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BMX

OFFICIAL

No. 1

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BMX

OFFICIAL

Volume 1, Number 1
February 1981

WELCOME to Issue One of Official BMX. We hope you like it. We hope you read it from cover to cover. We hope you stare at the pictures until your eyes cross. We hope you buy Issue Two.

Nobody reading this is going to need convincing that BMX is the most exciting thing to happen to bikes since the penny-farthing and the best news in sport since the plastic football.

So the need for a bright, entertaining, witty, well-written (do you recognise us?) magazine is obvious. But why official?

Well, BMX is still relatively new in this country, but it's growing quicker than the National Debt. Tracks are opening faster than we can keep tabs on them here at OBMX. Riders are turning up for meetings and finding the rules and regs are totally strange to them.

And with perhaps 100,000 bikes being bought this year that could add up to an awful lot of chaos.

That's why we need a magazine . . . and why OBMX is linked to UKBMX, the Association responsible for organising and running the sport throughout the UK. We'll be bringing you the latest news about rule changes, up-to-date lists of track openings and meetings, and all the inside news. Once this season is under way we'll also be printing UKBMX's official league rankings so you'll be able to see exactly where you stand against the competition, both in your own area and nationally.

Naturally, we'll also be bringing you the brightest, most colourful pictures available, and the hottest riding tips.

Of course, we think this issue is perfect. But even perfection can be improved. So write and let us know what you think: About the magazine; About the sport; About the machines; About Cliff Richard . . .

We'll print anything we can read (so long as it isn't too obscene).

Until the next one.

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These padded BMX jeans cost me £8.95, the vest just £7.45 and the helmet was £7.99.

Halfords have got a knockout range of BMX clothing, parts, accessories and the bikes to use 'em on. »



Wouldn't YOU like one like this?

THEY say this is the first ever British BMX track. It was built in the private grounds of Malcolm Jarvis and racing has been going on here for over a year. Since Mr Jarvis is also responsible for importing the Mongoose range into this country, and has a couple of hard pedalling children, don't feel so bad if you see the name ahead of yours in the results. They've been at it longer than anyone. But you've still got time . . .



Teams form across the land

YOU know that "we're not alone" feeling. Well that's how it feels when we try to keep tabs on all the teams that are being formed. Active right now are the Monray Giants from Corringham, Essex; the Ace team from London; the Mongoose team; Allens BMX club at Sheffield; Wheelways at Grimsby and Humberside Heroes; Yamachine BMX Club at Barton-on-Humber; Ipswich Witches; Redditch Premier Club. We also hear that a team has been formed in the Bolton area, another in N. Kensington in London and one is under way at Southport's Leisurewheels set-up where a track will open soon. But if you've formed a team, know of one or are thinking about it then drop us a line at OBMX, 27 Waveney Avenue, London SE15.

Congratulations to Barry Scott-Webb who has just been appointed UKBMX's first regional organiser. Barry's in charge of the super-active Area 8 with a base in Ipswich. Maybe Barry didn't have too much choice as he was already organising the Scott-Webb family with Jason, Debbie and Dean all racing for the Ipswich Witches BMX club that he set up.

And more of the same to Geoff Barraclough. Just as we went to press it was confirmed that he is to co-ordinate region 5.

● Contact: Barry Scott-Webb, 7 Crows Close, Chantry; Geoff Barraclough, Wheelways, Hainton Square, Grimsby.

UKBMX LEAGUE GUIDE

UKBMX has now divided the country into 11 regions where leagues will be run. They are: Area 1: Northern Ireland; Area 2: Scotland; Area 3: Northumberland, Durham, Tyne & Wear, Cleveland; Area 4: Cumbria, Lancashire, Greater Manchester, Cheshire; Area 5: North Yorks, West Yorks, South Yorks, Humberside; Area 6: Shropshire, Staffs., Derbyshire, Notts., Hereford and Worcestershire, West Midlands, Warwicks., Leics., Northants; Area 7: Wales; Area 8: Cambs., Lincs., Norfolk, Suffolk, Essex, Greater London (NE); Area 9: Gloucs., Oxfordshire, Bucks., Beds., Berks., Hertfordshire, Greater London (NW), Wilts., Hants; Area 10: Cornwall, Devon, Somerset, Dorset, Avon; Area 11: Greater London (South), Surrey, Kent, West Sussex, East Sussex.

