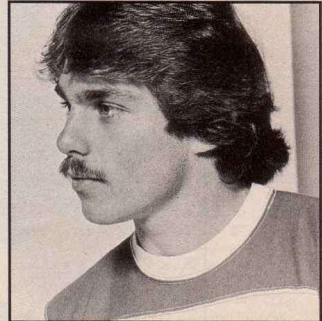


BMX ACTION
OFFICIAL TEST

KUWAHARA LAZER LITE

A FULL-RACE UNIT, RIGHT OUT OF THE CRATE

Ah yes, the high-zoot life of working for the numero uno BMX magazine. We get to mooch hot



Our guest test woobie this month was the dashing and debonair Clint Miller. This guy is built like a fireplug.

new products and bikes, sometimes months in advance of the public release dates.

Like this month's test bike. We got a quick peek at the pre-production model of the new Kuwahara Lazer Lite back in the February issue, and were totally impressed with the look and feel of the new Ku. We snagged the first production bike that hit the U.S. shores for a complete shake-down.

Where is Lee Medlin now that we need him?

Classic stylin'. That's Betty Buff's No. 4 son aboard the new Lazer Lite.



Stylish and graceful: Clint Miller.

KUWAHARA LAZER LITE

PRICE & SPECS

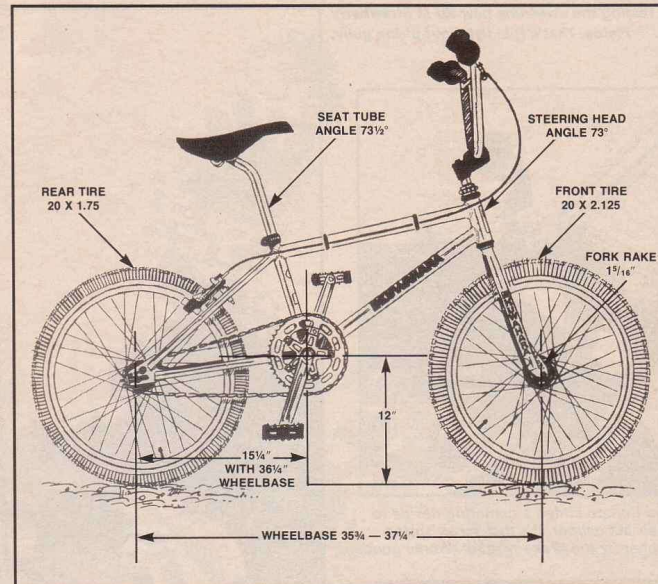
COMPLETE BICYCLE PRICE: \$450.00.
FINISH AVAILABLE: Chrome with black and chrome components.
COMPLETE BICYCLE WEIGHT (without pads or plate): 24 pounds, 11 ounces.
FRAME WEIGHT: 4 pounds, 7 ounces.



FORK WEIGHT: 1 pound, 11 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 8¾ inches.
TOP TUBE O.D.: 17/32 inches, oval.
DOWN TUBE O.D.: 17/32 inches, oval.
FORK LEG O.D.: 1 inch, oval.
BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Kuwahara KZ-83 Lazer Lite, chrome-moly.
FORK: Kuwahara KZ-83 Lazer Lite, chrome-moly, leading axle.
HANDLEBAR: Kuwahara Lazer Lite, chrome-moly.
HANDLEBAR STEM: SunTour, aluminum clamp, chrome-moly shaft.
GRIPS: OGC Cobra, vinyl.
HEADSET: Hatta MX II, with SunTour Head Lock-up.
RIMS: Araya 7X, aluminum, chrome-plated.
SPOKES: Asahi, .080, 36.
HUBS: SunTour, sealed-bearing, high-flange, aluminum.
TIRES: IRC, BMX Racer 80X.
BRAKE: Dia-Compe MX, with new Centron centering adjuster.



