



A GOOD OL' BIKE

WHITE LIGHTNING

Story and Photos by Bob Osborn



Here it is, folks, the glistening, gleaming, galloping White Lightning motocross bicycle.

There! On top of yon mountain. Proud. Sleek. Spartan. Devoid of cosmetic appurtenances.

A functional machine. Purposeful. A thing of rare beauty. Designed with one purpose in mind: Motocross.

The sun glistens off its polished chrome frame. The knobby tires wait, impatient to bite into fresh earth.

The entire machine seems to quiver with anticipation — waiting, waiting for the slam of a starting gate.

Our test riders wear Scott masks so you readers will think they are calm and brave when they do things like this. ➤





The buns-up, front wheel down, Jones style.



Reinforced Ashtabula forks and steering head of the White Lightning. Notice the space where a gusset usually goes. To find out if this is a boo-boo or not, read the text.

Rick Ankrom builds the White Lightning, and even though he's an old guy (25), he races them too. He used to race the young hot dogs, but lately, what with senility rapidly approaching, he has eased off some and just competes in the fathers' races. But the point is that he does race.

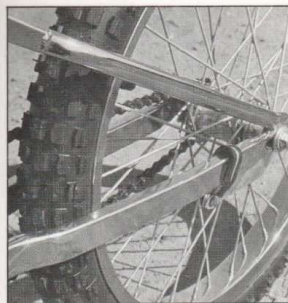
If you combine his engineering, welding, and racing skills, you get the White Lightning: a spartan, functional racing machine, built by a guy who knows what's happening in bicycle motocross racing.

If you want a more expensive chrome-moly frame, White Lightning has the 'Swooper,' or if you want circus quality unicycles, they make those too. But for now, we're testing the mild steel White Lightning.

This bike retails on the west coast for about 135 dollars and on the east coast for about 145. The extra ten bucks is for shipping.

The mild steel frame is hell-arc (TIG) welded and penetration appears to be excellent. Once welded, it is show-chromed to

◀ Eat your heart out, Roger DeCoster.



Rear section showing the rectangular tubing chain stays.

R.L. haulin' buns, and Don Jones demonstrating his usual berserk rear-end-up style, over the same jump at the bottom of a fast, downhill straight. The White Lightning adapted equally well to both riders' styles. ▶



Jones, showing how much sole he's got. This pancake jump, in spite of appearances, was reasonably successful.

glistening perfection. Well, almost perfection, the steering head was a little rough.

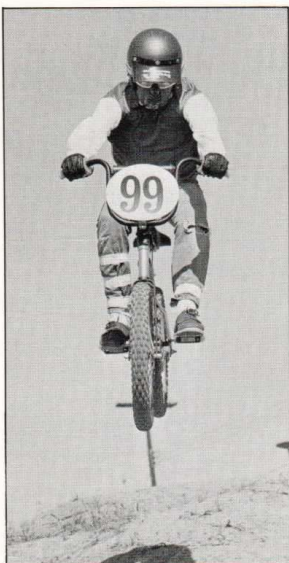
Check the lack of a steering head gusset. The theory behind this is that impact forces, which center in this area, stand a better chance of being transmitted over

the entire length of the top and down tubes, thereby reducing the possibility of fatigue immediately behind the steering head. It must work, 'cause we couldn't break it.

The chainstays are very strong rectangular tubing, a la Redline. However, where Redline has done

a beautiful job of boxing-in the dropouts, White Lightning has pinch-formed their dropouts, and they are kind of ugly. Plenty strong, but ugly.

While we're discussing the frame, cast your peepers on the low profile. By hacksawing some



If you're wondering if the photographer got out of the way in time....no, I didn't.



Cornering characteristics were very predictable due mainly to the low center of gravity and excellent weight distribution. Steering could have been a bit quicker.



YABBA-DABBA-DOO! This sucker really gets it on through berms.



Trim, light San Marco seat. Good choice. Very motocross.

off the seat tube mast, this bike would fit the really little racers. In fact, if BMXA had any six- or seven-year-old racers, we'd cut the mast clean off and instead of a seat, use a foam pad with a Naugahyde (or however you spell that) cover snapped around the frame to hold it in place. Light, slick, and trick.

Ground clearance at the bottom bracket is perfect for 6½- or 7-inch cranks, adequate for 7½'s.