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BMX QUESTIONS

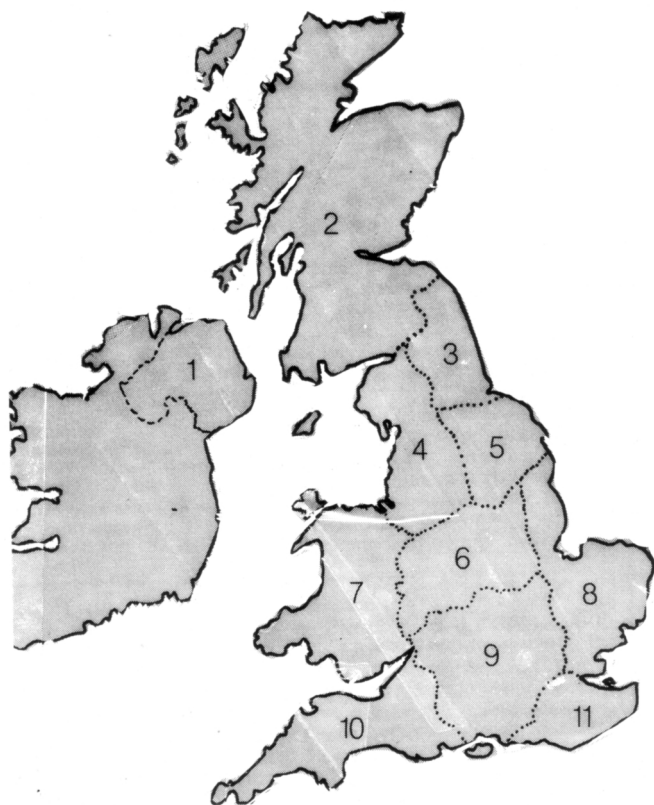
- Where can we buy all the gear?
 - Where can we get the facilities to race?
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Right: The charge of the Light Brigade. A hard-fought moto hits the hills at Ipswich.



**THIS is Debbie, the hard-riding senior sister of the dreaded Scott-Webb clan from Ipswich. The family that thinks losing is a dirty word. She has the distinction of having come first (naturally) in the first ever girls-only class at a British meeting. The Americans, with typical lack of taste, call such classes Powder-puff. Ugh! But should the women be riding in separate classes at all? Debbie can certainly hold her own against the fellers, so why not abolish sex-discrimination on the track? Write and let us know what you think.*

Find a local hot shot scheme begins

MONGOOSE Dealers are taking part in a "Find A Star" programme. Ammaco will help the local shops to kit out their neighbourhood hot shot in special Team Mongoose Dealer livery, and the idea will be to help discover the very best riders in the nation. Will the time come when any rider spotted in TMD colours will strike fear into the hearts of all other riders? We shall see.

Grimsby gets cracking

It's all happening up in the Grimsby area which now seems set to become the second place in the country to have two tracks, with one in the town and one down the road at Worlaby. The new track in Grimsby will open by February on land owned by the local council. It's been flattened for redevelopment but the council have got no money to build houses, so Geoff Barraclough and UKBMX persuaded them that it would make an ideal BMX track in the meantime. All that's needed to get it up-and-running is a little spadework, but there are plenty of willing hands in the two local clubs, Wheelways and Humberside Heroes, and OBMX will be up there for its opening spring meeting.

Man United

WE hear tell of a club starting up in Manchester (the first?). Man behind it is Dennis Christian, owner of Viking Cycles shop in Old Croftsbank, Urmston. Contact him at his shop, or by contacting Davyhulme Youth Centre.



LESLIE WINDLE JNR — his Dad opened Oxfordshire's first BMX shop in Kidlington and is organising a team — turned to BMX competition after an enforced absence from two-wheeled competition. He broke his leg in a motor-cross event. A painful way to find out that BMX is not only cheaper and more fun, but safer. Stick to pedal power, LW, and learn to fly.