BRAKE PADS: Dia-Compe.
BRAKE LEVER: Dia-Compe Tech-3.
BRAKE CABLE: Dia-Compe.
PEDALS: SunTour XC-1, aluminum body, chrome-moly shaft.
CRANK: Redline Flight cranks, 400 Series, tubular chrome-moly, 175mm.
BOTTOM BRACKET SET: Sugino, sealed-bearing, with Sugino chrome-moly spindle.
FRONT SPROCKET: Sugino chainwheel, 44 tooth, aluminum.
SPIDER: Integral with pedal arm.
FREEWHEEL: SunTour, 16 tooth.
CHAIN: Izumi, 1/8 inch.
SEAT POST: Kuwahara Lazer Lite, chrome-moly, lay-back.
SEAT POST CLAMP: SunTour Arrow, aluminum.
ACCESSORIES: Chain adjuster on drive side of rear wheel.

PERFORMANCE EVALUATION

PURPOSE: Racing up to and including pro, exotic street.

AGE RANGE: 14 and over racing, 13 over street.

QUALITY OF FINISH: Excellent.

QUALITY OF WELDING: Excellent.

HANDLING: You can start pedalling a hair sooner coming out of berms, and pedal over taller jumps, you've got the ground clearance . . . The higher center of gravity isn't uncomfortable or unstable . . . Starts and sprints felt hot . . . Speed jumping was easy . . . Both ends of the bike stick where they belong in corners, the IRC tires work really good . . . Don't sweat jumping, no prob . . . Excellent scoot.

MISCELLANEOUS COMMENTS: You'll live a happier life if you change the grips . . . Definitely a bike for larger riders . . . The hub/dropout relationship is excellent: front hub fits perfect, rear hub has an extra 1/8 inch of space to allow fine tuning the chain alignment with washers . . . It looks more like a full-bore race bike since the steering head gussets were eliminated . . . I don't know how the centering goodie on the Dia-Compe caliper works, but it does work . . . Forward 1/8 of rear dropouts is useless because the tire hits the brake bracket . . . If we wanted to nit pick, 180mm cranks would have been nice . . . Chain adjuster is a neat touch.

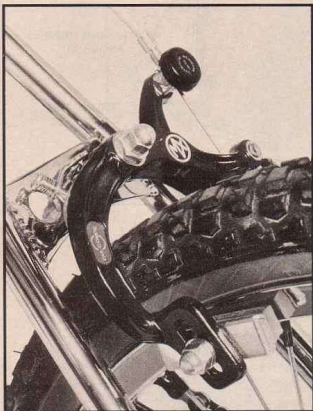
TEST INPUT: R.L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Clint Miller.

FOR MORE INFO: See your local Kuwahara dealer.

DISTRIBUTOR:
 Everything Bicycles
 23145 Kashiwa Ct.
 Torrance, California
 90505

KUWAHARA LAZER LITE

Testing the awesome new Ku at Strawberry Fields. That's R.L. flyin' out of the gully.



Dia-Compe added a centering device to their MX callper. It's that screw/spring jobber by the brake bracket. Works good.



Fast cow trailin' was a total blast. Steering response was quick and accurate. Massive ground clearance allowed crankin' deeper into corners.

The factory riders didn't even have theirs yet. (Snickering, chuckle.)

This bike is sized for large, and larger riders. 14 and over, and pro territory. The gangliest riders we could find were plopped on the bike and let loose. After a while we came back and checked their knees for lumps, bumps, and bruises from banging on the bars, and didn't find any. (Well, none that weren't already there.)



KUWAHARA LAZER LITE

The bars and seat post really help give the bike its roomy feel. The bars felt a lot like the big ones on the GT we tested last month, and the lay-back seat post stretches out the bike some too.

This year the frame gussets have disappeared, and the top and down tubes have switched from round to ovalized tubing. This gives the bike a much racier look. The forks received the ovalized treatment too.

We first got wind of the



Buff goin' for a no-hander.

gussetless model last year when the Bicycle Source (Buff's brother's shop) was given a prototype frame to see if they could trash it. The same proto is still being raced every week in the 16 Expert class at Harbor.

