get upset if the person starts to grow rapidly ("Joey grew two inches in four months!"). When things finally cool off (the growth rate recedes) usually everything goes back to normal and the rider simply adjusts to his new, grown-up framework.

## CASE HISTORIES

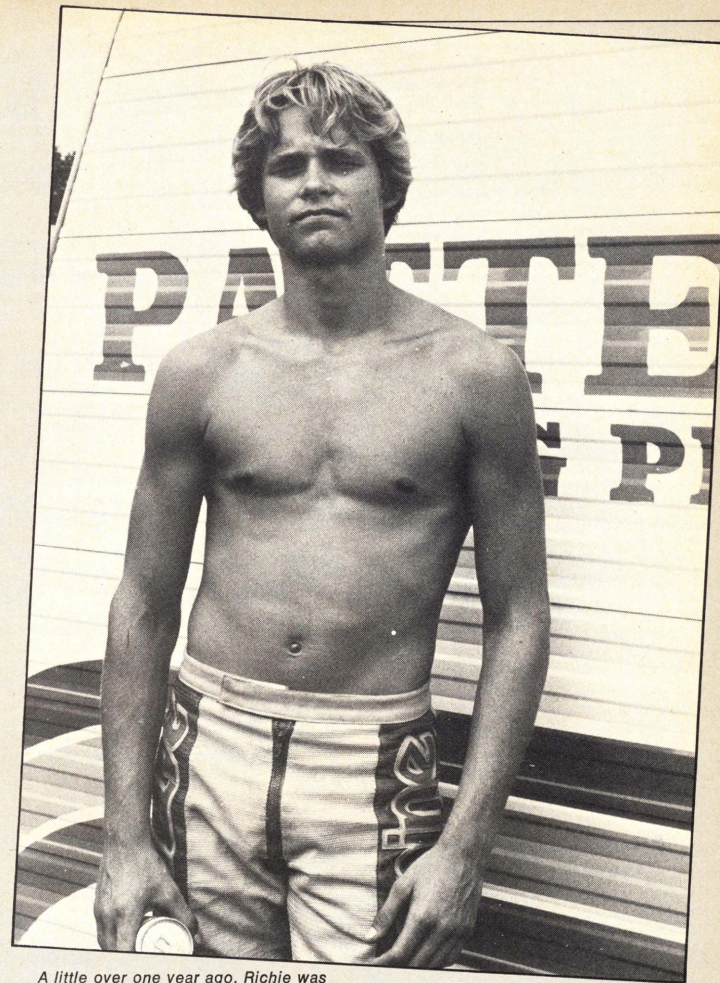
We're lucky to be able to take two of the top amateurs in the country and go through their case histories. Both riders started out at an early age, were successful on natural ability, both worked on developing their skills and now they are successful fifteen year olds. First we will look at Patterson Racing Products sponsored Richie Anderson and then at Redline sponsored Jon Anderson (no relationship between the two).

### RICHIE ANDERSON

During his tenure as ABA National number one, which he won for two straight years in 1979 and 1980, Richie Anderson dominated his class like no one had ever seen before (nor since). During this time (at ages 12 and 13 years) Richie says his training consisted of racing on weekends, during weekdays riding over to see friends to watch TV, and riding home again. Plus practicing starts somewhat regularly.

That's it, no big deal or no big secret training. He had some good racing experience by the time he won his first title, since he started racing when he was nine, but really what he had going for him was a gift to ride and a talent for racing. Even his diet was typical of most kids his age: too much junk food. It was simple: for those two championship years Richie's natural abilities and developed skills reached an uninterrupted peak.

At age fourteen Richie decided to take a short break from the intensity of national competition. After all,



*A little over one year ago, Richie was only 5'2", today he is over 6 feet tall.*

he had won the title back to back—what was there left to prove. In ABA you don't always race against your closest points rival, most often your destiny is at the hands of other riders in other classes.

It takes another natural ability, nerves of steel, to be able to handle the pressure. After the pressure was off and the relaxing over Richie was ready to hit the track again. But right at this time he started growing very fast. The combination of the lay off and the change in body structure called for complete adjustments in his riding style. Consequently age fourteen didn't turn out to be a title year. Still he did very well, by typical standards, he won twenty-four national classes, including eight ABA nationals.

To get an idea of how astonishing Richie Anderson's growth rate was, from the time he just turned fourteen until now, at age fifteen and a half, he grew from five foot two, to six foot one inch! Consider this: every aspect of his riding had to be adjusted to fit his growing frame. He'd get used to one set of bars and then three months later they'd be too small again! The old Avalanche Frame, the Patterson Racing frame named after Richie, had to be abandoned, *his bike, it was too small!* He now rides a full-sized long Patterson, like Brent Patterson's bike.

Just recently Richie has begun a light program of working out with free weights. He's basically under Brent and Brian Patterson's indirect guidance because they know all the routines and make casual recommendations. The emphasis is not on



# AMATEUR TRAINING TECHNIQUES

heavy weights at all, just repetitions or "reps" with lighter weights. Plus Richie concentrates his workouts with weights to develop his upper body strength.

We asked Richie why he started working with weights and we got a very interesting reply; "Weights don't make you any faster, Jackson (Richie calls everyone "Jackson"), but when Eddy King or Andy Patterson go for an inside dive you need those muscles to hold you up against them."

What he does to go faster is back to basics—ride. Richie now goes every day that he isn't traveling to the Vallijo track near his house for an afternoon practice/training/riding session. There he concentrates on starts, jumping, and cornering technique as well as endurance.

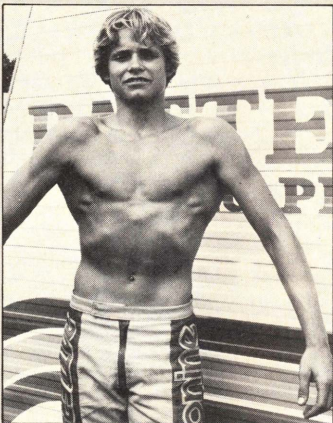
"Jackson" he says loudly, "I know what it takes to be bad!"

At fifteen Richie Anderson seems to have the components of success in his grasp.

## JON ANDERSON

Our next case history involves Redline's Jon Anderson. Jon is not related to Richie at all, aside from being the same age. At five foot six inches Jon is physically much smaller than Richie. Nonetheless he still had to cope with the same growing pains as Richie: The change in technique sizing of components and, ultimately moving from a small frame to a full-size Redline Pro Line. Since Jon wasn't the natural racer like Richie was at an early age (nobody was), he made up for it by building up his developed skill at an earlier age, especially concentrating on race techniques like starts.

At twelve Jon started "working out" on a practice starting gate. The goal was simple—condition the reflexes and develop "burst energy." For the most part his training was as much mental as physical. Doing gate starts is the most difficult technique to get wired. The rider has to cope with a tremendous mental load, coordinating balance, timing, strength and strategy. On top of that—butterflies in the stomach. Practicing starts helped Jon with



Notice the muscles Richie has developed, especially under the arms.



Richie along with "coach" Brent Patterson.

each of these aspects—he is a bullet out of the gate.

Jon's "training" also included, and still includes, hours and hours of riding during the week, as well as participating in various other means of recreation. Today he does not do any regular weight training but he plans to start soon.

Most of the teams that were con-

sulted all agreed on one thing about amateurs in training: go easy on the weights. In fact, several riders who are now beyond that growing stage and *did* experiment with weight lifting found it counterproductive if anything: It wasn't fun. Virtually all agreed: Avoid weights, especially heavy weights, until you're done growing. As usual the best bet is to consult a physician first and then get supervision from an experienced coach.

Older amateurs (above sixteen years old) tend to get into weight training like the pros do but the emphasis is slightly less on max weight and more on light reps. The key to it is don't burn out; don't burn out on any type of training. Use variety, play other sports that require the same type of flexibility as BMX.

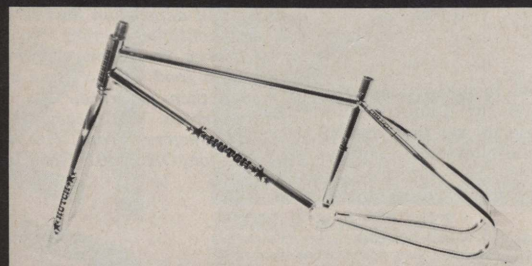
Basketball, soccer, tennis and racketball are excellent training methods plus they are fun. Also swimming is highly regarded by everyone.

One final note: stay away from the candy, soda pop, junk food stuffs. It's hard, maybe harder than training is. Even though Richie Anderson can eat this stuff and still go fast, we're not all Richie Andersons. ☆

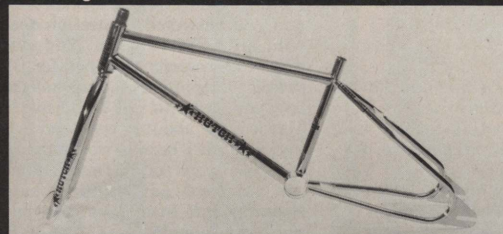
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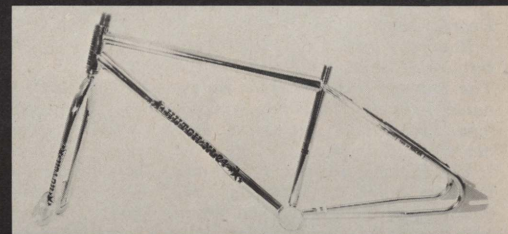
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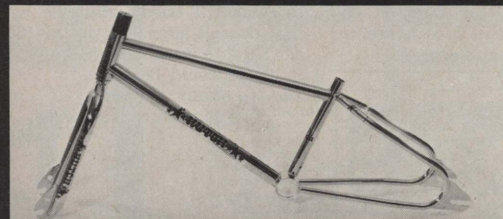
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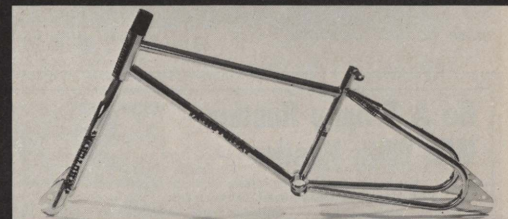
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# BMX-Nuts-N-Bolts

By Russ Okawa

Address all correspondence to:

BMX Nuts-N-Bolts  
Super BMX Magazine  
7950 Deering Avenue  
Canoga Park, California 91304

I've been thinking about getting into racing. I'm fifteen and just bought a bike from a friend last spring. It's a Rampar 400 R-10 and was only two months old and in good shape when I bought it. I was just wondering what your opinion is of a Rampar bike, and if it is a good bike. How come we hardly ever hear about them?

Robert Pierce  
Spart, Illinois

I hope you weren't waiting to hear this before you started racing.—Russ

I just started racing and I now own a Huffly Pro 300 Limited Edition. All my friends say they aren't very good, could you please judge our dispute?

Also where can I find a Huffly Jersey?

If you print this I won't believe it.  
Bob Segrin  
Falmouth, Massachusetts

Dear Robert,

Rampar bikes are distributed through Raleigh dealers in the U.S. The Rampar, rather than the Raleigh name indicates that the bike was made for Raleigh instead of being made by Raleigh.

The Rampar line was a good quality line made to Raleigh's specs. The lack of advertising and promotion was based on two factors. One, Raleigh's emphasis was on 10-speeds and conventional bicycles. Second, the Rampar line was aimed at the more budget-conscious buyer.

Dear Bob,

Believe it! Would you like to try for the Easter Bunny next?

What's good and not good is a value judgment, so there are no definite answers. My question to your friends would be, "my bike isn't very good . . . but, good for what?" I think the main thing is that you are racing, and that bike got you racing. That's good! If you like racing that bike, then it must be good. If you don't like racing that bike figure out

exactly why and consider upgrading till you do like it. The amount of upgrade will depend on how serious you will continue to race. Race a lot, it makes good sense to invest a lot. Not a good idea to spend a lot of money then not race.

Huffly Jersey, that's easy. Write to Huffly Factory Team, P.O. Box 1204, Dayton, OH 45401. Good luck! —Russ

In your February '82 issue I was reading the "Nuts & Bolts" section and you answered a question dealing with an AFM Hawk 3. You said it wasn't necessarily designed for BMX racing. I appreciate your magazine and your articles but I had my little Hawk 1 for about a year and a half, and I think I beat it worse than any of those guys do. I must admit I did put some parts into it, but it's a pretty tuff little bike. Maybe it's not that popular but I like it. I would also like to ask a question; I bought a Pro Hawk and it seems to squeak. I tried tightening it, but that doesn't stop it. Even my father can't figure it out. I would appreciate it if you could help me.

Tony Corrado  
Marlboro, New York

Dear Tony,

Thanks for your letter and your comments. But, "not that popular?" You'd probably freak out if you knew exactly how many of those bikes they sold . . . I know I would.

What I meant was that the equipment and geometry were not aimed at BMX racing, which is not to say it's not strong. Anything can be broken and anything can be made to last. The determining factor is care and riding skill. You obviously have lots of both.

To answer your question about the stem. Sometimes they squeak when the stem moves inside the fork. Dribble a little oil down the stem into the fork and see if that doesn't help.

—Russ



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# Riders Talk

(Continued from page 7)

old and am on the only powder puff team in Stockton, California. During a recent race with my two best friends, my foot slipped the pedal. But, at least I came in second and

won a trophy! Could you suggest some shoes that won't slip the pedal?

Amy Heard  
Stockton, California

There are several brands of shoes designed for BMX. Among them are Vans, Jag/Jox By Thom McAn, Keds and Cool Shoe. You should be able to find most, if not all, of these brands at local shoe stores. I'm wondering if your problem might not be in your pedals. Check to see if your rat trap provides enough gripping surface to keep your foot in place. Maybe you need to get a new set of pedals, there are many good

brands designed for BMX on the market. Included are MKS, KKT, DX by Shimano, Tuff Pedals by Skyway and many others. — Ed.

## WRITE MURRAY, RIGHT?

Please send me some information on how to get a Team Murray uniform. Any information will be appreciated.