The White Lightning is supplied with box bars and clear hex grips for aiming the thing. The Ashtabula black forks and gooseneck are tough equipment. We couldn't bend 'em. In fact, we didn't bend

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LOCATING LAND FOR A BMX TRACK

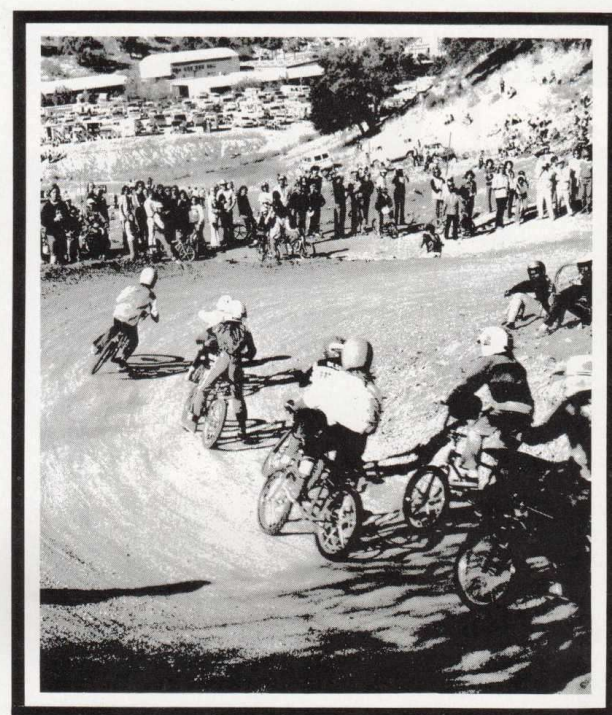
It's hard ... but not *that* hard

By Jack Scagnetti

So you'd like to launch a bicycle motocross racing program in your area, but you don't have a racetrack. Don't give up the idea. Land is available, if you look hard enough for it. Let's take into consideration some of the ways you can go about locating land suitable for organized bicycle motocross racing.

The first requirement is to locate land that is at least one acre. That's the minimum for laying out a track, and that doesn't provide space for parking. The ideal site should be two acres, allowing plenty of space for parking and a pit area, along with spectator facilities.

It doesn't matter whether the boundaries of the land are square, rectangular, or pie-shaped. The layout of the course, whether it be one-eighth of a mile, one-quarter-mile or three-quarters of a mile, is flexible, and can be designed to



suit the limits of the property.

Probably the least expensive route to acquiring land for rental for bicycle motocross is to locate vacant acreage adjoining some existing facility, such as a YMCA or youth activities center, and thereby utilize their parking and toilet facilities. In Southern California, for example, the National Bicycle Association uses vacant property adjoining a youth center in Van Nuys. Parking facilities and restrooms are used from the youth center.

Contact city and county recreation and parks departments for possible use of abandoned Little League baseball or Pop Warner football fields, or land adjoining recreation facilities currently active.

State or county fairgrounds have been made available for BMX when they are not in use. These can provide grandstands, rest-

rooms, refreshment stands and parking lots.

Look for land in commercial or industrial areas. Sometimes property must be zoned commercial or industrial before the city or county will allow you to stage races. Staging races in a residential area might result in complaints from homeowners and, in turn, a ban by city officials.

If you find suitable property that is not zoned commercial or industrial, it would be too difficult and quite complex to go through procedures required for rezoning the land. It's an involved process and could be quite expensive and take a long time.

Today, with greater emphasis on environmental protection, environmental impact reports are often required before issuing permits for new businesses. Bicycle motocross has a distinct advantage in

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BMX PRODUCTS/NBA COLISEUM RACE

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those big television cameras definitely added interest. The name of the game here was gearing and endurance.

On a 0 to 10 scale, I'd give the course about a 4. But then, when you add all those people in the audience, all the marching bands, the zoomy cheerleaders, terrific announcing by Bill Welsh, and plop all this inside the imposing, legendary Los Angeles Memorial Coliseum, then the rating on that 0 to 10 scale shoots up to about a 20!

In one of the 16-and-over races, Billy Wouda (Littlejohn) finally found a track to fit his 54-16 gearing. He won the race by passing John Palfryman (BMX Products) and Greg Lilly (White Lightning) at the halfway point. At the finish, nobody was even close. Wouda runs these gears all the time, and no one else even guessed that you had to go that tall.

DG's half-pint whirlwind, Stevie Skibel, went wire-to-wire in front of the 8-9-year-old class. One Krystal Bradshaw, a very fast young lady, riding a Wienert bike for Laguna Distributors, novocained the 10-11 class. Jeff 'Baby Huey' Graham (Beaver's Bicycles) passed Flynn Pat Ryan (Kenny Roberts) at the half-way point to beat the 12-13-year-old contingent.

Brian Lewis (Two Wheeler's) ran a shoulder-to-shoulder race with Stan Robinson (King's BMX) and Tinker Juarez (BMX Products). At the finish it was Brian's Stroker by a knob. A mucho close race.

