

MIGHTY BMXA GOES BEAR HUNTIN'

PANDA PRO-AM

**BICYCLE
MOTOCROSS
ACTION**

OFFICIAL TEST

**WITH THE
INTRODUCTION OF THE
PRO-AM, PANDA'S
LOW-KEY IMAGE IS
BLOWN FOREVER . . .
THIS IS CLASS RACING
MACHINERY**

SCRATCHED INTRO

One of the first things we did while searching for a good intro to this article was look in our dog-eared old Funky Wagnalls for the definition of bear (Get it? Panda . . . bear?).

The dictionary said that it's a large mammal with long shaggy hair.

Which described our test riders perfectly, but just didn't get it for the Pro-Am.

Scratch that intro.

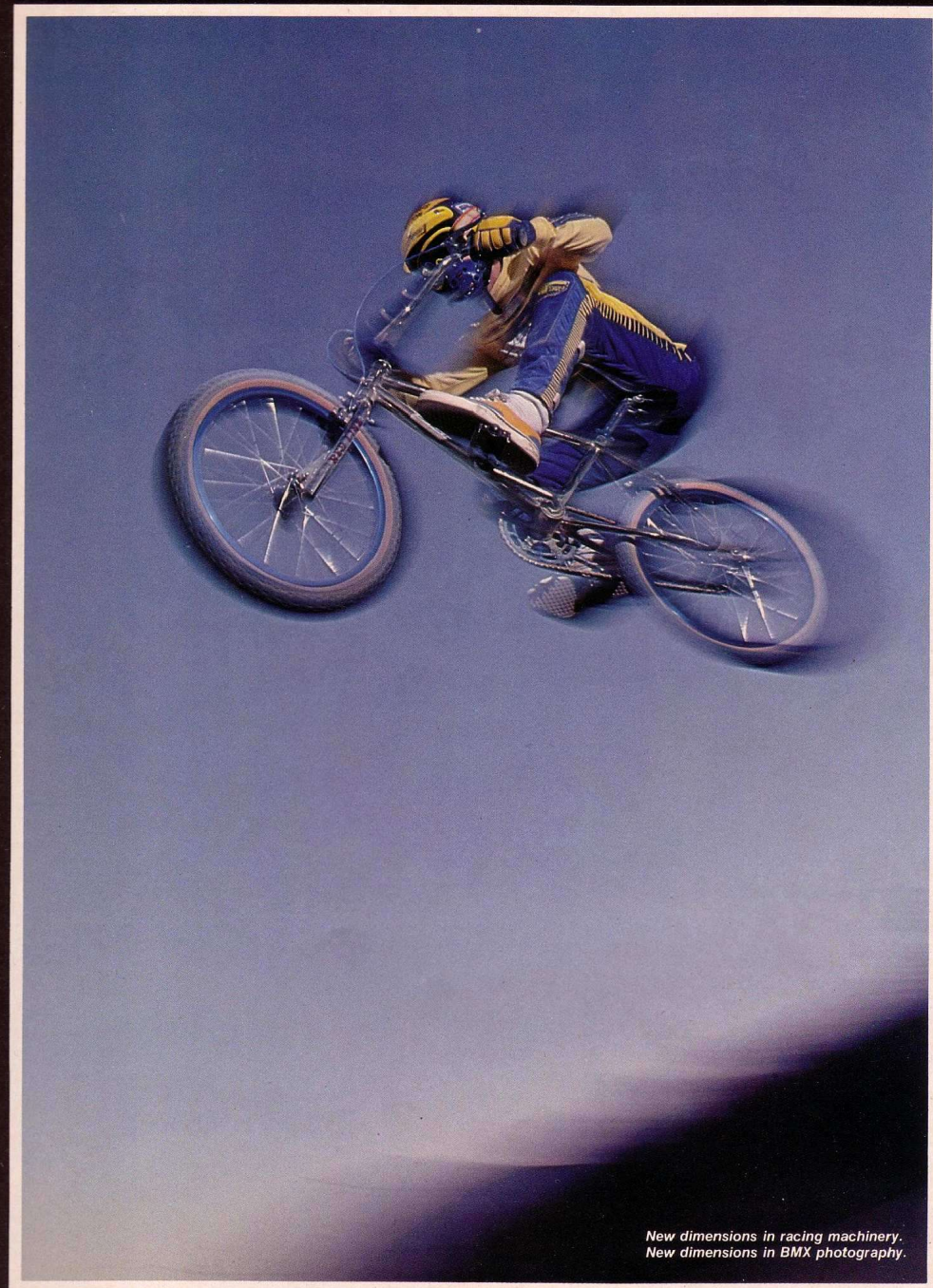
REAL INTRO

Up 'til now, the Panda Bike Company's



Aw yeah, you done good, Panda. The Pro-Am is a primo race bike.

BICYCLE MOTOCROSS ACTION



*New dimensions in racing machinery.
New dimensions in BMX photography.*

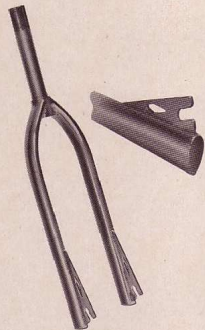


Panda Pro-Am.