Randall Jack  
Shephard, Michigan

Why don't you write directly to Murray. Their address is: Team Murray, P.O. Box 268, Brentwood, TN 37027. — Ed.

## TRACK BUILDING DEPT.

I need some info on how to go about making a track.

Jim Brown  
Spokane County, Washington

There is not enough room in this column to give you all the information you need to build a BMX track, but there is a reference: "BMX: A Complete Guide to Bicycle Motocross," has a section with information about how to build a track. The cost including shipping is \$6.20, order your copy from the publisher: BMX Publications, P.O. Box 715, Van Nuys, CA 91408.

## GET ON THE RIGHT TRACK

I have a Webco Replica dirt bike. We have no racetrack in our city. Do you know where the closest one is? What can we do to get a track here? Also, is there any racing teams in Minnesota?

Todd Kuseske  
St. Cloud, Minnesota

If you would refer to the July 1982 issue of Super BMX you will find a complete racetrack directory. To get a racetrack started, why don't you contact a local bike shop owner or the local parks or recreation department to see if they want to begin a BMX program. As for racing teams, the only one we know of in Minnesota is the Tahoe Racing Team. — Ed.

Address all correspondence to:  
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We cannot print letters that do not include the writer's name and address.



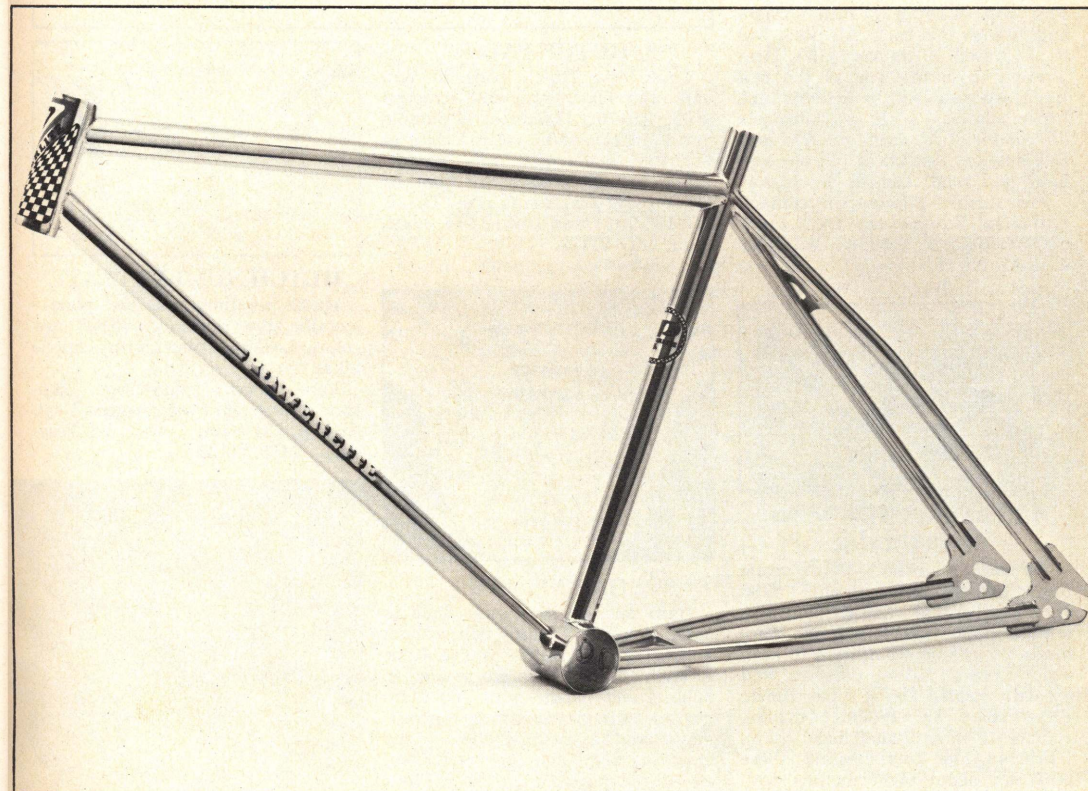
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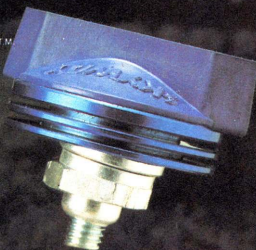
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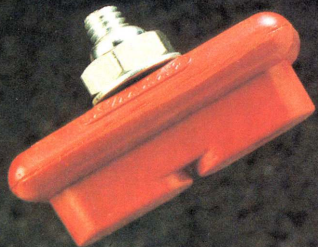
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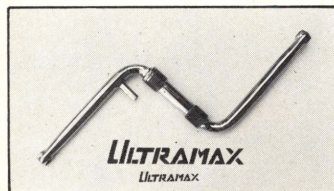
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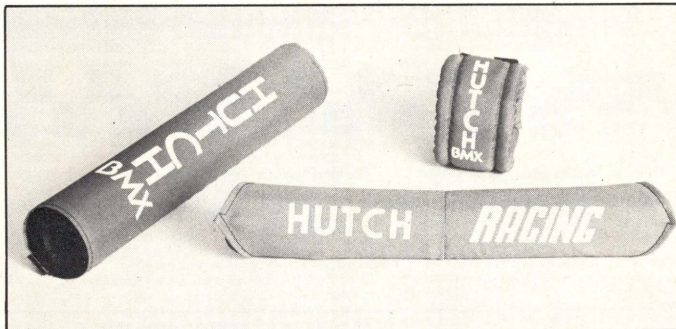
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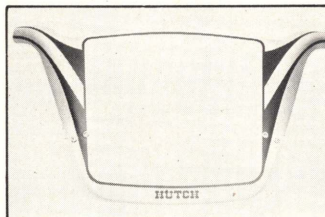
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## HUTCH PADS

Trick new Hutch pads in red, blue, and black with silk screened white lettering. Made of a durable nylon fabric with velcro closures washable to the max.

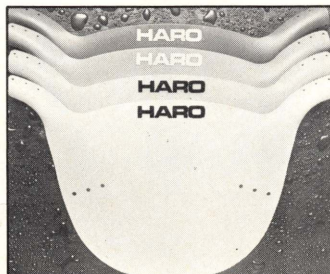
For further information contact: Hutch Hi-Performance, Dept. SBMX, 731 Swan Cove Lane, Pasadena, MD 21122.



## HUTCH NUMBER PLATE

Hutch stadium number plate—metallic silver and black—HOT new color. Looking great with chrome bikes.

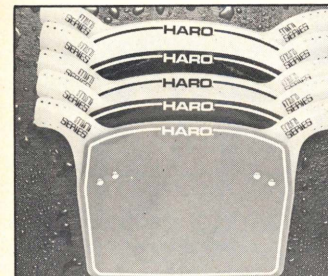
For further information, contact: Hutch Hi-Performance, Dept. SBMX, 731 Swan Cove Lane, Pasadena, MD 21122.



## HARO PLATE

Haro releases its newest plate to date. Simple in construction without sacrificing the quality you've come to know. Color plates are molded in unbreakable plastic with the Haro logo raised and stamped in contrasting colors. Features include assorted mounting holes and four permanent zip ties for easy installation. Best of all, it's a Haro plate at a price anyone can afford. Approximate retail price under \$6.00 at better bike shops.

For further information contact: Haro Designs, Inc., Dept. SBMX, 6066 Corte Del Cedro, Carlsbad, CA 92008.



## HARO MINI

Mini in size but not in quality, Haro Designs releases its pint size version of the popular Series One plate. Designed for 3-inch rise mini bars, these plates feature Haro's original velcro fastening system and adjustment zip tie holes on plate corners. Mini Series take standard Haro Stadium numbers and fit up to four digits with no hassles. Minis

## FREESTYLER

Introducing the new Haro Freestyler, designed by master freestyle rider Bob Haro. This frame incorporates all the features that a great trick bike, or thrasher model should have. Reinforced 4130 chromemoly frame includes double top tube construction, heavy duty rear dropouts with a built-in coaster brake mount-

are thinner than regular plates to reduce weight and are constructed in unbreakable plastic to withstand racing abuse. Haro Mini Series come in five colors: Red, Yellow, Black, Blue and White. All Haro products are sold at leading bicycle shops.

For further information contact: Haro Designs, Inc., Dept. SBMX, 6066 Corte Del Cedro, Carlsbad, CA 92008.

## HARO GLOVES

Haro expands its growing product line with the ultimate in BMX gloves. These gloves are designed with light palm padding to minimize bunching on handle grips and reduce fatigue. Reinforced double stitching in critical areas and flexible padding are used to protect the fingers and outside of the hand. Haro's unique spandex cuff and adjustable velcro strap keep gloves secure and dirt from getting inside.



Ventilated spandex material trap perspiration in and allow air to flow to cool hands naturally. All these features make the new Haro gloves the maximum in hand protection. Gloves come in several color combinations: Red, White, and Blue; Blue and White, and Black and Yellow, all sold at better BMX bicycle shops.

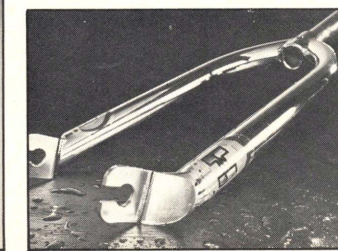
For further information contact: Haro Designs, Inc., Dept. SBMX, 6066 Corte Del Cedro, Carlsbad, CA 92008.



## HARO PADS

Next time you get launched, be sure your bike is equipped with Haro landing pads to ensure a safe landing. Ultra-lightweight nylon pack cloth, velcro fasteners plus Haro's unique racing series graphics will make your ride a sure standout. Pads are constructed with a dense lightweight foam which absorbs shock and rebounds back into shape. This product was designed for the serious BMXer in mind. Available in all the standard sizes and lengths. Look for them at better BMX shops.

For further information contact: Haro Designs, Inc., Dept. SBMX, 6066 Corte Del Cedro, Carlsbad, CA 92008.





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December 27, 28, 29 1982

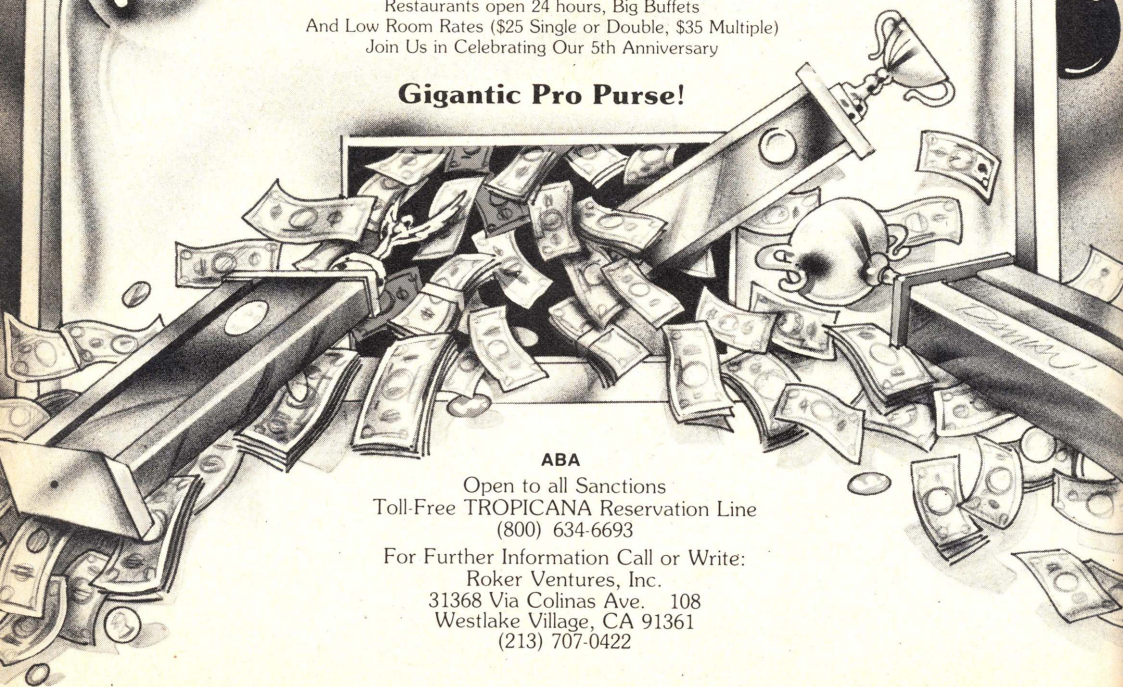
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**Wild SHOT**





# MURRAY'S X24C TEST



Woody giving Yvonne a lift on the Murray X24C.

Itson jumping over the X24C. You see here why you should always wear the proper safety equipment—you never know what you'll run into!

