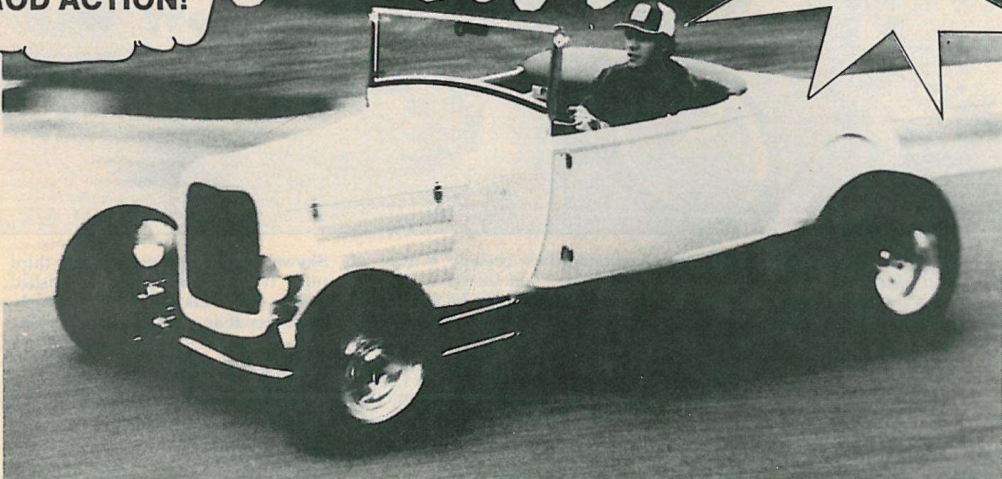


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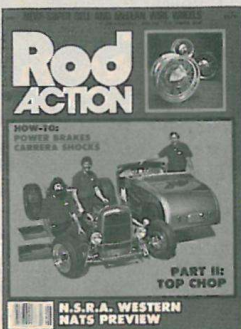
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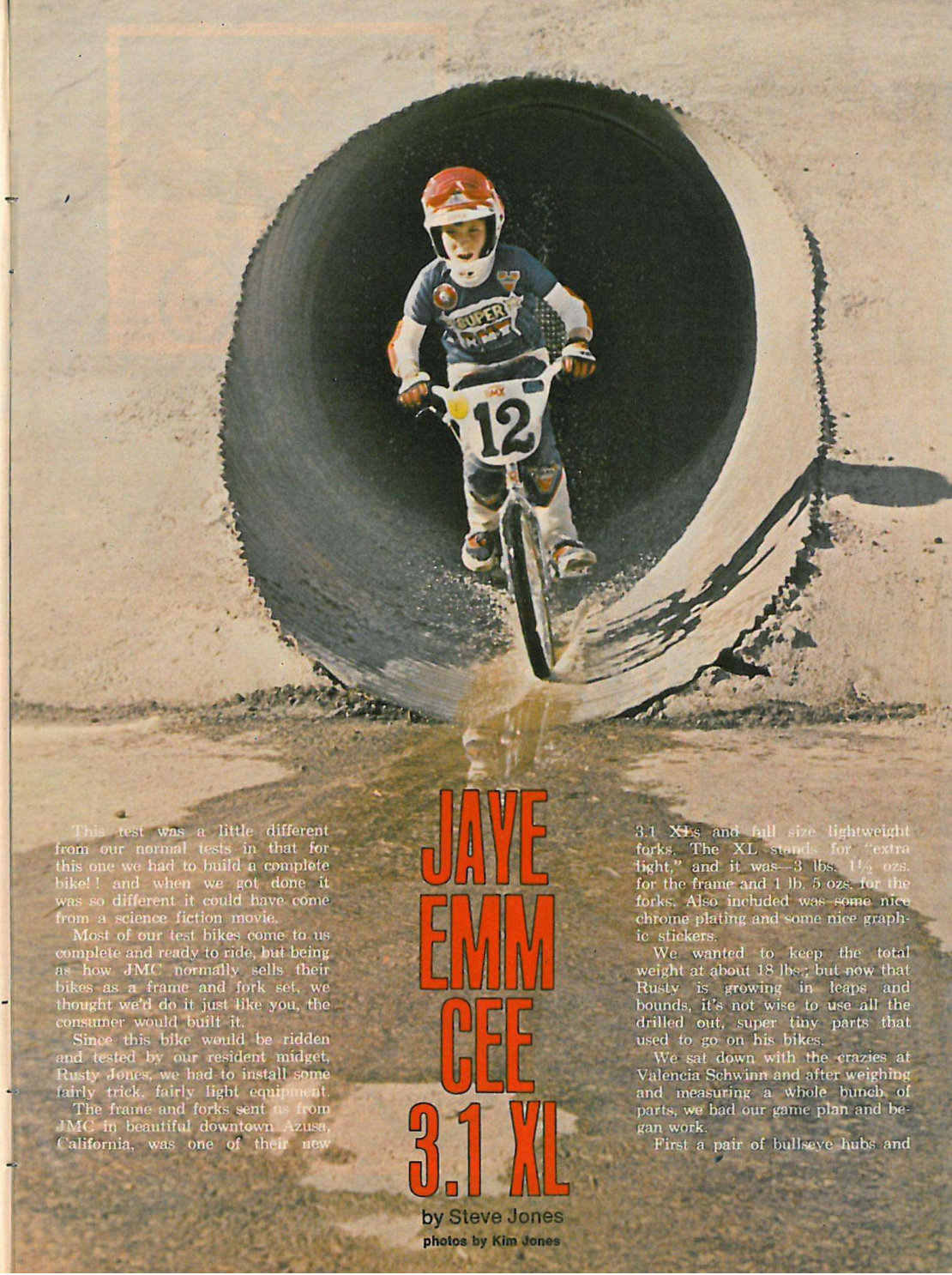
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JAYE EMM CEE 3.1 XL