DON SMITH, former motorbike trials world champ and Ammaco's marketing director, is another who has seen the light. He has decided to write a book about BMX and would like to see any good shots of the sport that are around. Contact him at Ammaco or hail him at a meeting (you can recognise him by the hair).



IF YOU can't find anybody selling radpads in your town, how about this do-it-yourself solution. Go to your nearest hardware store where they sell supplies for plumbers and get some flexible pipe insulation. Made of 9mm thick rubber it just slides over the top tube, handlebar bracing bar and gooseneck.

It's usually sold in metre lengths, which is more than enough to kit out a whole bike. Made by Armstrong in four different sizes we found the best fit was the one made for the 35mm pipes. Split open on one side it just slid over and then we bound it with bright red insulating tape. And the whole deal cost us just £1.50.

Considering that the stuff is made to keep pipes warm, we think it's a pretty hot idea!

PS. If you've got a real trick tech-tip share it with everyone through OBMX, by sending us details and a picture if you've got one.



LOOKS LIKE Viscount who build top road racing bikes are about to enter the BMX scene. A chrome-moly prototype with Shimano cranks, brakes and corkscrew stem was raced by Dean and Tony Wilsher in the 10's and 12's at Buckmore on November 30. Their Dad, David Wilsher who represents Viscount in the South-East kept a close eye on its performance. A few modifications are likely but Viscount Shimano feel they have the makings of a really primo bike.

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**STOP PRESS: MEONSTOKE BMX TRACK
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Looks good, feels good, but will it thrash?

LOOKALIKE! There's a word to make a BMXer spit!

There's nothing smarter looking than a shiny BMX bike. If you want to keep it in your bedroom so that you fall asleep with your eye running over those anodised spokes, that sparkly chain-wheel, those gleaming high risers, don't be ashamed. We understand.

But with BMX, beauty is not just skin deep. Those bikes are designed strong and built strong, so that however hard you ride them, over the hairiest of tracks, the only thing that bends is you.

Lookalikes are something else. They may have the appearance of a true BMX racing machine, but they haven't got the heart. If you try thrashing them over the course you run the risk of forks cracking, handlebars twisting, cotter pins shearing and tears and heartbreak all the way.

Lookalikes are marketed by all sorts trying to cash in on the BMX movement, but we were surprised to find one on sale in Woolworth's. BMX it said in large letters, but a tiny sticker warned that

the bike is not suitable for BMX racing. Not very wonderful, we thought, and got in touch with Woolies.

They are perfectly good bikes, said their Mr Ellis but added "we don't want anybody thinking they can jump 12ft in the air on them."

"The first cycles we had in, we were thinking more of style," he went on, but then came the good news: "the next bikes will be all suitable for BMX racing." OK, Woolies you're off the hook. Anybody is allowed one mistake (except in a tight final), and at least they put a warning on.

Also, Mr Ellis says they will give a refund to anybody who's been bitterly disappointed because they thought they were getting a bike suitable for competition.

As for the rest, watch out! If you're thinking of buying a bike that seems suspiciously cheap, or you've never heard of the make, ask the dealer this one simple question, and ask it loud and clear: "Is this bike suitable for BMX racing?" And don't be satisfied with anything less than a clear, straightforward "yes".

THIS IS kinda hard for us to say but we hear that one little section of the scene is a bit muddy right now with a couple of riders being persuaded to suddenly switch teams. Seems like the lads were enticed by a better sponsorship deal, which as they say "can't be bad". But it did leave a bad taste—especially for the team manager who gave the lads their first break in the sport. Is a new bike worth more than team loyalty? Let OBMX know what you think and what you would do in the same situation.

Kids!

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RETAIL AND TRADE ENQUIRIES WELCOME

Flying Wombat takes off at Worlaby . . .

BMX really got its foot down and away in the New Year with the first major meeting ever to be held in the North.

And what a meeting the guys up at Grimsby staged on January 4. High-spot of the day was the appearance of Western Australian under-14 champ Keith Mercer. Six foot tall and bronzed, and looking more like a 20-year-old, Keith, nicknamed the Flying Wombat, won his three qualifying motos in handsome style but was under pressure in the final. Riding a Japanese-built machine with no trademarks Keith, who is over here on holiday, found the surface stickier than the hard tracks he's used to Down Under.