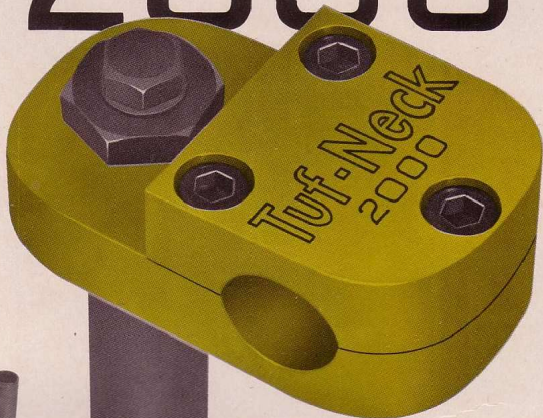
**BICYCLE
MOTOCROSS
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Tuf-Neck

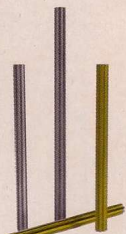
2000



Superflight Streamline Chrome-Moly Fork



Tuf-Neck Stem



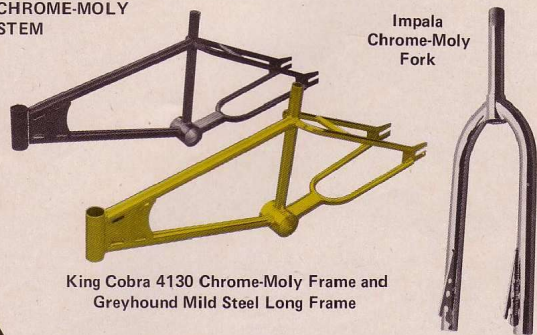
Fluted Aluminum Posts



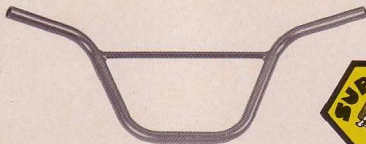
Quality Vinyl Pads

The NEW Tuf-Neck 2000 RADIUS SHAPED LIGHTER THAN EVER CHROME-MOLY STEM

Impala Chrome-Moly Fork



King Cobra 4130 Chrome-Moly Frame and Greyhound Mild Steel Long Frame



Super-Light Aluminum Handlebar



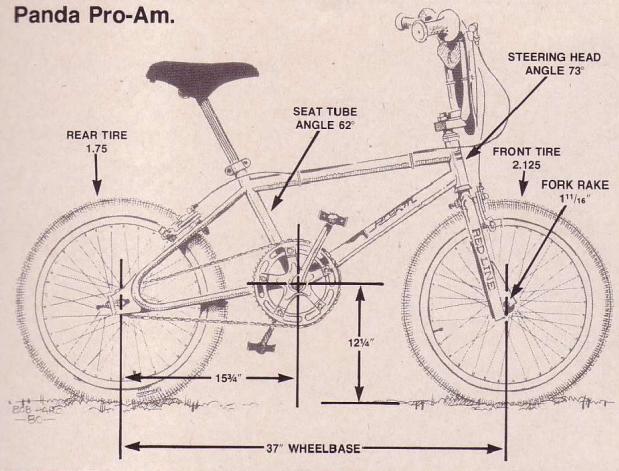
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PANDA PRO-AM

Panda Pro-Am.



PANDA PRO-AM SPECIFICATIONS

FINISH: Nickel plated
WEIGHT: 26 pounds 4 ounces
RETAIL COST: \$300 to \$350
FRAME: Panda Pro-Am, 4130 chrome-moly, heli-arc (TIG) welded
FORKS: Panda Pro-Am, 4130 chrome-moly, leading axle, chrome plated
HANDLEBARS: Red Line Micro Line, chrome-moly, chrome plated
GRIPS: Oakley II
STEM: Superbyke Tuf-Neck 2000
RIMS: Araya box aluminum
SPOKES: .080/36
HUBS: Shimano Freehub alloy
BRAKES: Dia-Compe side-pulls, front and rear
TIRES: Mitsubishi Competition II, 2.125 front, 1.75 rear
PEDALS: KKT MX, chrome-moly shaft
CRANKS: 7 inch Takagi, chrome-moly, chrome plated
FRONT SPROCKET: Shimano 44T alloy, Takagi chrome plated spider
REAR SPROCKET: 16T Shimano cassette sprocket for the Freehub
SEAT: Frecca D'Oro plastic, steel rails
SEAT POST: Aluminum fluted
EXTRAS: Crossbar pad

image could best be described as low key. But that's up 'til now. From here on out things are gonna change.

You see, they recently introduced a new racing bike. The Panda Pro-Am. And it's trick.

So trick that their low key image is blown. Forever. Totally. Them boyz at the Bear Factory better get ready to build some bikes, 'cause the Pro-Am is gonna sell bunches.

So it seems only fitting that for our March issue, a month when bears traditionally come out of hibernation, we test the new Panda Pro-Am.