In the 16-and-over race that Wouda didn't win, it was the yellow and blue one-man thunderstorm, Jeff Bottema of DG, who got the big brass, with Coy Hudson (Wheels N' Things) right on his tail.

Like I said, the whole enchilada only lasted fifteen minutes, but it was FAR OUT!

Add this race to the Schwinn race in the Florida Orange Bowl and 'Stadium Racing' has come to



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Webco — the leader and pace setter in high performance equipment — announces with pride and pleasure the **Webco Mag**, a genuine magnesium wheel cast from a special alloy formulated for strength and light weight. At 2 lbs., 4 oz., it is unquestionably the lightest, strongest cast wheel in BMX racing history, and is sure to become standard equipment on all serious competitors' bikes.

The magnesium alloy wheel originated on Indianapolis '500' race cars. Auto customizers copied its styling, but used aluminum and steel for materials because they are cheaper and easier to cast than magnesium. Although called "mag" wheels, all cast bicycle racing wheels available to the

public are made of aluminum...except the **Webco Mag**.

Suggested retail price is \$34.95 each. The front wheel is supplied with bearings and axle, while the rear is machined for Shimano or Bendix brakes (not supplied), or may be set up with a free spooling hub. The natural magnesium finish is coated with clear epoxy which prevents corrosion and may be painted if desired.



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bicycle motocross. In fact, this race went over so well that the NBA has two more Coliseum events lined up for the near future.

To Ernie Alexander (NBA), who promoted the race, and to Skip

Hess (BMX Products), who sponsored it, and to all the people who helped organize it, and especially to the fearless racers who put on the show, we want to say...you done good!

☆☆☆ RESULTS ☆☆☆
NBA COLISEUM EXHIBITION RACE

8-9
Steve Skibel (DG)
Gary Renteria (DG)
Joe Dean Jaques (WSA)

10-11
Krystal Bradshaw (Laguna Dist.)
Ron Gilbert (BMX Weekly)
Robby Gonzales (DG)

12-13
Jeff Graham (Beaver's Bicycles)
Greg Hill (FMF)
Pat Ryan (Kenny Roberts)

14-15
Brian Lewis (Two Wheeler's)
Stanley Robinson (King's BMX)
Tinker Juarez (BMX Products)

16 and over
First Race
Jeff Bottema (DG)
Perry Kramer (BMX Products)
Dale Hudson (Wheels N'Things)

16 and over
Second Race
Billy Wouda (Littlejohn)
Coy Hudson (Wheels N'Things)
John Palfryman (BMX Products)

BIG TEST OF THE WHITE LIGHTNING

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or break anything on this bike, unless you want to count a slight tweak that mysteriously appeared in the back rim.

Front hub is a black Sunshine alloy job, and the rear hub is Bendix. Spokes are 120's, rims are Araya steel. Tires are IRC Super Grippers. The wheel/tire assemblies supply plenty of strength and traction.

The seat is an Italian outfit that is light and strong. Cranks are 6½-inch black heat-treated Ash-Tabulas. The pedals looked something like chrome KKT's, but were so scratched that we couldn't tell for sure what they were.

Steering head angle is 67 degrees above the horizontal, which provides for very predictable steering with no sudden surprises which might tend to cause your nose to come into close proximity to the ground.

The White Lightning weighs about thirty pounds, which is an indication of the solid equipment supplied with it. To go lighter by using more alloy components would mean driving the price proportionally higher. If you want a twenty-five-pound bike, buy the frame and select the lighter, more expensive equipment. Cost of the frame alone is under fifty dollars.

As it stands, the White Lightning will stand up to BMX racing and just about any other abuse you could care to inflict upon it. This is a solid bike.

Some comments on handling:

You get the feel of it real quick.

The low center of gravity makes it handle great.

It's boss on jumps.

You can haul buns on long straights.

The steering could be a shade quicker for motocross.

Weight distribution is nifty.

The dropouts are ugly.

So whadda ya think?

I like it, I like it.



FROM JAMMIN' JIMMY WEINERT

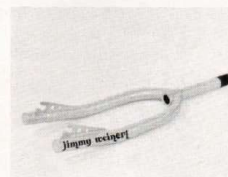
The winningest rider in Motocross is now building super bikes for BMX. This is the Jammin' Jimmy Weinert STADIUM I.

- The frame is 1010 mild steel. The handle bars are matching aircraft quality tubing. Super strong light weight.
- Frame weight — under 5 lbs; fork weight — only 2 lbs.
- Available in yellow or orange baked epoxy finish.
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