There are lots of impressive goodies in the Ku drive train. Power starts with the new SunTour XC pedals. They're hot! Plenty of room to rest your Vans, and gobbs of gripton, thanks to the jaws on the cages. You should never have any trouble slipping pedals, but may the Lucky Bluebird of BMX be on your side if you do, otherwise you will end up with permanently pinstriped shins.

Power is next transmitted through the new 400 Series Redline Flight



The '83 Kuwahara Lazer Lite. Gussets are gone, CG is higher, lots of trick stuff has been added.

cranks. These are the less expensive models that use the tapered ten-speed style spindle instead of the splined straight one. They felt every bit as stiff as regular Flights though.

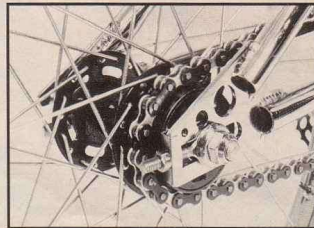
Power then runs through an Izumi chain, SunTour freewheel, and SunTour sealed bearing rear hub. Ultra qual stuff.

Making an appearance with Kuwahara for the first time are the Araya 7X aluminum rims. Chrome plated even. Will wonders never cease?

The IRC knobs on the Ku worked like they should . . . great.

A Dia-Compe MX caliper takes care of the braking duties. We shouldn't have to tell you how good they work. You should already know.

There's something new on the caliper though; a trick centering



The chain adjuster is just one of many trick items on the new Ku.

adjuster. Just fiddle with the Phillips screw till they're centered where you want 'em. It's easy and it works. We're not sure exactly how, but it does.

Other notable goodies are the SunTour stem, headset lock, and seat clamp. The Elina Turbo seat gives you a comfortable place to rest your buns.



CLINT MILLER'S TRAINING PROGRAM

Our guest tester this issue is Miller the Driller; Clint Miller, late of Torker, now Kuwahara's factory rep in the pro classes.

Almost forever, Clint has owned a position among the ten best BMX professionals in the world. You do not do this without a certain amount of sweat. Such as:

ROLLERS

"I ride my ten-speed on the rollers every day. One day I'll work on endurance, riding 30 minutes straight, and the next day I'll go for sprints. I'll go for 35 or 40 sec-

onds, or till I fall off 'em. I get back on and ride slow till I'm rested, and go for it again. After about ten of those, I'm burnt."

STARTS

"Mike Monell and I do starts two or three times a week. 40 starts per session. 40 is plenty to keep you sharp. I used to do 200 every day. That was way too many. By the time I got to the weekend I was worn out."

PRACTICE

"On Tuesdays I go to the Pipeline track and ride for about 2½ hours. Wednesday nights I race Orange."

WEIGHTS

"Depending on my travel

schedule, I'll lift weights every other day. I don't go for max-outs, I'd rather stay with lighter weights and go for more reps. I work out with 90 pounds for curls, and bench 130."

"I don't do much with weights for my legs, maybe once a week. I try to leave that up to the riding practice alone. When I do work on my legs with weights, I'll go sprint on the rollers afterward to loosen up and stretch the muscles."

STRETCHING

"Stretching is really important. You've got to be limber. If you are, there's less chance of getting hurt if you fall. If you're tight, you might pull something. I stretch two or three times a day. I want to be a flexie flyer like Grubber. It makes you feel better too. It's easier to get warmed up, and you don't feel so stiff when you're riding."

DIET

Clint is a firm believer in carbohydrate loading and staying away from junk food. "Monday through Wednesday I eat lot of protein foods; fish, red meat, and veggies. Thursday through Sunday is all carbohydrates; potatoes, pizza, lasagna, pasta; all the fattening stuff, 'cause you need the carbs for fuel. I've noticed a big difference when I haven't done it, like at Elsinore. I was running three classes, and in the main I didn't have anything left."