Yeah, sports fans, the BMXA Test Team is goin' bear huntin'.

THE BEAR FRAME

The Pro-Am frame is long and lean. It is constructed of chrome-moly and is noticeably lower in profile than any of its predecessors. The seat tube angle and long front triangle provide ample room for larger riders. When you combine this space with the new Superbyke Tuf-Neck 2000, which comes stock on the Pro-Am, there's plenty of room to strut your stuff. No two ways about it, this is a bike for big dudes.

But if you are ten years old and are a tall gangly sucker with four foot long arms, then maybe . . . just maybe . . .

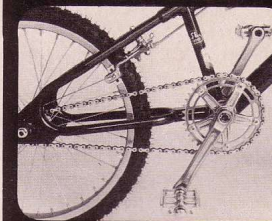
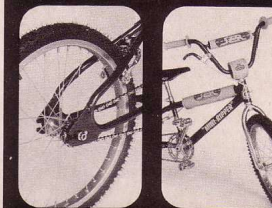
The frame geometry on the Pro-Am is kinda weird. It contradicts itself. The wheelbase is a long 37 inches and the steering head is a steep 73 degrees. We couldn't figure out if it would handle slow or fast.



PRO SERIES



(C.P.S.C. approved reflectors and chain guard included.)



BIKE KITS

SE Racing Pro Series Bike Kits available in P.K. Ripper, Mini-Ripper, GJS, Race Inc., STR and O.M. 26" Models. For more information on the full line of SE Racing bikes, Actionwear, safety equipment and components, contact us.

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R.L., dangling his participle.

Competition II now prepares you for the Great Indoors.

You can shave off the knobbies. You can smother it in hairspray. No matter how you cut it, slice it or talk to it, though, an outdoor BMX tire was made for dirt tracks.

Nothing but the Mitsubishi *Competition II Stadium Tire* knows how to perform on an *indoor* track.

You've got special needs.

The BMX'er who heads indoors for the winter will find a new challenge. Smooth, slippery, unyieldingly hard, paved cement tracks and wood jumps. The stuff that reduces softer outdoor tires very quickly to mush.

When you're riding to win, you need a tire that's solid but flexible, easy to control with maximum traction.

Mitsuboshi knows your needs and now builds the BMX tire built for the Great Indoors. *The Stadium Tire.*

The solution is the design.



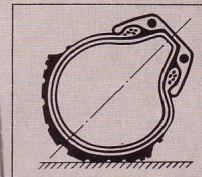
Start with the inside story. The high density nylon cords. Not steel. Not fiberglass. NYLON. It keeps the overall weight light, increases the strength of the sidewall, and decreases energy loss. Ride 'em hard ... they've been tested to take it.

Next, an exceptional rubber compound that's flexible enough to

get down to the ground and grip! Competition II's won't slide out from under.

And because the strength of the rubber lessens abrasion of tire treads, you needn't fear calling it a hairy day due to bald tires.

Now take a closer look at that profile. Mitsuboshi changed the shape of high performance Stadium Racing, with the Comp II tire. That extra slope and the unique tread design get more surface into the turns.



There's less rolling resistance on the straights. Maximum traction at take-off. And don't wait too long to feel how beautifully Comp II's handle!

Your track record must improve.

Finishing races is the first step to winning trophies. Armed with the tires that are as tough as you, you know that your track record has got to improve.

So rack in the points and get there first on Competition II's Stadium Tires. Built for the Great Indoors of BMX.

Available in sizzling tread colors: red, blue, yellow, black; 20" x 2.125" and 20" x 1.75".

MITSUBOSHI **Stadium** TIRES
Competition II
BUILT FOR THE GREAT INDOORS

PANDA PRO-AM



The Pro-Am is a red hot momma. For larger riders it just almost doesn't have any flaws.



Hey, we don't mess around . . . we test these suckers. This is the old nose-dive step-over crash test method.

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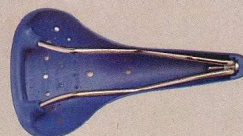
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Racing pros chose the Kashimax
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The Kashimax Motocross Saddle



It's built for speed and it's built to last like no other saddle, because top competition riders won't sit for anything less. They love the light

weight, just 470 grams including the clamp. They can't bust it, even with its factory-drilled ventilation, because the Kashimax MX is molded in genuine, 100% nylon 6. And a rugged, chromed steel subframe and patented safety seatclamp keep it securely in place, jump after jump. Top it off with four totally hot colors—red, blue, yellow and black—and the Kashimax MX looks as tough as it's built.

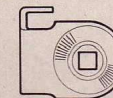
So race the seat that can't be beat. Kashimax MX.

Kashima Saddle Mfg. Co., Ltd.
No. 30-3, 3-Chome, Hannan-Cho,
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Seat base color—molded in pure nylon 6 for optimum strength.

Factory-drilled holes for light weight and ventilation.

Bottom edge beveled smooth, can't scrape legs or catch pants.



Safety seat post clamp (pat. pend.) securely locks seat angle and prevents post protrusion.