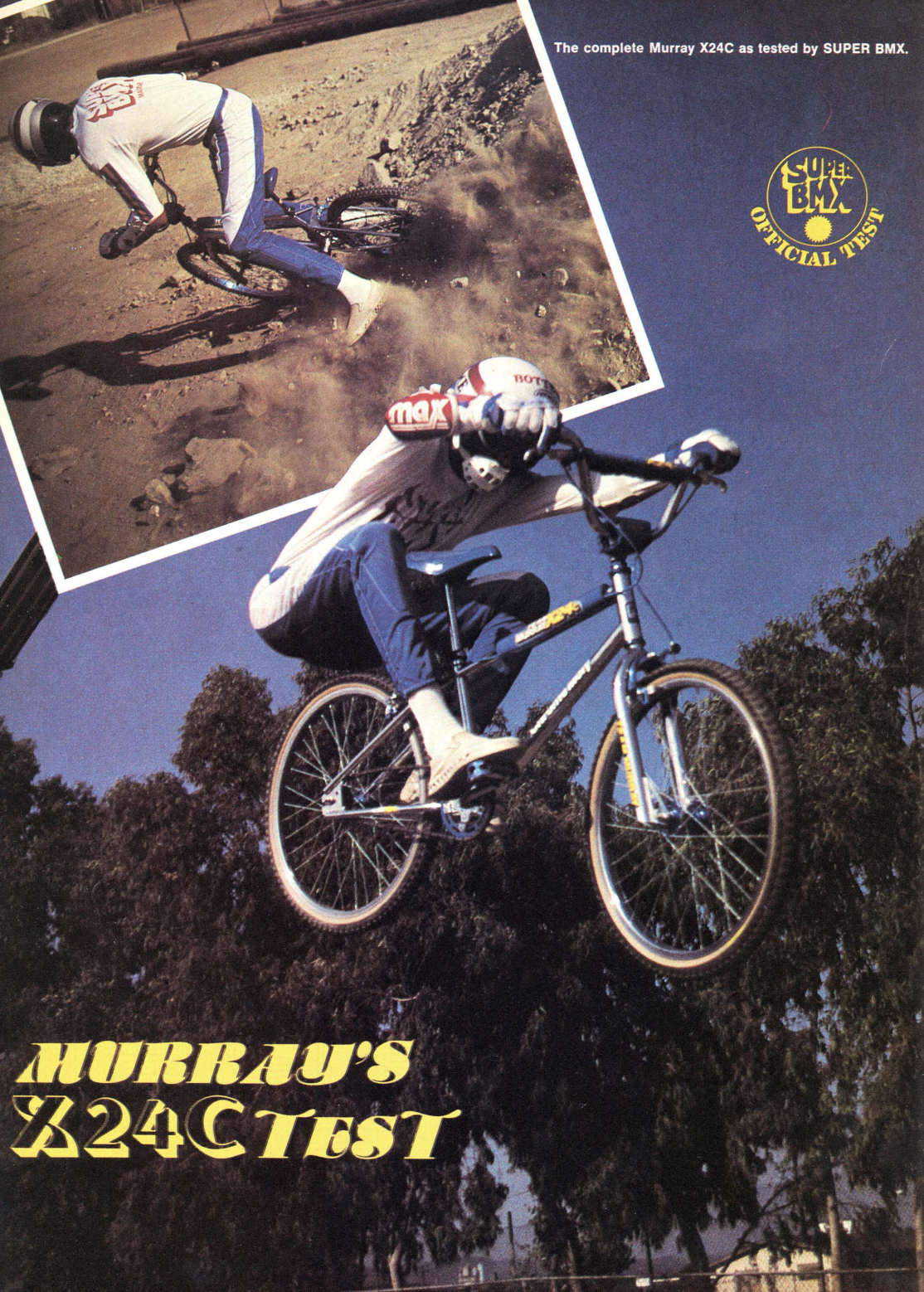


The Murray X24C BMX bike is a prime example of the quality you can expect out of the mass-manufacturers in the bicycle industry. of the first X24Cs made and did a complete evaluation. This time both the bike and rider made it through the process just fine.

Photos by Mike Collins and Dave House



The complete Murray X24C as tested by SUPER BMX.



# MURRAY'S X24C TEST

Story by Woody Itson, Super BMX Test Editor

**M**urray is back on track and ready to attack with their new arsenal of Banzai BMX bikes, without destroying your pocketbook. That's right folks, they (the people at Murray) are looking to regain their number one spot atop the American bicycle sales industry that they once held. With three top notch pros like Jeff Bottema, Scott Clark and Anthony Sewell, not to mention a co-sponsored fully intense freestyle rider by the name of R. L. Osborn, you've got some pretty heavy real estate riding and promoting your products.

Murray's fearsome lineup contains the new X20 and X24 C and R racing models. Include four other X20s, six BMX models, three X24s, two 16s and you've got yourself enough variety to cover anyone from five and under, up to the cruisers and pros. That's right, even the pros.

Test consultant Woody Itson and Yvonne along with the Murray X24C.



Our test assistant Yvonne shows off the Murray X24C near the water at a southern California beach.



These bikes are race ready right out of the box. But the best thing is that they are already available in bike shops and department stores alike.

Murray knows that the peak buying ages are from 11-12 in the bicycle industry. Murray also knows that visuals are what reels in the younger customers. But don't think that this bike is just another dime store cheapie. No sir, these are quality made and quality conscious. Murray equipped their new X24C with brand names like Suntour, Sugio, California Lite, and ACS just to name a few. Now how's that for rad. Here's another bit of information for you that you might find hard to believe, but the same bikes the team rides are the same bikes you can buy.

The Murray X24C might feel a little bit heavier than most chromoly cruisers to lift up, but once on the bike it feels just as light as any other chromoly cruiser.

The Murray X24C that I tested was set up best for a 14-15 year old rider. With a little bit larger handle-



# MURRAY'S X24C TEST

The X24C was designed for people who are a little bit big for a 20-inch bike, but who still want the motocross style.

bars it would be fine for riders 16 years of age and older.

Getting good starts on the Murray X24C Cruiser is no problem, the front end snaps up easy, a little too easy. This problem can be remedied easily by shifting your weight forward to the bars immediately after the gate drops, this also makes for a better start. This same principle applies to speed jumping on the Murray X24C.

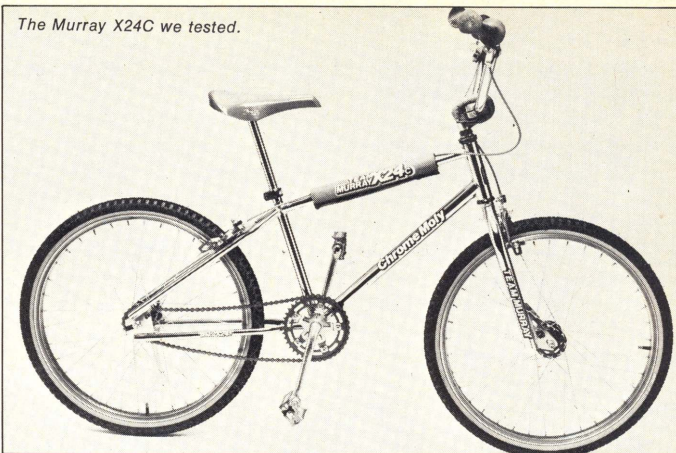
In the air, the Murray X24C is a bit of a twister. At low heights (under four feet) the Murray tends to lean back. At heights of about six feet, it tends to nose dive. My advice to you jumpers out there is to start low and get the feel of the bike first, then go higher. Don't go for max height when you first get on it

because you might end up being sorry.

The turning on the Murray X24C Cruiser is neutral and very predictable. It's a comfortable slider but at high speeds, the front end tends to slide a little bit. To prevent this just shift your weight forward when going into the turns and put your foot down. With this combination, you can go through any turn at any speed.

The appearance of the Murray X24C is very nice. The welding is good and the handling is very predictable. The price is very reasonable and for those of you with a really tight pocketbook, there is a mild steel economy version for quite a bit less. To sum it all up, Murray did it right.

The Murray X24C we tested.



Itson takes the Murray skyward during one of the test sessions.



The Murray withstood many a jump by Woody—it held up every time.



Itson during a long, hard day of bike testing.

In the air, the Murray is a bit of a twister.



The X24C is a comfortable slider and the turning on the Murray is very predictable.

## MURRAY X24C SPECIFICATIONS

Finish: Chrome with Blue Trim  
Weight: 30 lbs., 10 oz.  
Frame: Murray X24C, 4130 Chromoly tubing, TIG welded  
Fork: 4130 Chromoly tubing, 1 1/4" outer diameter, drilled for front brake, chrome plated  
Handlebars: Win chromoly  
Grips: Oakley 3, blue  
Stem: ACS Chromoly, alloy clamp  
Rims: Ukai alloy, 36H, Blue with buffed sides  
Spokes: .080/36, Zinc plated  
Hubs: ACS large flange alloy, blue  
Brakes: Dia Compe MX1000, blue, front & rear  
Tires: New tread design, Skinwall, 24 x 2.125  
Pedals: Arai rat trap with chromoly spindle  
Crank: Sugino one-piece, 7", heat treated steel, chrome plated  
Front Sprocket: Sugino quick-change, 39 teeth, blue alloy  
Rear Sprocket: Suntour freewheel, 18 teeth  
Seat: Elina "UL" plastic with integral seat post  
Seat Post: Chromoly  
Seat Post Clamp: ACS alloy, blue  
Extras: Three California Lite Pads, kickstand, chainguard, and full reflectors





# ☆☆☆☆☆ WIN THE MURRAY X24C WE TESTED! ☆☆☆☆☆



## MURRAY'S X24C TEST

We're at it again! This time we're going to be giving away the Murray X24C we tested, thanks to the folks at Murray Ohio Corporation.

Here's what you have to do to get in on the drawing: Fill out the coupon below and get it into the Super BMX office by December 31, 1982. If you don't have an entry blank, a postcard with your name, address, city, state, zip code along with your phone number will be acceptable. But only one entry per person.

Early next year we will have a drawing, so look for the winner in an upcoming issue of Super BMX Magazine. For your chance at winning this great bike, you must have your entry postmarked by December 31, 1982. Remember there is no purchase necessary, the staff of Super BMX Magazine's decision is final and this contest is void where prohibited by law.

So for your chance at the Murray X24C bike, get your entry in. Remember Super BMX is the only magazine to give a bicycle away each and every month!

Please Print

Name .....

Address .....

City ..... State ..... Zip .....

Phone Number .....

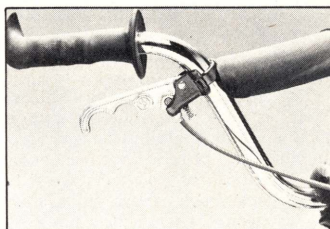
Mail to:

Murray Bike Giveaway  
Super BMX Magazine  
7950 Deering Avenue  
Canoga Park, CA 91304

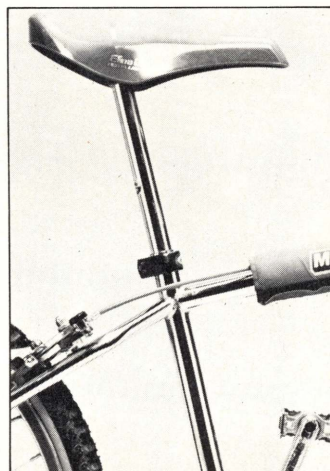
All entries must be postmarked no later than December 31, 1982. ☆



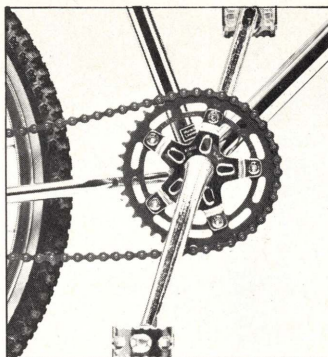
The frame and forks are made of 4130 chromoly.



The handlebars are made of chromoly, grips are by Oakley with brake levers by Dia-Compe.



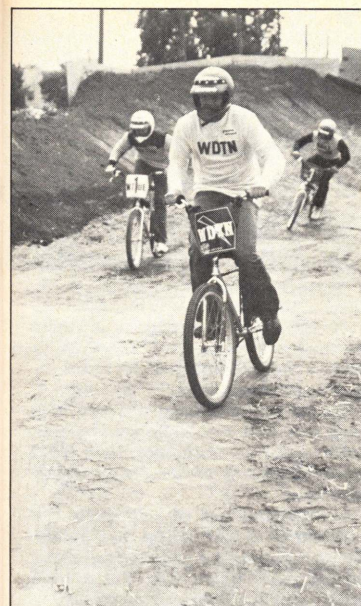
This one comes with an Elina "UL" seat and an ACS alloy seat post clamp.



The Murray is supplied with a 7-inch Sugino one-piece crank, Arai rat trap pedals and a Sugino 39 tooth front sprocket.



Brakes are by Dia-Compe, the Murray comes with a front and rear brake.



"Jarrin" Ken Kettering on his way to his first celebrity race victory.



Ken Kettering receiving his trophy for his first place finish in the celebrity race on Friday, July 23. Said Ken, "it was just a lot of fun to participate."



Some of the foreign riders taking part in the opening parade.



Team Huff was the first team from the U.S. to ride in the opening parade, they carried the flag for this country.

Huffy Corporation of Dayton Ohio was the main sponsor of the 1982 International Bicycle Motocross Federation's (IBMXF) World Championship. The two day race was held in Huffy's back yard at the Montgomery County Fairgrounds and racers from all over the country and all over the world made it to Dayton to take part.

With eleven countries plus the United States being represented, it was truly an international event.

Together with Huffy, four other companies sponsored the World World Championship: Echo Helmets, Grab-On Grips, Vans Shoes and Zeronine Numbers & Number Plates. All of these companies contributed to make the race one of the most exciting BMX events held to date.

The following report covers nearly every aspect of the race as seen by the Super BMX staff present at the World Championship. Together with this report we have compiled sep-

arate reports on each expert class along with some of the other non-novice classes. It is intended to be one of the most complete race reports ever published.

And now, we present the 1982 Huffy World Championship.

### Race Facility

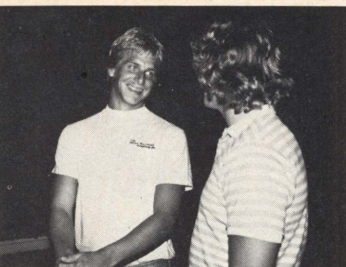
It is commonly said about BMX racetracks that after awhile they all begin to look the same. To some extent at Dayton, this was the case, but there was a little variation that is always welcome. The race was held in an arena at the Montgomery County Fairgrounds, a very small arena. Considering the amount of area allowed for the track, it was certainly long enough. Every available inch was used.

The track itself consisted of two switchbacks and an S-turn with an assortment of various sized jumps and whoops in-between (refer to diagram). The pros seemed to like the track, it was challenging enough for their tastes. However, the parents of the younger riders didn't seem to like the series of four whoops in the last straight. This position became well understood as the first moto progressed. There were far too many crashes going on and most of these happened in the whoop-dees.