by Steve Jones
 photos by Kim Jones

This test was a little different from our normal tests in that for this one we had to build a complete bike!! and when we got done it was so different it could have come from a science fiction movie.

Most of our test bikes come to us complete and ready to ride, but being as how JMC normally sells their bikes as a frame and fork set, we thought we'd do it just like you, the consumer would build it.

Since this bike would be ridden and tested by our resident midget, Rusty Jones, we had to install some fairly trick, fairly light equipment.

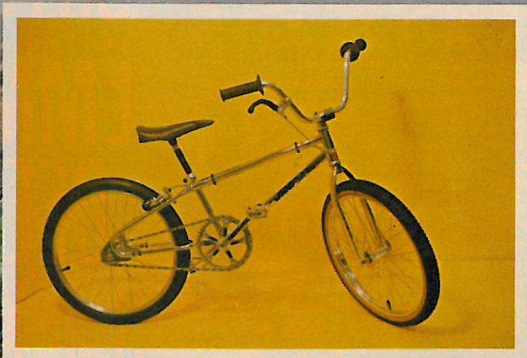
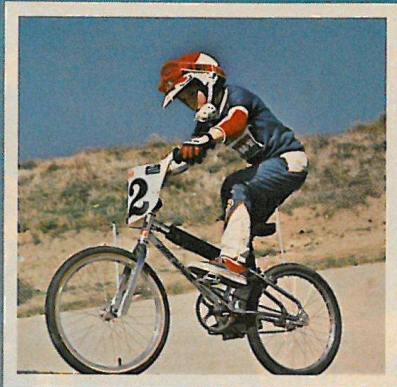
The frame and forks sent us from JMC in beautiful downtown Azusa, California, was one of their new

3.1 XLS and full size lightweight forks. The XL stands for "extra light," and it was—3 lbs. 1 1/2 ozs. for the frame and 1 lb. 5 ozs. for the forks. Also included was some nice chrome plating and some nice graphic stickers.

We wanted to keep the total weight at about 18 lbs.; but now that Rusty is growing in leaps and bounds, it's not wise to use all the drilled out, super tiny parts that used to go on his bikes.

We sat down with the crazies at Valencia Schwinn and after weighing and measuring a whole bunch of parts, we had our game plan and began work.

First a pair of bullseye hubs and



Wineman rims plus some D.T. stainless 60/800 spokes and alloy nipples were sent to Bob Smith at "Lacing for Racing" for assembly. Bobby didn't think our parts were shiny enough so he decided to try his new polishing wheel and boy, did it make a difference. He then laced 'em up in a cross four pattern for a little added rigidity. Thanks Bob.

Meanwhile we took a set of 170mm Dura Ace cranks, Suntour pedals, Suntour seat clamp, and some S.E. alloy bars to Tom's Trickery in Van Nuys, California, and told Tom to "make 'em shiny." You gotta wear sunglasses to work on this bike!