On previous form most spectators fancied Andy Ruffles to challenge him in the final but instead it was newcomer Karl Fennick riding for Allens Sheffield team who came closest, but just missed pipping him at the post. Ruffles, until now No. 1 in the 13-14s, came past the chequered flag in third place. (Maybe it was the early spell of demonstration stunts he staged for the crowd with Mongoose team-mate Cav Struts that cost him the extra edge. Struts also fared badly in the races, failing to make an impression in the 15 age group). The 15-16 group proved a clean sweep for the Allen BMX team with new face Craig Bottoms first followed by team-mates Alan Woods and Mike Chilvers.

The track built within a stones throw of Worlaby Hall, a historic mansion just outside Barton-on-Humber near Grimsby, continued to spring surprises all afternoon. Owned and designed by Nigel Fillingham,

who farms when he isn't trials riding and organising the Yamachine team out of his Barton shop, it had only been completed a few days before. Some of the berms still need extra banking, but it's the first track to have a downhill S-bend chicane just wide enough to take three riders. And that provided some pretty interesting tactical racing with Team Wheelways' Steve Gratton in the 17-plus showing that winning means getting into position at the right moment. Steve, who's now switched to a Mongoose frame with Red Line parts, was tailing new Yamachine rider Paul Hindley all the way but picked up speed out of the chicane to hold his back wheel down over the final killer whoops and win by a spoke, with Wheelways team-mate Gary Temples coming home third.

It certainly gave team organiser Geoff Barraclough who ran the commentary box with Don Smith something to shout about. By the end of the day Geoff's voice was a whisper he was so hoarse. (Don was still talking ten to the dozen as usual). Down in the junior sections the Ipswich Witches made a clean sweep, winning every age group from 7 to 12. But local team Humberside Heroes proved that new though they may be they've got some useful hotshoes with Paul Phillips, one of their most promising.

RESULTS: 7-9: 1 Scott Barber, 2 Darren Mills, 3 John Bilner. 10-12: 1 Sean Godbold, 2 Paul Phillips, 3 Gary Forber. 13-14: 1 Keith Mercer, 2 Karl Fennick, 3 Andy Ruffles. 15-16: 1 Craig Bottoms, 2 Alan Woods, 3 Mike Chilvers. 17+: 1 Steve Gratton, 2 Paul Hindley, 3 Gary Temples.

SPECIAL OFFER!

YOU know the feeling. You get down to the newsagent late and discover he's already sold out. Well, now you can avoid disappointment by having Britain's only bicycle motocross action mag mailed direct to your letterbox.