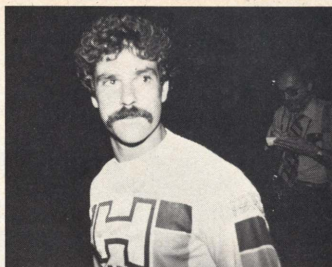
Huffy Corporation together with Echo Helmets, Grab-On Grips, Vans Tennis Shoes and Zeronine were the sponsors of the 1982 IBMXF World Championship BMX race held in Dayton, Ohio. The U.S. played host to 11 foreign countries as the racing was definitely world-class. Greg Hill cleans up cash-wise, Nelson Chanady becomes the first Grand World Champion and SUPER BMX introduces another way of reporting a BMX race.

Story & Photos by Mike Carruth,  
Mike Collins and Raola Luke





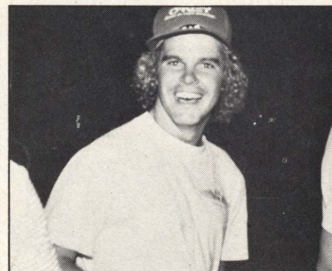
Toby Henderson and Ted Guilmette talking at a party hosted by Whitman's bike shop two days before the World Championship race began.



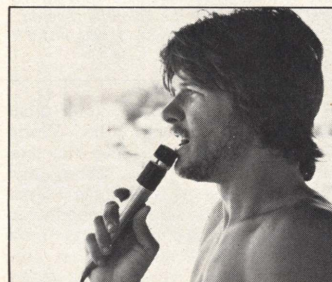
It has been a while since we have seen Perry Kramer, but he made it to Dayton.



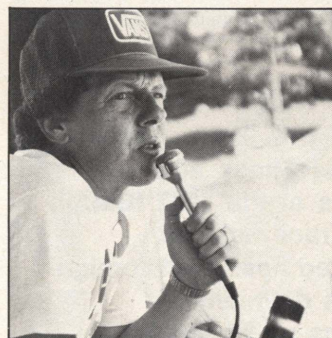
Toby Henderson with a few of his fans.



Smilin' Greg Esser.



Bob Hunt.



Tom McMillan.

At one point, one of the announcers was heard saying that the whoops were "eating the riders alive." This was confirmed by the fact that well over fifteen riders were carried off the track on a stretcher. Fortunately, there were no serious injuries.

Something had to give on this front, and at half way through the first moto race director Bob Tedesco stopped the racing to make a change. The last two obstacles of this four obstacle series were coming out. So Tedesco fired up the bulldozer and proceeded to remove part of the problem.

The crowd seemed to like the decision, they applauded. But when you please one person, you displease another. A few of the pros didn't like the change. And we're sure a few of those that ate it in whoops during the first half of the first round, wondered why they didn't make the change before the race began. At any rate the change was made and it was made in the interest of safety, which has to be the promoters' first concern. Racing resumed within thirty minutes and the number of crashes was reduced considerably.

### Celebrity Action

Local Montgomery County Stars tried their skills at BMX shortly after 12:00 noon, Friday July 23rd. Fifteen local TV, radio and newspaper reporters, along with State Senator Charles Curran and Yogi Bear assistant, Kris Kagler, from Kings Island participated in the opening ceremonies for the first International BMX World Championship.

# International BMX-citement!

With nerves on edge and their adrenaline flowing fast, this was to be the first BMX race for most of the local media stars.

Dividing the fifteen personalities into motos of five each, some riders were about to encounter their first taste of dirt since they were small children.

As the first set of riders left the starting gate, the speed was rather fast for these first time competitors, however after one rider did a nose dive over the first jump, it slowed the rest of the riders down to a pace which they could all handle. It showed those of us who are so used to seeing our youngsters and pros flying on the track that it isn't as easy as it looks.

Those of the local media who were brave enough to attempt their first endeavor as BMX stars were, "Darling" David G. McFarland, WONE Radio, "Rad" Ron Jackson, Daily News; "Leapin" Lee Brenner, WING Radio; Drew Bracken, WDTN-TV; "Terrible" Tom Michaels, WKEF TV; "Thrashin" D. L. Stewart, WHIO Radio; "Jarrin" Ken Kettering, WDTN TV; Marty Richards, WVUP Radio; Bob Batz, filling in for Dale Huffman (no call letters were available); Bob Clark, WTUE Radio, and Steve Allen, WOJX Radio.

The overall first place winner was "Jarrin" Ken Kettering, second place went to Drew Bracken, Tom Michaels took third, Steve Allen fourth, Carl Day fifth, and Ron Jackson settled for sixth.

When asking Ken what did he attribute his winning success to, he commented, "I don't really know, it was just a lot of fun to participate.

A big thanks to the local media stars for helping to promote the #1 fastest growing sport in America and participating in the opening event of the World Championship.

### Pre-Race Ceremonies

Impressive, that would be a good word to describe the pre-race pag-

entry. All of the activities helped get everyone ready for a World class BMX race.

It has been a tradition at big BMX races to have a parade lap before the racing begins. Dayton was no exception. Another tradition is to play "The Theme From Rocky" when the parade lap is going on. Rocky played.

First off, all of the foreign racers made their lap and they were warmly welcomed by the crowd. Following the foreigners, the Huffy Racing Team was introduced and they made their lap. Followed quickly by racers from most of the other teams.

Next, The Mayor of Dayton, Paul R. Leonard, had a few words to say welcoming everyone to Dayton. Then a few of the corporate officers of the Huffy Corporation, including the Chairman of the Board, Stuart Northrop, said a few words. Then representatives of the foreign teams, including Gerritt Does, Secretary



Grab-On brought their balloon to the World Championship.

General of the IBMXF were recognized. This was all followed by an invocation and then the National Anthem.

At one point during all this there was something that we had never seen at a BMX race before. When the race was officially declared "open" the Huffy semi-trailer was opened and out came over one thousand helium-filled balloons. All in Huffy red, white and black.

All of this made the opening ceremonies of the Huffy World Championship worth remembering.

### Attendance

One of the ways that we measure the success of a BMX race is by the number of entries that are received. In this respect, the Huffy World Championship was not even close to

the most successful race held. When you consider how successful the race could have been, then you wonder even more.

Let's examine the situation. The IBMXF is planning on making this a very prestigious race, supposedly the most prestigious. This annual race will determine the World Championship each year. So why were there only approximately 724 entries, when there easily could have been over two thousand? A few factors were involved:

1) The economy; money being tight in all sections of the economy may have resulted in less recreational spending for those that normally would have attended.

2) No points being awarded; the NBL did not choose to award its riders points for the World Championship. This could have hurt the attendance because too many racers have been dedicating their racing solely for chasing points to get a low number. The World Championship could have been determined by many to be an unnecessary expense.

3) High entry fee; in order to sign up the day of the race the cost was \$35 for an age class and \$30 for an open class. There was no lack of top named expert racers who are used to paying these entry fees. For novice class riders, especially in the local area, the promoters may have priced themselves right out of the market. A good alternative for novice class races at these major events would be to offer the larger trophies to the expert classes who pay the higher entry fee. For the novice classes, offer a considerably lower entry fee (say \$8-\$10) and give out smaller trophies. That way more racers would be exposed to major events, keeping both the promoters and the sponsors happy.

4) Confusion over the title "World Championship." For four years now the "World Championship" has been held in Indianapolis during the Christmas holidays. Although last year it was not recognized by either the NBL or the IBMXF, it was still known as the "World Championship." It is possible that riders were confused that this was the officially recognized race, and that the race that will be held this coming December will not be recognized by the IBMXF.

There are certainly other reasons for only attracting the number of racers that the race did, but it was quite obvious who was missing. There was a lack of middle to lower class experts along with novices. These classes are where the promoters and the association needs to work on

prior to their next major event. Hopefully, the above will help with future strategy.



An aerial view of the BMX track at the Montgomery County fairgrounds.

## WHAT DOES IT ALL MEAN?

About halfway through the racing on Sunday, the press was informed what it meant to win your class at the World Championship. For every expert class winner, every powder puff class winner, every cruiser class winner, every open class winner and every pro class winner would be named the "World Champion" for that class. So, by about four o'clock on Sunday, July 25, there were about thirty new "World Champions."

But, there would also be named a "Grand World Champion." The IBMXF decided to let the winner of the 14 through 17 expert classes, the winner of the 14 and over powder puff class, the winner of the 14 and over open class, the winner of the A pro class and the winner of the B pro class compete in one race to determine this "Grand World Champion."

The press was also told that this would also probably be the last year to have a "Grand World Champion." So Nelson Chanady, winner of this title race, may well be the first and the last "Grand World Champion."

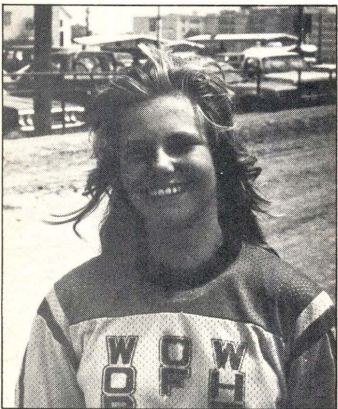
## International Representation

Friday evening marked the beginning of the festivities with a candle light dinner and a social gathering for seventeen representatives from eleven foreign countries. Those representing Holland were: Gerritt Does, Louys Vrijdag, Mieke Does, Peter Smulders. Tony Hoar represented Canada; Tadashu Inoue, from Japan; Jim Oldham, England. Sylvann Billon, Marie Clau, Bernard Janin, Reni Nicolas, Christine Deconclois, Jean Gouraht, Bernard Nicolas and Yves Theubet all from France. Ernest

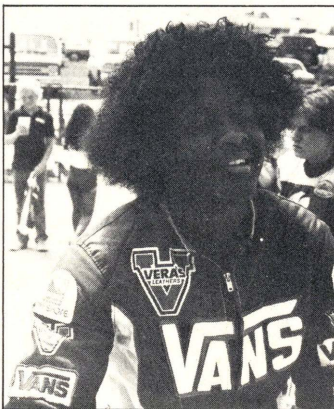
(Continued on page 64)



# IBMXF 1982 WORLD CHAMPIONSHIP



Angie Scott, winner 12-13 Powder Puff class.



Kim Johnson, winner 14 and over Powder Puff class.

## POWDER PUFF CLASSES

**N**ational No. 8, 7 and under powder puff rider Tommarra Crawford, from Illinois, was the one who managed to get the hole shot off the gate and hold her position all the way to capture the title of first place IBMXF World Champion.

The 8-9 Powder Puff World Championship title went to Lisa Terry of California, followed closely by Wendy Sue Winter from Michigan for second place. Foreign rider Leandra Van Eck from Holland captured the fourth place title.

10-11 powder puff winner Robyn DesJardins of Taylor, Michigan, must be taking lessons from her brother, or maybe it's the other way around. Both Robyn and her brother took first place titles.

Andrea Cargle, of Ohio, had the confidence and power she needed in the 12-13 powder puff class to get the holeshot. Unfortunately, it didn't last all the way to the finish as #34 Angie Scott from Texas overtook Andrea and went home with the win in this class.

The 14 and over powder puff class had the tension and excitement of a pro class race. National No. 9 Kim Johnson, of California, led the pack all the way followed closely by National No. 1 Kathy Schachel, of New Jersey, for second.



Kim Johnson coming out of the second turn. Kim won the 14 and over Powder Puff main.



Brent Patterson rounding the second turn at Dayton. Brent won the pro cruiser class at the World Championship.





Greg Hill is on the outside at the first jump as he leads this pro class race to the finish line. Hill was the pro class winner, and the pro trophy winner at Dayton.

# 1982 WORLD IBMXF CHAMPIONSHIP



# PRO CLASSES



Number 1 Brent Patterson and #2X Brian Patterson has the lead over other pro riders in the first turn. Number 6 is Robby Rupe. Brent went on to win the pro cruiser main at the World Championship.



Greg Hill and Tinker Juarez airborne over the whoops.

In one of the pro semis, Greg Hill won the moto after getting stuck with the dreaded lane eight, which was as far to the outside as you could get. Anthony Sewell also won one of the two pro semis. Not from

lane eight, but nevertheless, he did win.

A surprise which occurred was the absence of Stu Thomsen in the main event line-up. Thomsen is always a definite candidate for pro money winner. But, then again, we must remember the way the track was. Anything could happen, and it usually did!

Nevertheless, the line-up for the pro main was nothing less than "awesome." Riders such as Greg Hill (GT BMX). Greg has been winning everything in sight lately, just being in the pro main he is at peak psych. Greg is definitely someone who has their head on straight when it comes to psyching up for a big race. Thus, as Greg spoke prior to the race, he only wanted one thing, to win! Talk about a one-track mind.

Anthony Sewell (Murray): Anthony has been pulling off some cool moves lately. He has been a big problem even to the most in-tune pros; he is overdue on winning a biggie. Anthony was definitely up and ready for this main.

Clint Miller (Torker): Clint has been dealing some pretty hard blows lately. His presence was far from undetected at Dayton, he was in peak physical shape. Winning wouldn't be a hard thing for him to pull off, if his head was dialed in.

Bobby Woods (Mongoose): "Woody" has been on the road a lot lately, racing three plus times a week. After his second place finish at Knoxville, he was pumped up more than a football before the Superbowl. In other words, he was up for a big win at Dayton.

John Piant (Huffy): John, from Missouri, was totally up for this race considering his sponsor, Huffy, sponsored the race. John's winning would top a perfect weekend for Huffy. John hasn't been a stranger to pro mains, he can hang with the best of them!

Jim Piava (Zeronine): Jim has been on a longer dry spell than we can remember. More like a drought. But, these things take time. Any day now it can happen, and look out, baby!

Byron Friday (Scorpion); Byron

has been holding his own lately, and also is ripe for a big win.

Last, but far from least, in the A pro money line-up was Jeff "The Kos" Kosmala (Redline). Kos has been socking it to 'em in 26-inch lately. After a long slump on his 20-inch he finally made it to a pro money main at a big race. Jeff has also been jammin' and is ready for a big win! Look out mama, da Kos is back!

With this kind of real estate, you can imagine what the crowd was like. Actually they were very silent, to quote a phrase; "the calm before the storm." In fact, it was so quiet that you could hear the pro's free-wheels as they were setting their pedals.