We heard a rumor that Torker was working up a trick spindle and cup assembly for bikes with European bottom brackets. A quick call to Lance Jensen at Tartan Bikes and we wound up with one of their prototypes to test thrash. While there we spied a trick axle assembly for Bullseye hubs used on 10-speed racers. It's constructed of aluminum with a funny stub sticking out that slides into the fork and then a couple of tiny bolts snug it down—weird, but very light.

Next it was time to build the complete bike, so onto the freeway again and over the mountain to Valencia Schwinn.

The whole bike went together great except for two items: the seat and the rear axle. The axle was no real problem—just a little grinding to fit the Bullseye 3/8" axle. The seat was another matter. JMC uses small diameter tubing on the 3.1 to get this standard size frame down to the weight of a mini. They also include an aluminum seat post that's machined down to fit the seat tube. That's all fine and dandy except we had chosen a Uniseat to eliminate some weight.

Making it fit was no problem really, I just bought some 80 grit sandpaper, turned on the Popeye cartoons that we watch on Sunday mornings, and sanded and sanded and sanded and two hours later, it fit like they were made for each other. One word of warning though—order the Uniseat with the thick, heavy duty post, then when you thin it down, you still have something left.

Enough about the problems, everything else about fell together. Up front we used one of Omas' new MX alloy headsets. It's kinda neat not to have to mess with shims like on the 10-speed size. Something is needed to hold the handle bars so on went a silver and black Pro Neck Jr. stem. Also up front is a pair of A'me grips and a DiaCompe double



The JMC being taken into the reaches of outer space.



After a few laps around the Van Nuys track Rusty looked like he was born on the 3.1 XL.



"Pedal to the metal, over the jump, look out Mom here I come."



"Get out of here ya big nurd, this is my jump." "Whaddaya mean yours, its mine, Rusty!" UGH.



Splash, Giggle, Giggle.

bend brake handle and Schwinn adjuster. These hook up to a neat little Bridgestone brake with Kool Stop pads.

Rusty likes 43x16 gearing so a Schwinn freewheel was threaded onto our polished Bullseye hub and hooked to a 43 tooth Shimano lightweight Track chainwheel with an Everest Alloy and 4130 chain.

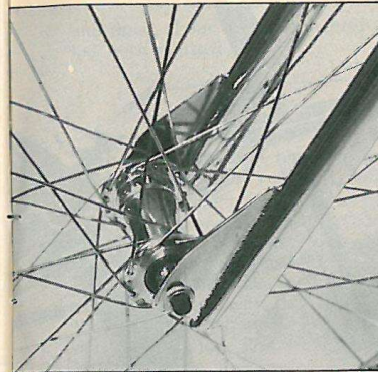
That about sums up the construction end of our test except for the traction devices. Rusty wanted to

try some new Comp III tires but they weren't available at the time. The old reliable set up of Red Dot rear and Comp II front would have to do for now.

Before giving the bike to Rusty for thrashing we threw it on Valencia Schwinn's handy dandy scale and, presto!, seventeen lbs. fourteen

ozs. We had achieved our goal of 18 lbs. or less.

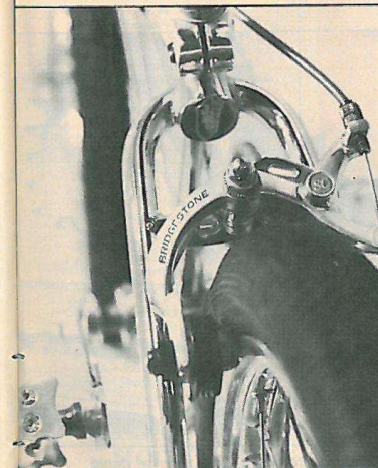
A test isn't a test unless you take the bike out and push it to its limits and beyond. When you're only nine years old it's kind of hard to push a bike of this caliber past its limits but ol' Russ gave it a heck of a shot. He's used to a little slower handling bike but after an hour or so of messin' around, he looked like he was born a part of a JMC 3.1. The bike handles quick but predict-



Here's the front wheel showing Bullseyes weird 10-speed axle assembly.



The Jr. Pro Neck saves weight, but gives you all the strength you'd ever need.



Bridgestone's super stopper self centering brake worked flawlessly even in the mud.

CUSTOM JMC AS TESTED

Frame: JMC 3.1 XL 4130 chromomoly available in red, white, blue chrome, and black.

Fork: JMC standard fork 4130 chromomoly available in red, white, blue, chrome, and black.

Approx. Retail Price: Frame and fork set \$185.00

Headset: Omas MX alloy, polished and custom machined to fit by Valencia Schwinn.