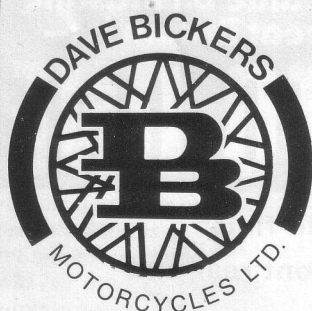
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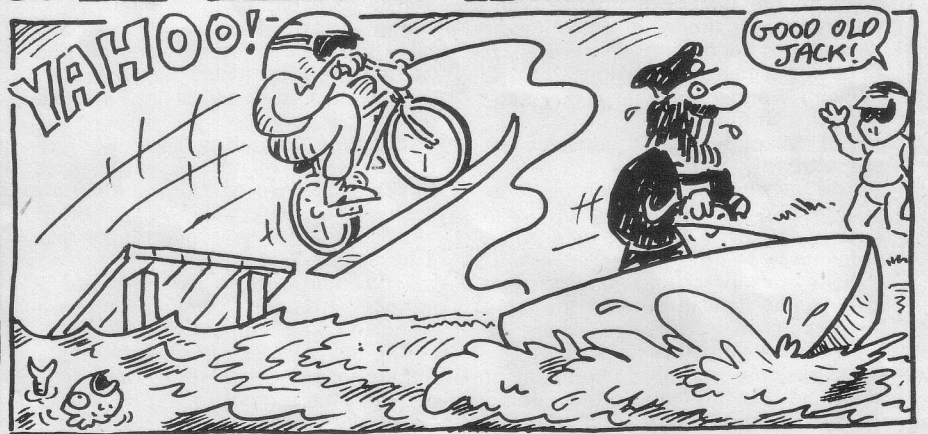
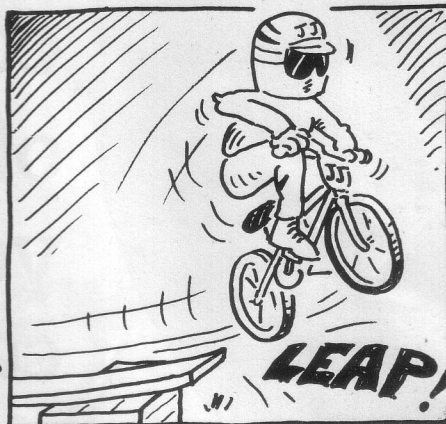
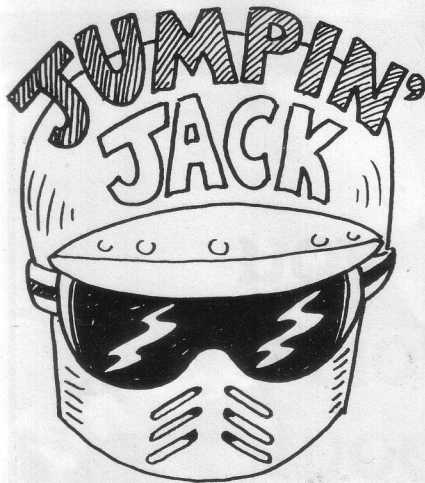
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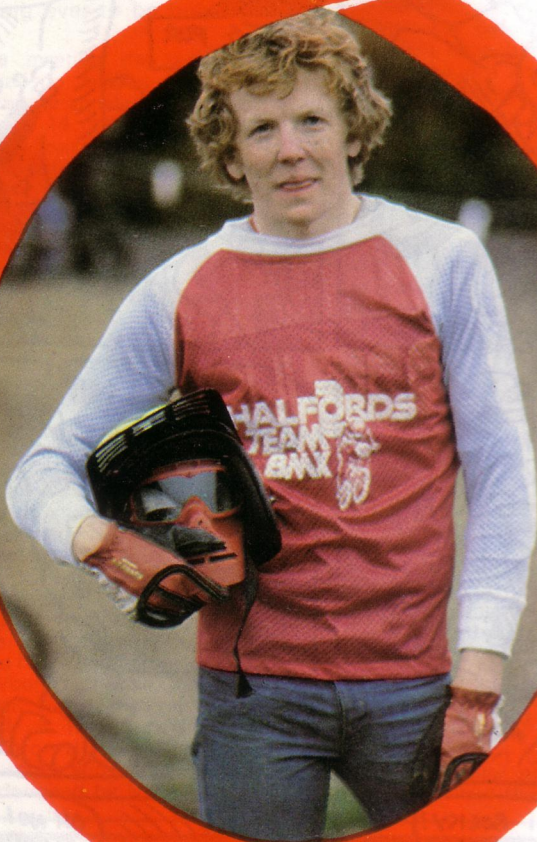
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MEET MIKE CHILVERS



«If you worry about coming off then you will come off»

MEET Mike Chilvers—a real BMX pioneer!

Competing in motos for the 15-plus guys Mike has already made a name for himself as a real hotshoe.

At the last big Redditch meeting in October he won two of his three qualifying motos and stormed to first place in the final. But on the grand prix rating for the whole meeting he was placed second.

It was a narrow decision and that left him wondering what a guy must do to be Number One.

But Mike, who's 16, doesn't get put off easily.

The next week at Ipswich he came first in two motos making up for a slow start in his opening race when he came in fourth.

Now he's practising hard to pick up a trophy here to go with the three he picked up in America where he lived for a year when he was 14.

He became the state champion of Maryland for his age group riding first a Puch Murray and then a Mongoose 2.

That was the bike he brought home with him.

"I didn't expect there to be any BMX here and when I heard what Geoff Wiles was organising I got in touch with him. I couldn't wait to

get BMX racing again," says Mike, who is based at Sale, near Manchester.

Mike was one of the riders who went down to Ipswich with Geoff to demonstrate to the folk there that BMX is THE excitement sport.