A few things that could be of some material meaning: Another rider absent from the pro line-up was Harry Leary. Harry was a victim of the gnarly track, or something. He found himself sitting in the hospital for awhile on Saturday, and in a chair on the sidelines Sunday. Rest on Harry, hope to see you back soon.

Also on the injured list for Dayton was Huffy's Mat Harris. Mat was practicing on Friday and acquired a shoulder injury when he fell over the second set of whoops, the same set that were 86ed the first day.

Hot gearing pro-wise hung somewhere around a 42-43/16, although some amateurs were running a might harder.

## A Pro Money Main

The hole shot went to Anthony Sewell, with Hill on him. They went into the dreaded first turn, where everyone we talked to predicted a crash, Hill made his move and passed Sewell. Former teammates Kos and Woods crashed, eliminating their chances for a respectable finish.

Hill had it locked up as he rounded the last corner, but everyone knew that the fight wasn't over until you were over the last turn. That turn had two whoop-dees in it, and made for many shattered dreams.

26.18 seconds after the gate dropped, Greg Hill became the pro World Champion, and much richer. \$2,000 richer to be exact.

Anthony Sewell made it in about a bike length behind Hill for a second place finish, and a \$1,200 share of the \$5,000 A pro purse.

## Pro Trophy Main

This one consisted of a lot of heavies, too. Some of whom were after a double score, some who were content with one, and others who weren't content with one but just had to deal with it.

On the line for the pro trophy main were: Jeff Kosmala (Redline), Stu Thomsen (Redline), Bobby Woods (Mongoose), Kevin Jackson (Mongoose), Scott Clark (Murray), Tommy Brackens (Powerlite) and Greg Hill (GT BMX).

As the announcer told the starter to "let 'em go," the tension was as high as the pro money main, but for a different reason. Some spectators wanted Greg Hill to win and gain a double. Some wanted to see the other riders win; but whatever the case it was an exciting scene to be a part of.

From the first pedal of the race till the final ounce of energy was used, the pro trophy main was an exciting one. Tommy Brackens, from

Los Angeles, California, had a nice start and a pretty sizeable hole shot. He knew that Stu was right on him, not giving him a knobby, or a mega second to make a mistake. In the first turn it was Tommy and Stu still battling it out, and Hill in a surprising fourth place. Hill pretty much came out of nowhere to pass three riders and assume the lead. Thereby strengthening his chances for a double. The order at the finish was: Hill, Thomsen, Woods and Kosmala. Tommy had crashed on the whoop-dees, hurting his wrist and shoulder.

With the end of this race came a double for Greg Hill. A feat which was double the trouble, yet double the fun. Congrats, Greg!

## Pro Cruiser Main

The final main of the day was on the gate: The pro cruiser main. It was as intense as the pro money main, on the line were: Brent and Brian Patterson (Patterson Racing); Clarence Perry (CW Racing); Anthony Sewell (Murray); Kenny Nachman (Mongoose); Kevin Jackson; Ted Guilmette (Scorpion), and Jeff Kosmala (Redline).

# OPEN CLASSES



Jerry Pardue, winner 12-13 open class.

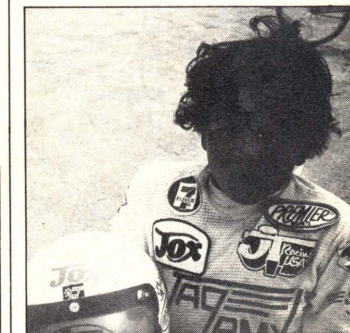


Jason Jensen had a tough time of it at Dayton.

As the truck horn starting tones went off it just meant the start of another race to a lot of people. But to many others it meant the conclusion to a great day, and great weekend of racing. Before this gets too mushy, we'll tell you about the pro cruiser main: Clarence Perry had a beautiful start and it looked pretty strong. Brent Patterson wanted the win so bad that he forgot about the dreaded first turn and went full bore. We guess it payed off because that's just where Brent passed Clarence. Final order was: Brent Patterson, Perry, Anthony Sewell, Brian Patterson and Nachman.

Yes, sports fans, the final main of the day was won by Brent Patterson. They said you couldn't do it any more, guess you fooled 'em, 'ey Brent?

# SIX AND UNDER EXPERTS



Brit Adeoud, winner 6 and under expert class.

Six-year-old expert rider Brit Adeoud (pronounced A-dude), riding for Jag out of California, seemed to have his share of problems Saturday by falling in both of his motos. Sunday seemed to be a better day as he managed to come back with a first in his first moto. When talking with Brit's father, Dick Adeoud, he said, "it would be very doubtful if Brit would even make it to the semi because of so many points." However, with a little bit of luck on Brit's side, he did make it to the main and overcame his bad luck to take home a beautiful first place trophy twice his size, and a title a mile long.

# 1982 WORLD IBMXF CHAMPIONSHIP



## SEVEN EXPERTS

The 7 expert main featured riders from the east, midwest and west along with a rider from Canada. Little Ryan Fien had to be the favorite for this one, he did some very impressive racing during the motos. After the gate fell, Brian Colegrove, of Michigan, gave Ryan a run for his money, but in the end Ryan took the win. Colegrove the second, Gary DeBacker the third with Damon McDougal finishing fourth.



Ryan Fien.

Number 11 Ryan Fien leads other 7 experts out of the first turn.



Pedro Nunez, winner 8 expert class.

## EIGHT EXPERTS

The 8 expert class had one full gate of Hot Shoes. Little Justin Roos, of Arizona, pulled the hole shot with National No. 1 Andrew Soule, from Michigan. National No. 2 Shelby James, from Florida, and Brad Moore, from Indiana, all even with Justin within just a few feet of starting gate. With all four of these top riders going neck and neck over the first jump, it was almost inevitable that a crash would follow, which is exactly what took place. That was when No. 094 Pedro Nunez, of Puerto Rico, took the lead to take home one of the beautiful first place World Championship trophies to his country.



Jason Theodore, winner 9 expert class.

## NINE EXPERTS

National No. 2 Jason Theodore, from Pennsylvania, was the 9 expert winner pulling the lead off the gate, followed closely by National No. 1 Kelly McDouglas, from Florida, for second place.



Jason Theodore with front wheel up as he takes the second turn at Dayton.

## TEN EXPERTS

No. 48G Monte Gray, of Texas, along with National No. 2 Sam Arellano, of California, and National No. 1 Jason Jensen, of California, battled it out for the IBMXF World Championship title in the 10 expert class. Monte Gray proved to be the stronger rider in the main by getting the hole shot and remaining in the lead to the finish.



Monte Gray, winner 10 expert class.



Monte Gray and Sam Arellano making their way out of the second turn. Monte went on to win the 10 expert class while Sam won the 10-11 open.



Sam Arellano placed second behind Monte Gray in the 10 expert class main.

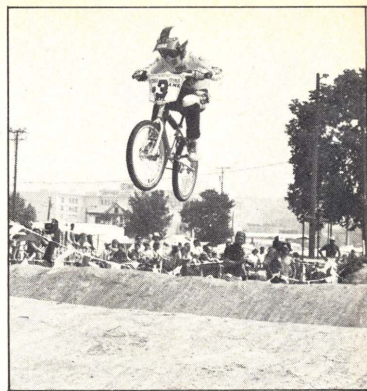


# ELEVEN EXPERTS

With the 11 experts on the gate, it was anybody's guess as to who would pull off the win. As the gate dropped, National No. 6, Kevin "Special K" Collins, from Michigan, pulled the hole shot with National No. 3 Tony "The Tiger" Luke (Powerlite) right beside him. Going over the first jump, the Tiger put on the speed and took the first berm high and passed Special "K" on the outside. The rest was history as Tony "The Tiger" took home the gold.



Tony Luke, winner 11 expert class.



Tony "The Tiger" Luke flyin' high over the whoops.

# TWELVE EXPERTS

The 12 expert main looked something like this: Mike Horton had the hole shot and Mike Lynch from SE was even with Horton, but on the inside. It turned out that the two had one awesome crash on the first jump. Steve Veltman, who at the time of the crash was in third place, took over the lead. Carl Butler from JMC was the new second place rider, and Paul Schmardi was third.



Steve Veltman, winner 12 expert class.



Heading towards the whoops is Steve Veltman (Hutch).

# IBMXF WORLD CHAMPIONSHIP



Darrell Young hugs close to the inside at the second jump. Young was the winner in the 15 expert class.





Hutch's Tim Judge guides his big bike over the second jump ahead of Brett Allen.

# IBMXF WORLD CHAMPIONSHIP

## THIRTEEN EXPERTS



Freddie Hooper, winner 13 expert class.

The 13 expert main saw Freddie Hooper get the hole shot and hold it for about half the race. All the while Greg Beller from Quickline was jammin' in back of him and ready to pass at any time. Jerry Pardue, a Powerlite rider, was in third and Brian Gass from Vans was fourth. Greg Beller ran off the track in the last turn and changed the order to: Hooper, Gass, Pardue and Eddie Robison.



Number 10 Freddie Hooper has a slight lead over other riders in this 13 expert moto.

## FOURTEEN EXPERTS

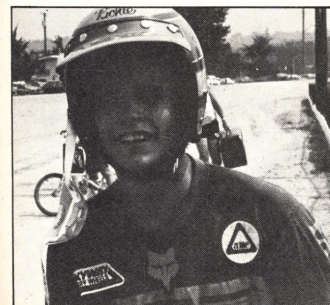
When the 14 expert main approached the hill, everyone knew that it wouldn't be an easy one for anyone to win. They did know, however, that it would be a very exciting one. Full of action.

Richie Anderson (Patterson Racing) came out of lane eight and eventually won it. Kelly McDougall got tangled up with Mike Salido in the first turn and Ron House (Huffy) fell into the second slot, while Kelly was in third. The final order in the 14 expert main was: Richie Anderson, Ron House, Kelly McDougall and Jon Anderson.



Richie Anderson has the lead coming out of the first turn over #5 Andy Patterson (Skyway) and #5 Dave Marietti. This was

taken during a 14 and over open class moto. Richie Anderson won the 14 expert main.



Richie Anderson, winner 14 expert class.



Richie Anderson has the middle with Tom Christopher on the outside and Mike Salido on the inside at the first jump. This was taken during a 14 expert class moto.



Huffy's Ron House took the second in the 14 expert class at Dayton.



# FIFTEEN EXPERTS

The 15 expert main is always pretty exciting: With riders like Charlie Williams (Hutch), Darrell Young (JMC), Pete Loncarevich (Diamond Back), Gary Ellis (Kuwahara), John Copeland (Diamond Back) and Tom White (The Hot Shop).

When the gate went down, the crowd went almost wild as they did with the pro main. There was still that bit of doubt as to who would crash, if anyone, and where.

On Saturday night we spoke to Charlie Wililams. To put it into his

words: "The mains are going to be crazy, with people crashing all over the place and people getting lucky, avoiding the crashes and winning." In Charlie's main, something of that sort happened.

Mark Hayes had the hole shot with Tom White in second and Darrell in third. Mark and Tom were "crashing all over the place," Darrell avoided the crash along with the rest of the race.

Often riders with the most skill hung back and waited for a crash to happen. If they were in front with

the leading rider and he got squirrelly, pop goes the balloon. When this happens, who knows how many dollars were spent in vain.

Into the second turn the order was: Young, Loncarevich, Copeland and Williams. We guess you could call it a little luck, a little skill, a little prayer, etc., but Charlie put on one of the most awesome swoops we have ever seen. At the time he went into the second turn he was in fourth, but by the time Williams came out of the turn he was in second. Final order was: Darrell Young, Charlie Williams, Pete Loncarevich, John Copeland and Gary Ellis. Oh, whatever happened to Tom White and Mark Hayes; well, they wrecked in the first turn. Hey Charlie, ever think of going into fortune telling?



On the right is Darrell Young (JMC) with Mahlon Abrams on the left. These riders are coming out of the second turn, heading for the whoops.

# 1982 IBMXF WORLD CHAMPIONSHIP

60 super bmx



Darrell Young, winner 15 expert class.

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# SIXTEEN EXPERTS

The 16 expert main was stacked higher than the house's chips at Las Vegas. In this one we had: Roger Williams, Ken Aman, Billy McConnell, Ronald Jessup, David Marietti, Richard Zagars, Craig Marchbank and Don Dillen.

Dave Marietti had some trubs when he bumped someone while the race was still on the starting hill. Rich Zagars (Scorpion) came out of lane eight to end up winning the 16 expert main. Ronald Jessup took the second, David Marietti placed third and Craig Marchbank went home with the fourth.



Richard Zagars tackling the treacherous whoops.



Richard Zagars ahead of Gary Haselhorst as they come out of the first turn.



Nelson Chanady is having no problems leading this open class race. Behind Nelson is Gary Haselhorst with #7 Ron House close behind. Nelson won the 17 expert class and won the final race at Dayton to be named the overall World Champion.



Nelson Chanady, winner 17 and over expert class.



Third jump action featuring Nelson Chanady and Eddy King. Chanady won the 17 expert class with Eddy King having to settle for the fourth.

## SEVENTEEN AND OVER

Seventeen and over expert main was symbolic as the last class main of the day. In this one we had: Nelson Chanady (The Hot Shop); Tracer Finn (CW Racing); Don Johle (Race Ready); Eddy King

(Diamond Back); Brett Allen (Mongoose); Andy Russ; Shannon Williams and Jeff Foshag.

As the gate dropped the riders lunged forward and put on full power into the first turn. That same turn which had taken many a rider, from pro to 7 and under powder puff down. Nelson had the inside line into the first turn, Don Johle had the outside line into the turn and Tracer Finn had the middle line.

It was sort of like seeing a motorcycle motocross race where you have a first turn wide enough for three riders maximum, with a 40-rider moto going into it all wide open, and going for it. By the third turn Nelson had it pretty much sewn up, that is, if there were no crashes. Don and Tracer were still battling for second. Final order was: Nelson Chanady, Tracer Finn, Don Johle and Eddy King. ☆

# 1982

# IBMXF WORLD

# CHAMPIONSHIP



# International BMX-citement!

(Continued from page 47)

Law, Hong Kong, and Armand Blon-dien from Belgium.