Gooseneck: Jr. Pro Neck, Black and Silver

Bars: S.E. Middi alloy, no crossbar, polished.

Grips: A'me II, black.

Brake Handle: DiaCompe with double bend handle, black sleeve, and Schwinn adjuster.

Brake: On rear only—Bridgestone S.C. custom adapted by Valencia Schwinn.

Brakeshoes: Kool stop air cooled, black anodized.

Seat: Uniset, black, with post custom machined by Rusty and his dad.

Seat Clamp: Suntour with JMC adapter, polished.

Bottom Bkt: Torker prototype—all alloy with 4130 chromomoly spindle.

Crankset: Shimano Dura-Ace 170mm, polished

Pedals: Suntour alloy MX, polished.

Chain: Everest alloy and 4130

Chainwheel: Shimano, track, 43t polished.

Rims F&R: Weinmann 20-175 Alloy, polished.

Front Hub: Bullseye with Alloy axle set, polished with custom bearing set by Tartan bikes.

Rear Hub: Bullseye, with Schwinn 16T freewheel.

Spokes & Nipples: D.T. 7-7/8" 60/80 spokes and alloy nipples laced "cross four" by Lacing for Racing.

Tires: Comp II 20x1.75 front Red Dot 20x1.75 rear.

Weight as tested: 17 lb. 14 oz. plus pads.

Rider: 9 years old, 4'8" tall, 82 lbs.

Frame & Fork Manufacturer: JMC Racing Equipment
164 S. Irwindale Ave.
Azusa, California 91702

Other Suppliers of parts and services: Valencia Schwinn, Newhall, CA; Tom's Trickery—Europa Bikes, Van Nuys, CA; Lacing for Racing, Canoga Park, CA; Tartan Bikes, Glendora, CA; Pro Neck, Pomona, CA.

able. The geometry gives you great acceleration but if you make a mistake in a turn, its "lip-skid" time. Once you get the hang of it, though, this bike makes you feel like Stu Thomsen and Scott Clark all rolled into one. Rusty said he could feel some flex in the bars, so we might change to some with a cross bar.

With the quick handling of the JMC Russ said the rear tire seemed to slip around a lot so we'll probably switch to a Comp II and maybe calm his rear end down (the bike's of course).

We were going to get a bigger kid to help test but JMC recommends a weight limit of 110 lbs. so we decided to stick with the lil' nurd.

They say it never rains in Southern California but I'm here to tell ya, whoever "they" are, "they" don't know doodley-squat about weather. We got this bike built in December and didn't really test it until almost February. Whoever it is that schedules rainstorms must have got-

ten a look at our secret blackboard and set up a storm for every day that said "Rusty JMC". After a month of frustration, finally, a sunny day.

The Test

Kim and I grabbed Rusty and our resident pro, Mike "Irish" Ireland and their respective test bikes, Gatorade, and Oreo cookies and boogied to our not so secret test area.

As we unloaded our goodies a bunch of kids immediately gathered around to check out the "trick" magazine bikes. The J.M.C. got quite a few "OOOHS" and "AA-AHS" from the peanut gallery. These kids were all riding a pretty good cross section of BMX machinery from "el cheapo" to "el expensive" but all of these regulars at Ernie Alexander's teen center track thought the JMC looked like "one baaaaaad ride"! I think that means they liked it.

I've already described the handling

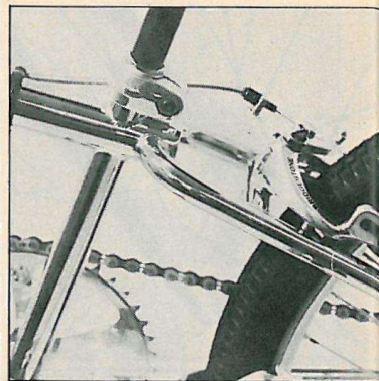
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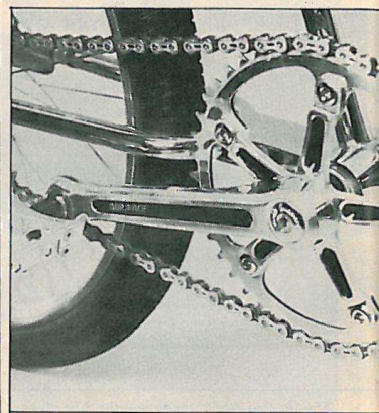
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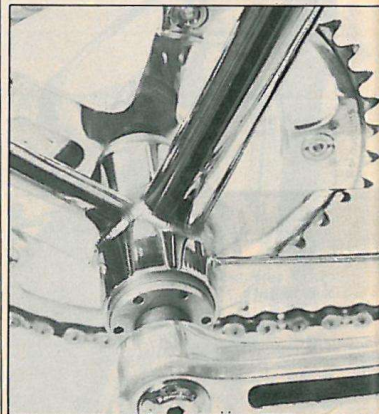
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Mini tubing gave us some problems, but with the help of JMC's seat post clamp adapter everything finally fit.