Some of his stylish bike-flying one-footers and kick-outs certainly helped spread the BMX message because Ipswich Council went ahead with a track almost immediately.

Right now Mike is working on a table-top trick—getting airborne and getting the bike to lay flat in the air just as if you were laying a plate on a table.

But how difficult is it?

"Tricks are all in the mind" says Mike. "If you worry about coming off then you'll come off. You've got to work out what you are doing and it has got to feel right."

(It certainly looks like he's got it right in his mind when we went along to take pictures.)

The machine he's twirling here is a Supergoose 2—the third bike he's owned. "It's a great racing bike. You can really control it well. When you come off a jump you can put it down just where you want it."

Now Mike's Mongoose days are over. Just before Christmas Mike got the present he'd been longing for: a sponsor.

Now he rides for Wigan-based,

Alan's Motors, a North of England outfit that came into BMX after building up a reputation in the world of motorbike motocross.

Mike's their first BMX rider. But he may not be alone for long as Alan's Motors are thinking of building up a full team.

Since getting his sponsorship deal of free bike, free helmet and BMX riding gear Mike has switched to riding a Red Line bike.

What's it like?

Says Mike: "Like all new bikes it feels a bit funny at first. You just have to get used to it. But it feels like it will be a great machine in the long run."

With the sponsorship deal under his belt Mike can now work towards his big ambition: being in the first British team to take on the American aces.

Mike, who knows their ability better than most, says: "They may be better than we are now, but it won't be for long."

"British riders are more competitive. All the American tracks are dry and smooth but with our weather we are going to get used to all different sorts of tracks. Wet ones, muddy ones and dry ones."

"Trying different surfaces is going to make us better all round riders."

"Since I've been back from the States my technique has improved just because of the variety of track conditions."

It's the thing that's going to put us out in front. British riders are going to have more skill."

So Uncle Sam you better watch out. The British are coming.



Yankee doodle

I'VE just come over from the US, and while there I got into BMX. I joined the American Bicycle Association (ABA) and got quite good. Now I have come home I am looking for a place to race. Please could you send me as much information as you have on race times and places. — **Chris Simmons, Havants, Hants.**

*WELL welcome, pardner. Mike Chilvers, our star profile this month, also cut his teeth on the American tracks. Glad you're being modest Chris, but if you Atlantic hoppers think you'll find the home-grown talent a pushover — think again. And, of course, the place to find out all that's happening, and about to happen, on the British scene is right here in the pages of OBMX. Would you expect us to say anything different?

Behind the times

I'VE seen and heard a bit about BMX and I am immediately interested in bikes and enjoy riding and building them, but this BMX seems absolutely over the moon. I've been to the local bike shops but they have no information about BMX. — **Lee Rayfield, Sheppey, Kent.**

*BMX is so new the paint is still wet and some bike shops haven't caught up with it yet. They will. Don't worry, they will.

A buckled wheel lament

I AM very interested in BMX racing. For quite some years I've charged hell for leather through woods and over broken ground on an ordinary bicycle with knobby tyres, but I have become rather fed up with things going wrong with my bike — buckled wheels, chain wheels, and my front forks have broken twice which of course my dad was not pleased outrightly at.

So I am writing to ask for application to the UKBMX association as I hope to be getting a BMX cycle soon.

I feel that BMX racing will really take a hold in Britain as all kids have an interest in cycles. My friend has received an application form. Of course I went a bit green with envy and thought I would like to join. I could do with some exercise as well. — **Matthew Smith, Bourne End, Bucks.**

*"Thrashing" bikes over rough ground is where the whole BMX thing began, of course, and like you riders soon found they needed something a little tougher to stand up to the hammering. Something growly in bright red with zoinch wheels, chromed gooseneck clamp and straight forks perhaps? Seriously though, we're all impressed with this idea of leaving a UKBMX form about the house ... not that we think you're hinting or anything like that.