The social gathering of represent-atives from the different countries, major manufacturing companies and magazines gave everyone a chance to view their opinions and discuss the sport of BMX and learn from each other different ways in which to help the sport grow. The gathering came to a close around 11:00 p.m. so that everyone would be ready for the big International event the fol-lowing morning.

The event started early Saturday morning with the stirring music from the movie "Rocky" which set the pace for the opening ceremonies of the first annual World Champion-ship. Having approximately 100 for-ign riders from eleven different countries leading the parade and fol-lowed by all the top bicycle manu-facturers' teams, gave truly an Inter-national feeling between the coun-tries involved and the United States.

Riders that represented the IBMXF were from Hong Kong, Puerto Rico, Chile, Venezuela, Japan, Holland, Germany, Canada, Eng-land, Belgium and France.

It was a most impressive and beau-tiful sight as each group of riders from their country carried the flag

around the track and all stood at attention as the National Anthem was played.

As the International event got un-derway, it couldn't help be noticed the relaxed atmosphere between the people from each of the countries. One example was watching little five-year-old Timmy Soule (Hutch) be-come friends with fourteen-year-old Nelson Ruiz Colon from Puerto Rico. These two riders could not under-stand each other's language, but yet became inseparable friends.

The reason for the relaxed atmo-sphere was essentially because the way the event was run. It was well organized, and everyone was very helpful wherever they were needed.

It goes without saying you can't please all the people all the time, but on the whole, everyone seemed to be very happy with the complete race. Especially considering its inter-national aspects.

## Other Activities

"Extra-curricular" is a term ref-erring to activities associated with school that do not happen during school hours and that many times do not have anything to do with courses taught. Extra-curricular activities at the Huff World Championship were things that were going on that had little or nothing to do with BMX racing.

To start things off, the race was held on the same weekend that the Dayton International Air Fair was being held in nearby Vandalia. In conjunction with the Air Show there was an Air Fair Parade, and partici-pating in the parade were many of the BMXers from here and abroad. The parade took place on Friday, July 23.

On Saturday, July 24, while the racing was going on the folks from Grab-On gave rides in their hot air balloon. The balloon was shipped in just for this event from Grab-On's headquarters in Walla Walla, Wash-ington.

After the first round of motos and before the second round began, four of Huff's Ten-speed Racing Team did a demonstration on the BMX track. And then there were concerts.

Beginning at 2 p.m. four concerts

## RACE OVERVIEW

On Sunday crashes were fortunately held to a minimum, which made for a lot more "go for it" sort of racing. The qualifiers saw a normal amount of crash-es due to the nature of what was at hand. If you went for it, and made the main, there was one chance in eight that you would go home a World Cham-pion. However, if you didn't go for it, you didn't have a cat's chance in a room full of rockin' chairs to go home with anything. That is, anything but your body and your bike in one piece. It really de-pends on how you look at it.

The main reason for all of the crashes on Saturday was that the riders didn't know just how to handle the demanding track. They went full bore around the whole track. The crashes were brought down considerably on Sunday because the riders knew from past experience just what to expect from the jumps, berms, etc., and how fast is the fastest you could take them.

were put on for the BMXers, their families and anyone else brave enough to attend. Two groups per-formed: The Lovers and Squeaky Rocks BMX. Each of these groups made two appearances.

On Saturday the Vans trick team entertained the crowd by doing some of the stunts that have made them one of the leading BMX freestyle teams in the nation.

On Sunday, July 25, Grab-On con-tinued to give hot air balloon rides to anyone who dared. And then dan-cing went to the streets. "Orange Blossom Express" performed one of the fastest growing dance forms in this country, a little edification for the motocrossers.

To wrap up everything, the coun-try rock group Bramble performed twice for the crowds.

Dayton was definitely a happening place as there was something for everyone to do, besides watch an exciting BMX race.

## Announcing

In order for a race to really be exciting for the spectators, it must have a good announcer. Well, the Dayton race didn't have just one good announcer, it had three great announcers.

The announcing staff was headed by racer Bob Hunt from Missouri, Carmen Enciso from Pennsylvania and Tom McMillan from Minnesota. All three of these gentlemen did everything they could to keep all up to date on the activities and do

some pretty heavy duty race re-porting.

By the time the main events rolled around on Sunday afternoon they were so excited that the public ad-dress system decided it couldn't handle their voices anymore, and started cutting out. The boys in the tower did some quick thinking and moved their announcing post to the opposite side of the race track where a second PA system was all ready to go. That system was originally only going to be used during the trophy presentation, but it was called into service early.

## Meeting Schedules

When you look back at the week-end's activities at the Huff World Championship, you'll find that things went a little ahead of schedule. Something that doesn't happen too often.

The racing on Saturday was sup-posed to start at 9:30 a.m., racing actually began at 9:27. The racing was supposed to be completed by 7 p.m., things were done as far as racing goes by 4:30 p.m. But, there were not as many races as were anticipated and it took about seven hours to run the first two rounds of motos (about 310 races). Contribut-ing to the length of time involved was the number of accidents and the changes made to the track after the races started.

On Sunday the race started a little behind schedule, but because the races during the third round ran so quickly they didn't need to start right at 8:30 a.m. They actually got underway at 9:10. You want to know about finishing time, well everything was wrapped up and trophies were being handed out by about 3:30 p.m. Sunday's racing was among the smoothest anywhere. Those doing the organizing did one heck of a job on both Saturday and Sunday.



About half way through the first round of motos on Saturday, Bob Tedesco decided the track needed some changes. He proceeded to take out two of the four whoops, this resulted in saving many accidents.

## Medical Staff

Eventually, BMX on a whole will have medics who are trained specif-ically to handle the problems asso-ciated with a race. Those responsible for the medical services at the World Championship may have caused as many problems as they solved. Don't get us wrong, they were only doing their jobs but they obviously hadn't been to a BMX race before.

Because the paramedics were un-familiar with a motocross event, they treated every scrape or ache as a "major" injury. They carried far too many people off the track, rather than letting them get up and walk it off. They also took too many racers to the hospital. Racers that really had no reason to go to the hospital.

We guess it is better to be safe than sorry, but there has to be a limit somewhere. We talked with Davida Thompson of the Miami Val-ley Hospital, the facility that the racers were taken to. According to Ms. Thompson, about twenty per-sons were taken to the hospital on Saturday. Of those twenty, one was still at the hospital getting a broken wrist set, and another was released with a broken ankle that had been set. But that was the most serious of the injuries. It is suspected that far too many trips to the hospital were taken that day.

It might be noted that the number of accidents and the number of riders that were taken to the hospital were reduced dramatically on Sunday. This was because the track was changed on Saturday, because the racers were used to the course and because the paramedics were told by the promoters when to take someone off the track.

In fact, we do not believe that anybody was taken to the hospital on Sunday.

With a team of medical personnel that are trained for BMX races only those racers that are really injured would be taken to the hospital. In this case, certainly fewer would have made the trip, maybe as few as two or three. And who benefited by all these ambulance rides, only the am-bulance service.

## Sponsor's Views

When interviewing the five spon-sors at the World Championship and asking their opinion of their involve-ment and how they felt about the way the race was run, the following was their comments:

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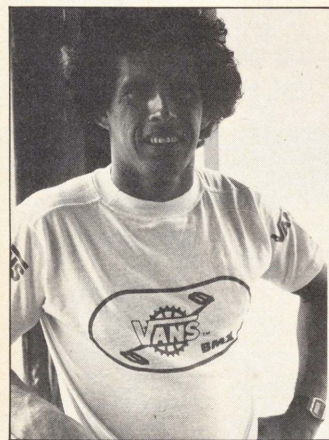




Huffy representative, Phyllis McCullough.

**Phyllis McCullough—  
Huffy Corporation**

"My first main goal was to have a professionally run race. That is why I contacted the NBL and asked them to completely handle running the event. My second goal was to have more outside interest and involvement by the public. This was the reason for having the celebrity race. By having the local media participate along with the State Senator, it gave the sport more television, radio and newspaper coverage which will in turn help the sport grow. I also feel the NBL did a fine job with all their decisions and the race was run as well as any other big event."



Everett Rosecrans from Vans.

**Everett Rosecrans—Vans Shoes**

"My main involvement of course was for publicity on my Vans' BMX 66 super bmx

racing shoes. I feel that the race would have been much better run had there been a track for both the pros and amateurs. That way there wouldn't have been so many accidents, and the race could have been run much smoother.

"I feel the race was run very well other than for the problem that the track was a difficult track for the amateur rider."

**Bob Wright—Echo Helmets**

"My main goal was to get public interest in my helmets and meet other manufacturer representatives.

"I thought the race was well organized, however, I felt the infield of the track should have been wider so that the medics could have taken care of the accidents much better. I was very happy to see that two of the whoop-de-dos were taken out. I feel that saved on a lot of accidents, especially for the foreign riders."

**Zane Seely—Grab-On Grips**

"Our main goal is to come to races not only to make the public aware of our products, but to talk to the riders to find out the pros and cons to our grip. Like what they like and what they don't like. Our main goal is to please the BMXer so that they feel they are getting the most power out of what they are using. It was also a good chance to show our new MX3 grips.

"We would like to see more large manufacturers involved and feel that there needs to be more television publicity and coverage before the sport will grow. We felt the race was well organized and well run."

**Owen Scheppman—Zeronine**

"I came to this race to keep the BMX industry informed that Zeronine is involved in the sport and also to inform the foreigners of the same thing. I was particularly enthused about the international event because it was a good way to promote the sport throughout the world.

"The race was very colorful, well organized and everybody had a good time. I'm glad Zeronine was a part of it."

**TOP RIDERS SPEAK OUT**

Okay, first we are talking with Kevin Jackson of Factory Mongoose. "Kevin, what are your feelings on the

track, and the race today in general?"

"Well, I think that the track is in good condition and everything, I think that it's fine. I also think that for as small as it is, it's a neat little track.

"Okay, what improvements do you think could have been made to make the track better?"

"Well, I think that it could have been a little smoother."

"So, Kevin, how are you doing, racing wise, today?"

"So far in pro today, I have a third, and a fourth, Pro trophy, I have two seconds, and in pro cruiser, I also have two seconds. . . ."

"All right Kevin, thanks a lot, and good luck tomorrow."

From Kevin Jackson, we move on to Greg Esser. "Greg, what are your feelings on the track today?"

"I think that the track is pretty good, except for the first turn, it's too tight."

"Okay, great, so how are you doing in your racing today?"

"Well, so far I have a third the first moto, and I was leading the second moto, and I crashed, all by myself."

"What a bummer!"

"Hey, Greg Hill, tell us what you think personally about the track design, and in general."

"Well, the track design is all right. I can live with it, but the dirt that they used to build the track on is pretty lame. Because, you know, it has pebbles in it and stuff, but it's pretty good."

"Greg, if you don't mind, could you let the readers of SUPER in on your gearing secrets."

"Well, I can tell you that most of the pros are using either 42 or 43 in the front, and 16 in the rear."

"Greg, thank you for sharing this with us, and good luck tomorrow. . . . Oh, and you too, Esser."

"Thanks, yeah, thanks."

Moving on, we have one of the mini stars of the day, Jason Kick. "How do you like this track, and if it were up to you, what would you change?"

"Well, first of all, I think that the track's great, it's rad. I like a demanding track, it shows who has the skill."

"Yeah, really, you have the comp, that's for sure, how do you feel about

Nelson Chanady won the 17 and over expert class and was also named the overall World Champion at this first IBMXF World Championship race in Dayton.

the change in the track, do you like it better this way, or before?"

"Well, Mike, I really don't know, I like it pretty much the same."

"Jason, how did you do today, did you have Jensen, Arellano, or anyone like that in your moto?"

"I didn't have Jason (Jensen), or Sam (Arellano) in my moto but I did have a tough time, those guys are just as good. I like a demanding track, and that's what I think is going to make a difference. I got two firsts so far, I'm doing all right."

Our next victim is Hutch's Charlie Williams. "Tell us your feelings on the track as well as your opinion about today's racing, plus any other dribble that you want to add."

"Well, first of all, I think that the two jumps in the first straight are very necessary. If they were not there, you would be hitting an almost vert, ninety degree berm. There would be more crashes than they already have. As it is right now, I think that the pro main is going to be crazy, with people going down all over the place, and people taking out other people. Also, I think that that it was a pretty good idea to take out the whoop-dees. It slowed down racing considerably, and people were really getting banged up bad, which prolonged the races a bunch too. Now that most of the

Pro class and pro trophy class winner, Greg Hill racing for GT.



people are used to the track, I think that the crashes should be minimized and everything should run pretty smooth."

"So, Charlie, how are you doing in racing, are you makin' it?"

"Well, that all depends, do you call four firsts (two in cruiser, and two in expert) makin' it. I guess you can say I am."

"I guess so, thanks a lot Charlie, good luck tomorrow."

Our two last interviewees are Scott Clark, and Anthony Sewell, both of Murray.

"Scott, you first, if it were up to you, what would you change on this track to make it a better, perhaps safer track?"

"Well, first, that first turn would have to go. It is much too hairy, it's a hairpin and usually when you have hairpins, you also have plenty of wrecks to go along with it. This is no exception, I think that in the pro main, whoever gets the hole shot will win it, that is unless there is a big crash, as was the case in Florida when Toby took the far inside and avoided the crash.

"Also, I thought the track was a lot more exciting for us pros to ride,

and for the crowd to see, but I guess if the littler riders and amateurs can't deal with it we'll deal without the whoop-dees."

"All right Anthony, it's your turn, tell us what you think about the track, and what gears you are using on this track."

"Well, I think that the track is kind of lame, because they tried to cram a lot of track into a small space, which is why I think that a lot of the wrecks are occurring. But, the most part of it is the first turn, I think that the turn is too vert, and is too tight to fit a moto of the fastest pros in the world into it safely. I also think that because this is the 'World Championship' it should be held on a world championship caliber track. Heck, people from other countries will go back to their country, and say 'jeeze, those Americans don't even know how to build a track, you should have seen all of the crashes.' So I think that if you are going to call this the world Championships, make it on a respectable track, you know."