Clint also gets some muscle power from Muscle Power. "It's a milk protein drink that's manufactured in Holland. A lot of the top ten-speed racers, weight lifters, and body builders over in Europe use it. It works really good. You don't fatigue as fast as you normally would, and recovery time is faster when you do. It helps build red blood cells, and muscle fiber."

Clint believes in it enough that he now sells it through his mail order company, California Coast-line BMX.

So what's a hard training pro do for relaxation? How about bowling? Sure, three or four times a week. And in a league even.

With a training program like this one, Clint looks like he's gonna roll some more winners, on the track and in the bowling alleys. ■

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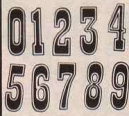
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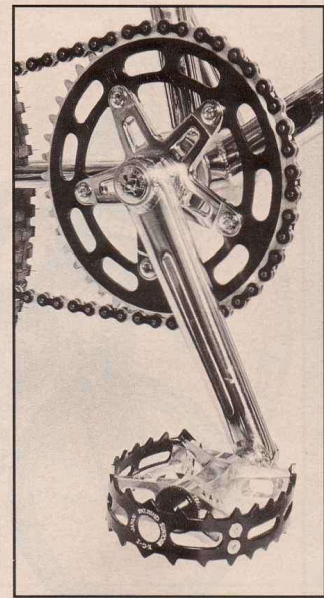
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KUWAHARA

All the components work in harmony, nothing clashes. Handling couldn't be faulted. The bottom bracket height, at 12 inches, is way higher than on most bikes.



The SunTour XC-1 pedals rate a ten. The 400 Series Flight cranks fit on a tapered ten-speed spindle instead of the Redline splined spindle. Keeps the price down some.

That raises the center of gravity some, but it didn't raise any gripes from our test technicians. If anything, it gives you some extra room to work with when you're pedalling over jumps, and around berms.

Berms were a breeze. Jumping didn't cause any seizures. When we got the bars and stem dialed, the power position was as good as anything we've ever tested.

The only thing we didn't like were the grips. They were too hard. You couldn't move your hands around easily. We slipped a pair of the new Oakleys on the bars, and were much happier.

This bike isn't cheap, but there are no weak spots in the quality of componentry, design, or function.

Even though it costs mega amounts of frogskins, it's worth it. All you

DIALIN' IN THE SUGINO SEALED-BEARING BOTTOM BRACKET

The Sugino sealed-bearing bottom bracket on the Ku is a nifty number. It works great. Right up till you have to service it.

The bearings are press-fit into aluminum inserts that are press-fit into the frame. There is no way to remove them without bugging up the inserts.

Luckily, sealed-bearings do not require frequent service. But, when it does become necessary to clean, lube, and adjust the Sugino bottom bracket, remove the spindle, but leave the bearings and inserts in place.

Flush the interior of the bottom bracket with paint thinner, then wipe it clean and dry with paper towels. Then carefully pop the outer bearing seals out with a dull knife and flush the balls with a spray can of contact cleaner.

When the balls are totally clean and dry, re-pack them with a quality grease like Cycle Pro or Phil Wood or Lubriplate, and carefully replace the seals.

When you reinstall the spindle, remember THERE IS NO SPACER between the bearings inside. This means that if you crank down on the adjusting nut, you will side-load the bearings something ferocious. To dial this in perfect, just take the adjusting nut on the spindle up to where it is finger-tight against the bearing. Then put a wrench on it to hold it in place while the lock nut is snugged up tight against it.

Reinstall your cranks in the normal fashion, and your Sugino bottom bracket is tuned to the max. ■

have to do is set it up to fit you, and go racing. ■

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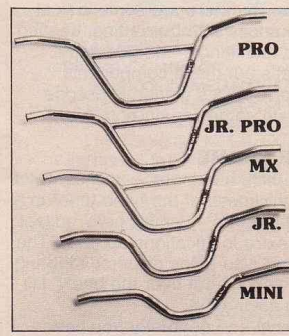
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