Letters

If you've got something to say — about yourself, about us or about the sport in general — drop us a line at:

OBMX (letters), 27 Waveney Avenue,
London SE15 3UF

Joining the Racers

I HAVE a BMX Puch Murray but there are no tracks near my area so I wouldn't be able to be a member and enter the races. But I've heard you can be an Associate Member and keep up with all the latest information. Tell me more — **Peter Barham, Plumstead, London.**

*WHAT are you Peter, a grandfather? Associate membership is for those who are quite sure they will never want to get out on a track and do it. The race tracks are opening now there's bound to be one near you soon, and anyway, with that racing licence in your pocket you're free to race on any track in the UK. Don't forget the fistful of insurance cover on and off the track that comes with it either. Whichever you choose, though, there's an application form on page 31.

This job needs YOU

I WOULD be very interested in knowing if you could arrange a BMX track in the Wirral, Chester or North Wales and how you would go about this. — **Paul Mil-lan, Broughton, Clwyd.**

*WHEN it comes to finding track sites BMX spells YOU. You know your own area best so do some scouting around for a suitable track site and then let UKBMX know all about them, so that they can help you build one. Usually any ground can be turned into a track. An area 100 metres by 76 metres gives plenty of room and if it has a slope on it that's even better. Keep close to town if possible so that everybody can ride to it easily. Have a look at recreation grounds and what about the nearest sports centre? UKBMX are looking forward to hearing from all you BMXers. Let's see a track in every town.

Making tracks

MY mother and father bought me a Puch Murray BMX 346. It has Mag wheels and is very strong. I happen to live behind a derelict railway with an old field. This spot would be ideal for a BMX track if only someone would make one there. Where I live there isn't very much competition around and I wish that Geoff Wiles would make a track somewhere in or near Darlington because I'm sure there's some really good riders in the North East. — **Darren Lee, Branksome, Darlington.**

*WHEN we finally caught up with Geoff Wiles he had just returned from Newcastle,

so we may see a track (or two) in that area soon. Geoff said send him the details of your BMX site Darren, and next time he is in the Darlington area he will have a look at it.

STARTING UP

COULD you please give me some information about how to start a BMX club in my town or area as I am sure it would catch on rapidly. Could you also fill me in on who builds and maintains the track and how the events are organised and run? — **Alan Buchanan, Stevenston, Scotland.**

*ANY readers within riding distance of Stevenston contact Alan (we'll forward the letters) — get yourselves together, drag along a few adults as heavyweights and you've got a club. Register the name with UKBMX and look for a site for your local track (this is where the adults can be useful). UKBMX can help sell the idea to your local authorities and with all other info you need.

AND A POEM?

From Davidow's skids and
Radical's techs
Britain has managed to creat
BMX

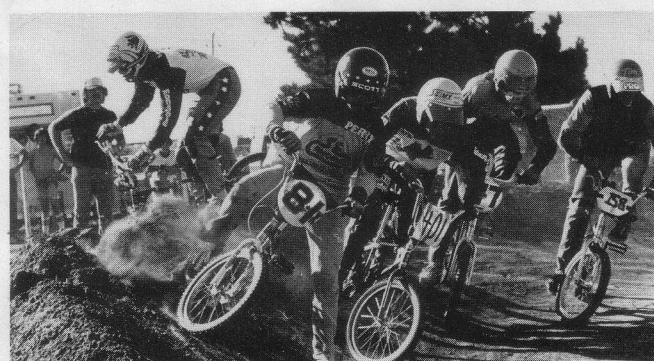
Now all the kids have started to
ride
and have overcome their slips
and their slides.
Tracks are arriving all over the
place
Berms and tabletops appear in
the race

Riders get better as time goes on
Trophies were there but now
they are gone.
Now that BMX has firmly
arrived
It's making the younger guys
start to collide