"Yeah, I can see what you mean, even though I'm not racing, I can tell that the first turn is too tight

for the older classes, and the jump after the first turn is too high, I saw someone get at least four feet of air off of that sucker, man, that's a lot for a mid-race jump. Anyway, thanks for the interview, and good luck tomorrow."

So, there you have it, straight from the horse's kisser, the inside scoop on a semi-world class track, to some, a bitchen track to others, and a down right lame track to the remaining crowd.

### Conclusion

No question about it, the Huff World Championship was a true world championship of bicycle motocross. The caliber of the racing was unequalled and the quality of the race was uncomparable.

According to the IBMXF, there will not be another World Championship in the U.S. for another five to six years. This will give other countries the chance to host an international event, along with giving racers from the other countries more of a chance at competing against riders from this country.

Bicycle motocross has absolutely become an international event. But this time it's Americans that gave a sport to the world.

(Continued on page 76)

## BMX-citement!

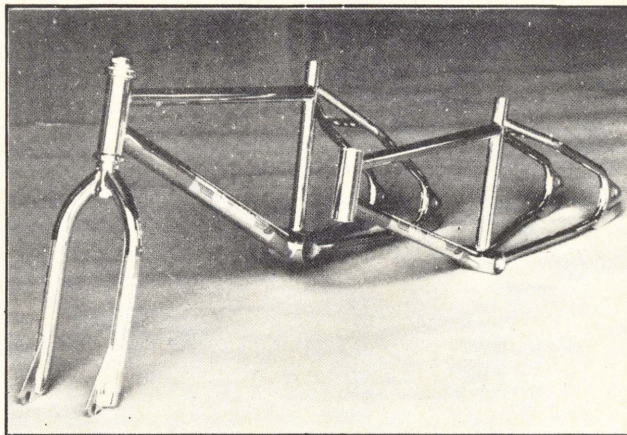
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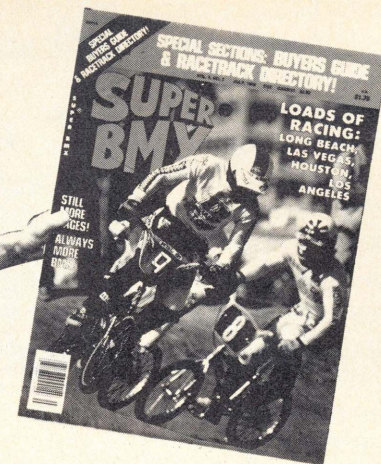


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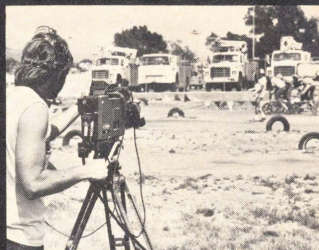
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The year 1982 has been jam-packed with bicycle motocross showing up on the screen. Whether it be the television screen or movie screen, kids on their 20-inch bicycles have been very visible to the non-racing public. And now's your chance at getting a lesson all about how they put together a TV program all about BMX.



A camera boom used by the Videopix crew at a recent race.



When the video crew goes to a BMX race, they try to tape each and every race. That way, they will be sure and get the most exciting races for the final television program.



An interview segment being taped by the second unit.

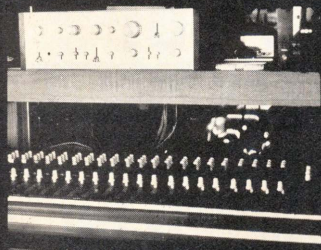


You will notice while the interview is going on, the first unit is recording the races also taking place.



A couple of young riders getting ready for their chance in the spotlight.

# BMX GOES TO HOLLYWOOD



This is the audio board in the mobil unit. The mobil unit has almost all of the same capabilities that the studio does.



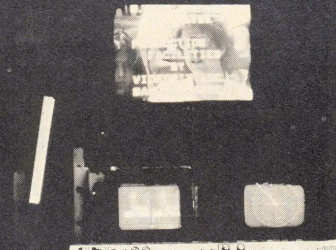
This is a character generator. Using this machine the producers can put just about any character over the image. Usually titles and credits are created using machines like this one.



A look at the mixing room. The video tape recorders are located off the picture to the left. On the left is the character generator, in the center on either side of the telephone in the video mixing equipment and on the extreme right is the audio mixing equipment.



This is the audio mixer.



Part of the video mixing equipment. Notice the graphics superimposed on the monitor.



Both sets of equipment are needed to mix a television program. Notice the time code on the top of the picture on the monitor. This time code helps with the editing process.

## Story & Photos by The Editors

"You want to be in pictures,"  
"You want to be a star."

Those few words describe quite nicely what's been going on with BMX during 1982. It has, to say the least, been a banner year to see BMX on the screen.

Bicycle motocross has mainly been visible this year on television, but there has been some BMX to make its way into the movies. The year started off with Renny Roker getting ESPN, the cable sports network, to carry last year's World Championships on their system. This happened

during February. Then during June, Ernie Alexander started producing a half hour television show all about BMX. The show, "BMX Magazine," was carried over an independent Los Angeles television station and is now going into syndication.

Following this, Renny Roker along with the ABA made another deal with ESPN. They carried some of the major ABA events over the cable system during the summer and fall. Put this in with a number of BMX related commercials, and many a 20-inch bike and racer have made their

way into millions of homes during the year.

Now that you know about some of the things that have been going on with BMX in the entertainment industry, we're going to tell you how they make a TV program about BMX. This will let those of you that have been to a race that was "televised," know what happens when the camera crew is at the race, and what happens after they leave.

We got together with Videopix, the production company for "BMX Magazine," and they took us through

the process of making a television program about BMX.

In the case of BMX Magazine, most of the "on location" taping is done at races on Sundays. And so, prior to showing up at the races on Sunday the production crew holds a pre-production meeting usually on Friday. This meeting will last about four hours and the members of the crew discuss what they want to highlight on the show that week.

This time is also used to gather all of the equipment and make sure everything is in working order. When

they go to a typical race they will take five cameras, four cases of 3/4-inch video tape and a complete mobile production facility, or "unit."

This "unit" contains all of the equipment used to mix the audio and video. In it is just about every piece of equipment that is in the permanent facility back at the studio.

The production crew normally arrives at the track about four hours prior to race time. It takes about three hours to get the cameras into position and set everything up. During this time the cameras are "color

balanced." This is to ensure that no matter which camera is being used, the subject matter looks the same to the viewer. This is a very time consuming activity as each camera, through the equipment on the truck, must be adjusted just right.

During the final hour before the race, the director together with the host arranges for the interviews for that particular show along with content. After the race begins, the crew tries to tape each and every event. After they go back to the studio they will be able to highlight only



# BMX GOES TO HOLLYWOOD

the best races of the day. But in order to get those races, all must be taped.

While this race coverage is going on, the "second unit" is taping other things. This would include introductions by the show's host; interviews; crowd reaction and other items of interest. The "second unit" has its own separate director. By having a second unit, the producers can be doing two separate productions at the same time; thus shortening the time required to tape.

When the show is being taped, there are actually two video tapes being generated. One of these tapes has only the subject matter on it, this is what the viewers will eventu-

ally see. The other tape contains a "time code" over the subject matter. The time code will be used later in the editing procedure.

After everything is shot, the post-production begins. This happens at Videopix's studio in the San Fernando Valley of Southern California. The editor goes through all the tape and selects the scenes he wants to use and decides what order they go in.

After the video is put together in the proper order, then a sound track is added. After the sound is "laid down" any voice overs by the show's host is done. Finally any graphics, including beginning titles and ending credits are added.

At this point there is a finished one-half hour program about BMX. The tape is then reviewed by the producer and then goes to the television station where it is viewed for content.

When the show is scheduled for airing, the station transmits the show over its frequency to all homes in the area, and anyone who is tuned to that particular station will be able to watch the program.

Television production, whether for BMX or anything else, is a time consuming and complicated process. The next time you turn on your favorite TV show, you now might have a better idea of what goes into it. ☆

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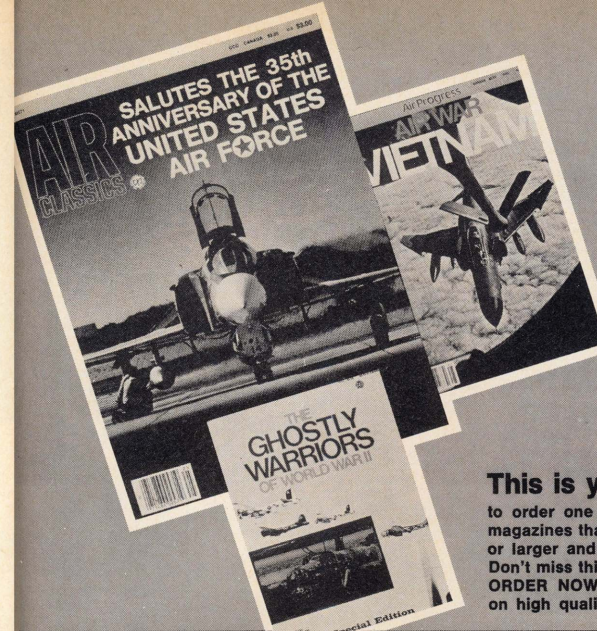
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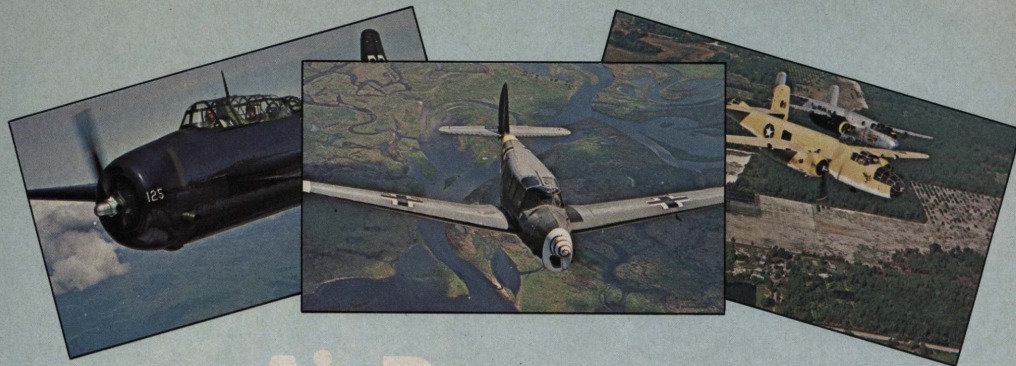
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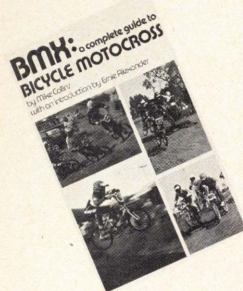
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# CRIT

# BMX-citement!

(Continued from page 68)

## Dayton Results

**A Pro Money:** Greg Hill-CA, Anthony Sewell-CA, Clint Miller-CA, John Plant-MO, Byron Friday-CA, Jeff Kosmala-CA, Jim Paiva-MA, Bobby Woods-CA

**B Pro Money:** Owen Dawdy-MO, Jeff Jessup-VA, Bill Callia-FL, Jeff Willbrodt-MI, Scott Fifield-CA, Brian Barlow-MI, Bob Medrano-CA, Mike Miranda-CA

**Pro Trophy:** Greg Hill-CA, Stu Thomsen-CA, Bobby Woods-CA, Scott Clark-CA, John Shachel-NJ, Jeff Kosmala-CA, Brent Patterson-CA, Tommy Brackens-CA

**Pro Cruiser:** Brent Patterson-CA, Clarence Perry-WA, Anthony Sewell-CA, Brian Patterson-CA, Kenny Nachman-CA, Jeff Kosmala-CA, Ted Guilmette-CA, Kevin Jackson-CA

**7 & Under Open:** Ryan Fien-CA, Brian Colegrove-MI, Scott Powers-MI, Jeffrey Schwab-FL, Steven Modon-CT, Ryan Danilkiewz-Canada, Matt Verburg-OH, Brit Audeoud-CA

**8-9 Open:** Jason Theodore-PA, Andrew Soule-MI, Kevin Keller-CA, Martin Marand-NY, Mark Bachardy-NJ, Hector Perez-Puerto Rico, Shelby James-FL, Tom Rubel-NJ

**10-11 Open:** Sam Arellano-CA, Andrew Delorenzo-FL, Mike Guttin-Canada, David Tourniaire-France, Bart Childers-MI, Kevin Collins-MI, Tony Luke-MI, Jason Jensen-CA

**12-13 Open:** Jerry Pardue-IN, Peter Casano-CA, Freddy Hooper-KY, Kevin Hood-MI, Brian Gass-CA, Alan Russ-NJ, Dave Fitzpatrick-Canada, Greg Beller-IL

**14 & Over Open:** Andy Patterson-CA, Rich Anderson-CA, Rich Farside-NJ, Brett Allen-CA, David Spotts-MI, Mahlon Abrams-CA, Don Jolie-TX, Eddy King-CA

**13 & Under Cruiser:** Steve Veltman-TX, James Pahud-OH, Jud Ciancio-NY, Jerry Pardue-IN, Bill Danishek-OH, David Silloway-IN, Alan Russ-NJ, Ronnie Walker

**14-15 Cruiser:** Thomas White-FL, Tim Gabriel-NY, Edward Mason-IN, Mark Lopez-NJ, Steve Frey-NY, Ron House-CA, Matt Ling-OH, Richie Hutchins-MO

**16-24 Cruiser:** Johnny Turner-FL, Joe Claveall-CA, Ken Aman-NY, Tim Judge-MO, Bernard Anderson-TX, Fred Tressler-OH, Joe Robins-NY, Shannon Williams-FL

**25-34 Cruiser:** Domerick Brock-FL, Reid Rowlands-DE, Gene Norman-OH, Doug Thomas-OH, T. C. Kinivalcos-OH, Andy Christian-Canada, Donald Levell-IL, Bernard Leigh-OH