Put on your sun glasses before you look at Rusty's JMC.



Torker's prototype bottom bracket came through the test with flying colors which is more than we can say for the test rider.

and finish of our 3.1 but one incident has been omitted.

The Mud

The whole time this test was being conducted Rusty kept having a private joke with 19 year old Mike Ireland, who was testing a Race Inc. bike. Neither one of them would say anything about what they were giggling about.

After Kim had taken all her pics and Mike and Rusty had eaten all the Oreo cookies we finally found out what the joke was. Over by the last turn a big puddle—more like a small lake. Knowing the mentality of test riders I should have known what was coming. Mike and Rusty went

over to the other end of the Track and yelled, "Hey Kim, get your camera ready." I didn't have time to say anything before—sploosh—Mike launched himself and his bike into the air only to land in mud a foot deep. As soon as Mike picked himself up and slogged out he yelled "okay Rusty, go for it."

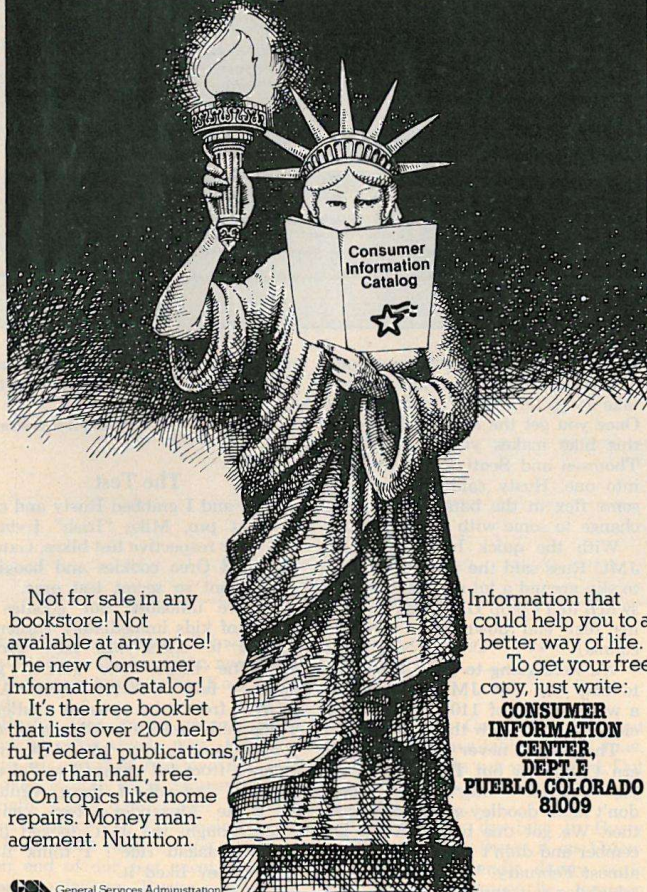
Right then I saw visions of this beautiful chrome bike with polished aluminum goodies all turn brown—the worst part was that the vision came true—Splash - Splash - "giggle, giggle." "That was neat, c'mon Mike, let's do it again!" About this time my stomach didn't feel just right so it was time to go sit in the van.

Some things in life you just can't watch! After arriving home and washing

off the mud, I inspected Rusty's new, or not so new, JMC. Everything came through with flying colors including the Torker bottom bracket (thank God for sealed bearings). Considering all this bike went through, JMC builds a together product; worthy of any middle size kid. In fact, my middle size kid likes it so much, he's gonna hang onto it for awhile and race the heck out of this 3.1.

We'll use it for some product tests and you wonderful readers will probably see it, along with our famous midget test rider from time to time. Check out the pics and sidebar to see what's on it now and we'll keep ya posted as to how it changes its manners and looks with different goods.

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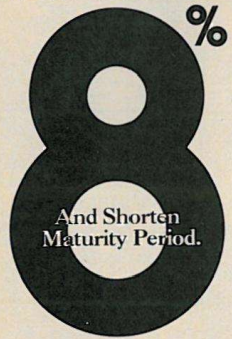
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