**35 & Over Cruiser:** Bill Green-FL, Ed Houthouser-NY, Jeff Keagle-MI, Roger Nass-WI, Herman Frank, Ron Shaner-OH, Thelma Hutchins-MD

**7 & Under Powder Puff:** Tommarra Crawford-IL, Kelley McGreevey-CA, Nikki Boldman-OH, Holly Childers-FL, Michelle Abrams-FL, Jennifer Fitzwater-OH, Elaine McKay-IL, Nicole Meness-NY

**8-9 Powder Puff:** Lisa Terry-CA, Wendy Sue Winter-MI, Julie Green-FL, Leandra Van Eck-Holland, Kelli Ihardt-FL, Heather Kloeck-NY, Jenny Butzen-IL

**10-11 Powder Puff:** Robyn Des Jardins-MI, Deanna Edwards-MI, Valerie Huber-France, Bonnie Hutelin-FL, Darcy Ainsworth-MI, Nikki Danishek-OH, Kristin Race-MI, Dina Robertson-FL

**12-13 Powder Puff:** Angie Scott-TX, Andrea Cargle-OH, Anne Van Hapen-Holland, Jeannie Robertson-FL, Lisa Vonderahe-OH, Paula Drappo-CA, Sharo Vanover-IN, Lisa Scruggs-FL

**14 & Over Powder Puff:** Kim Johnson-CA, Kathy Shachel-NJ, Wendy Edman-IN, Margo Carroll-MO, Genia Adair-IL, Natalie Wolf-IL, Lou Denton-IL, Binky Lauere-MI

**6 & Under Novice:** Tedd Yurik-Canada, Kevin Tyndall-DE, David Thayer-MS, Bryan Lewo-OH, Carey Larsen-FL, Jeremy White-Canada, Kelly Merryman-OH, Mike Hoogaars-Canada

**7 Novice:** Jason Stanley-OH, Jason Estep-OH, Kelly Thibault-Canada, Lenin Sosa-Venezuela, Tyson Chaykowsky-Canada, Martin Latorre-Chile, Chad Wiesler-IN, David Crossley-OH

**8 Novice:** Ojeda Felipe-Chile, Mark Steeves-Canada, Jerry Coley-KS, Jason Lockhart-FL

**9 Novice:** Hector Perez-Puerto Rico, Joe OH, Todd VanSticker-TX, Tim Hall-Canada, Terri Mathew-OH, Todd Mees-OH, Mathew-OH, Todd Mees-OH

**10 Novice:** Brett Oldford-MI, Marc Flora-OH, Brent Van Lieu-OH, Steven Zdrobecky-WI, Jason Smith-Canada, Jay Scheibler-GA, Martin McGreevey, Derek Seidensticker-OH

**11 Novice:** Roy Barbosa-Chile, Jose Roman-Puerto Rico, Todd Thayer-MS, David Tourniaire-France, Larry Barnard-Canada, Paul DePaul-IL, Brian Ebersole-OH, G. T. Taylor-CT

**12 Novice:** Edgardo Ruiz-Puerto Rico, Christino Daniel-Chile, Pucel Yaminich-France, Jamie Burnett-OH, Steve Salyer-OH, Jim Tyner-OH, Doug Collins-OH, Alexel Osnorloff-Chile

**13 Novice:** Ricky LeBeau-NY, Eric Scheibler-GA, Jamie Stunda-IN, Jeff Allen-NY, Greg Vennerholm-OH, David Dematteis-OH, Jon Shaner-OH, Catel Yamin-France

**14 Novice:** Dan Zdrubeky-WI, Eric Mediel-OH, Mike Evanchuk-MI, Drew Elde-Canada, David Lebrun-France, Mark Castello-Canada, Sireix Laurent-France, Ronnie Haire-GA

**15 Novice:** Gerald DePablo-Chile, Shane Daniels-Canada, Damian Headlee-Canada, Scott Canello-NY, Jeff Winter-MI, Peter Vandenabeele-Belgium, Troy Hericheck-Canada, Tony Crossley-OH

**16 Novice:** Gary DesJardins-MI, Mike Wheeler-NY, Ferre Jeanbre-France, Greg Maxwell-Canada, Curt Daffler-OH, Jeff Patrick-OH, Steve Mastbaum-OH, John Billbrough-MI

**17 & Over Novice:** Christian Herman-Chile, Tillman Andreas-W. Germany, VII Heidramp-W. Germany, Steve Grieve-Canada, Dave Hiler-OH, John Manlia-OH, Rick Randol-IN

**6 & Under Expert:** Brit Audeoud-CA, Brad Leach-OH, Drew Vonderahe-OH, Andy Venditti-NY, Frankie Klocck-NY, Gary Jones-FL, Kyle Ihardt-FL, Jeffrey Dillen-OH

**7 Expert:** Ryan Fien-CA, Brian Colegrove-MI, Gary DeBacker-MI, Damon McDougal-NJ, Bubba Scruggs-FL, Steve Modon-CT, Scott Powers-MI, Justin Scholz-OH

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**13 Expert:** Freddie Hooper-KY, Brian Gass-CA, Jerry Pardue-IN, Eddie Robinson-CA, Jeff Bowles-GA, Jud Ciancio-NY, Billy Pahl-MI, Greg Beller-KY

**14 Expert:** Richie Anderson-CA, Ron House-CA, Kelly McDougal-CA, Jon Anderson-CA, Jay Richardson-MI, John Tomac-MI, Tim Gabriel-NY, Mike Salido-CA

**15 Expert:** Darrell Young-OR, Charlie Williams-CA, Pete Loncarevich-CA, John Copeland-OK, Gary Ellis-WA, Mark Hayes-OH, Steve Paul-OH, Tom White-FL

**16 Expert:** Richard Zagars-CA, Ronald Jessup-VA, David Marietti-CA, Craig Marchbank-MI, Billy McConnell-NJ, Ken Aman-NY, Roger Williams-OH, Don Dillen-OH

**17 & Over Expert:** Nelson Chanady-FL, Tracer Finn-NV, Don Jolie-TX, Eddy King-CA, Shannon Williams-FL, Brett Allen-CA, Andy Russ-NJ, Jeff Foshag-MI

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We pulled into Eastern Airlines check in at Miami International Airport, it was 7:30 a.m. We were lucky to be the first BMXers checking in, as we knew Eastern would get upset over all the bike boxes.

Our van contained John and Bonnie Hutelin and Curtis and Holly Childers. We had five bikes with us. Pretty soon Kerensky Bullard arrived with Kevin McDougal. David Argyle, Bill and Jenny Green arrived. Jim Linder and Nelson Chanady arrived about the time the baggage guys were getting uptight. Everyone got their bikes checked but Kevin McDougal, so Jim Linder took his to the ticket counter to check in. We told Jim we would meet him on the airplane. Tracy and Thomas White were waiting at the gate, and everyone got on the plane. As we took off someone noticed Jim Linder and Kevin McDougal were missing. Would you believe they missed the flight. Eastern Airlines struck again.

The flight to San Juan was smooth and beautiful, a little over two hours from Miami, about 1,000 miles. We couldn't figure out what happened to Jim and Kevin.

We were met at the San Juan airport by Hector Delgado, owner of Atlantic Bike & Surf Shop in Arecibo. Hector who is an accomplished cruiser rider brought two cars and a van to haul our bunch of Florida BMXers. Our fifteen bike boxes filled the van, and we filled the cars. It was a good thing Jim and Kevin missed the flight because there was no more room.

San Juan is beautiful and we were treated to a drive through old San Juan on our way to Arecibo. Our drivers were very skilled at going fast and passing on curves, and we arrived at the Atlantic Shop safely. (Only one speeding ticket—the van.) The shop was loaded with kids, and we had a ball. Then off to the track and a clinic. About 100 kids were waiting for us, and all were excited over the famous riders and trick bikes. Nelson was a big help because he speaks Spanish. Then back into the cars for the two-hour drive to Cabo Rojo.

Dr. Ricardo Ramirez who owns the track in Cabo Rojo had arranged for three apartments for us, and we split up. About midnight Frank Cortez who runs Emilo Mulero, the Mongoose distributor for Puerto

# PUERTO RICAN BMX INVASION

**Seeing as how BMX is relatively new to Puerto Rico, a number of Florida BMXers felt they owed it to their neighbors to the southeast to show 'em how it's done. So off a number of the better BMXers went to the island in the Caribbean. The Puerto Rican riders got a few lessons, as did some of the Floridians, especially concerning how to handle an airline.**

Story & Photos by Don Hutelin

Rico, arrived with his two sons, Frank Jr. and Bobby (he is also the man responsible for arranging our trip and the race). Jim Linder and Kevin had caught the next flight so Frank had to go all the way to San Juan to pick them up. It seems like our old friend Eastern Airlines had given them a hard time over the bike box and they missed the flight.

Saturday morning everyone went swimming, Cabo Rojo is a small

fishing village with a beautiful beach and we had a ball. Everyone had a big laugh as Jim Linder raced down the beach on Thomas White's cruiser, hit a patch of soft sand and did a beautiful endo. Thank goodness Jim and Mr. Childers had been sampling the Pina Coladas in the local bar so Jim was loose and didn't get hurt.

We did another clinic Saturday afternoon for about 150 kids at the beautiful Cobo Rojo track. Talk



A few of the riders from the Atlantis bike shop team.

Almost 400 riders participated in the race. The local riders are very good. At present most race in the novice class, but many are expert caliber. The races went smoothly and before we noticed we were in the mains. The most important race was the 14 and over open, Frank Cortez was awarding a free trip to the IBMXF World Championship race to the winner of the 14 and over open class. Francisco Lorenzo won the main and the trip. It was funny, going down the last part of the track Francisco was yelling "I'm going to Dayton." The race was fun and the Puerto Rican people really got excited about the mains, especial-



On the gate are these 10 novice racers: Number 165 Jorgito Ortiz, #34 Curtis Childers, #129 Hector Perez and #65 Ramon Acevedo.

about radical, jumps and turns to the max. This track is one of the best tracks in the world. It also has a triple jump, you can take any one of three different jumps. Bobby Ramirez did a fantastic job on the track. Bill Green decided to rebuild his track on the spot.

This was the first major race in Puerto Rico so no one knew how many riders would show up. The race was sanctioned by the NBL.

Sunday morning was hot and when we arrived the track was jammed with riders and spectators. Cars lined the roads and there was a long line at sign up.



John Hutelin (36) jumping the middle of the triple jump at Cobo Rojo.

## First Annual Mongoose Classic



# PUERTO RICAN BMX INVASION



Jose Lugo leads Curtis Childers (34) and Jorgito Ortiz (165) in the 10 novice class.

Francisco Lorenzo winner of the 14 and over open class, and one of the top riders in Puerto Rico, being congratulated on winning the class along with a free trip to the IBMXF World Championship race in Dayton, Ohio. Frank Cortese of Emilio Mulero the man behind the race is on the left, and Dr. Ricardo Ramirez the owner of the Cobo Rojo track is on the right.

Number 10 Kerensky Bullard and Thomas White mix it up during a hot moto. John Hutelin (36) tries an inside swoop while Frank Cortese finds himself on the ground. Notice the wide track.



ly the ones with the Florida riders against local riders.

In the 10-11 open class Kevin McDougal was leading and slid out dropping to last. Kevin jumped on his bike and began passing the local riders, as they neared the finish the people went wild, Kevin won, but just barely. Also in the 7 and under powder puff, Holly Childers fell in the first turn only to catch up and win. Bonnie Hutelin won the 12-13 powder puff, and the 13 and under cruiser. Kevin McDougal won the 10-11 open class and the 10 expert class. Tracy White won the 10-11 powder puff and Jenny Green won the 14 and over powder puff. Nelson Chanady won the 17 year old class and Thomas White won the 16 year old. Of course Bill Green won the senior cruiser. Kerensky Bullard won the 16-24 cruiser class.

As soon as the trophies were awarded we returned to the apartments to pack our bikes for the return trip home. Jim and Connie Childers headed for the Pina Coladas and we even awarded Roberto the bartender a first place trophy. If you ever see a first place BMX trophy in a bar in Cobo Rojo tell Roberto we said HI!



Monday was the long trip to San Juan on a bus. Of course Eastern again hassled us about the bike boxes (next time we will fly Delta), and before we knew it, we were once again in Miami. Even Jim Linder made the plane.

We had a great trip and we thank the Puerto Rican riders for inviting us. All of us will return for the Second Annual Mongoose Classic.

Survivors of the trip: Nelson

Chanady (Hot Shop), Kerensky Bullard (MCS), John Hutelin (Skyway), Thomas White (Hot Shop), David Argyle (Flying Wheels), Bill Green (Flying Wheels), Jenny Green (Flying Wheels), Bonnie Hutelin (MCS), Tracy White (Hot Shop), Curtis Childers (Easy Rider), Holly Childers (Easy Rider), Kevin McDougal (Hot Shop), Jim Linder (Hot Shop), Sarah and Don Hutelin, and Connie Childers. ☆

## ADVERTISERS INDEX

A'ME	20
AMF, Inc.	C/2
AMF BMX Club	6
Aerolite	3
Barry's Bike Shop	61
Bike Brokers	68
BMX Publications	61-76
CW Racing	61
Carwin Action Books	65
GT BMX	C/3
Hot Shop	81
Hustler Products	26
Hutch Hi-Performance Racing Products	25
Jag World Championship	32
Magic Mountain	8/9
NBL	77
Nighthawk BMX	77
Powerlite Industries	29
Race Inc.	27
Robinson Racing Products	7
Scorpion	21
Skyway Recreation Products	28
Ultramax, Inc.	81
Vans	C/4

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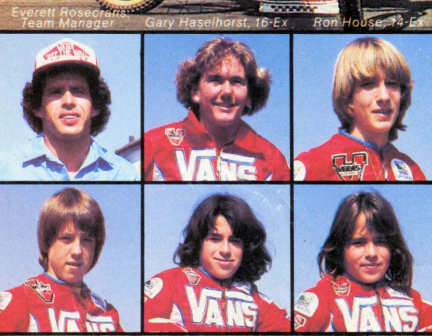
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