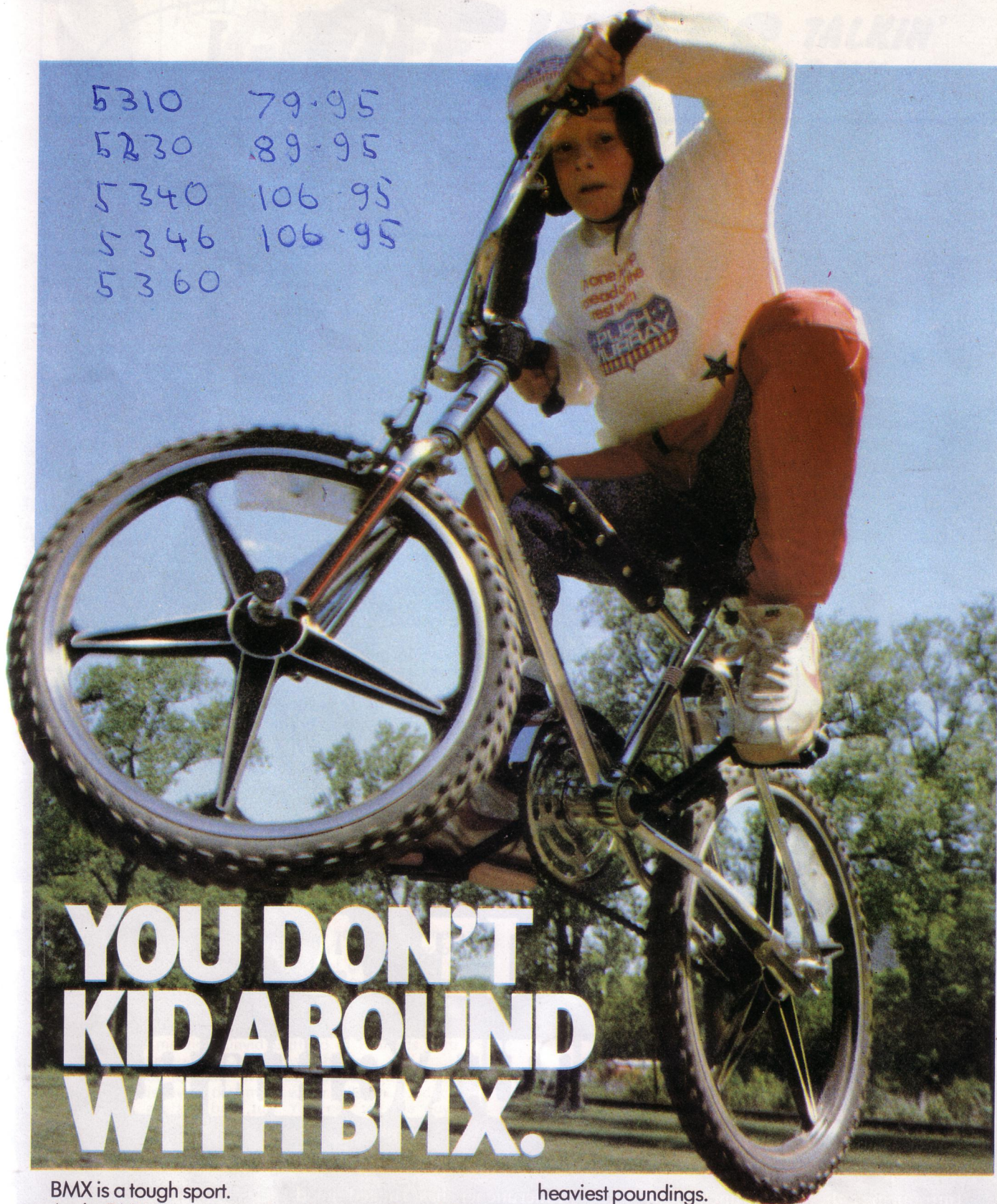
But it's now 1981 and they've
learnt how to ride
'cos if you are skilful you will
not collide
These bikes are the toughest
they stand out from the rest
'cos if you're a BMX rider
you'll know what's the best.

J. Terry, Eltham, London

*Not so sure we like the bit about the trophies being gone — sounds like every organiser's nightmare. Apart from that, thanks a bunch to the Bard of Eltham for this fine literary offering. It even rhymes (sort of)!



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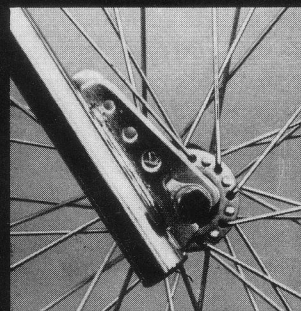


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MUDCRUNCHER

MUDCRUNCHER



GEOFF WILES **TALKIN' BMX**

"RIDERS READY"—That's how I've started hundreds of BMX races with a microphone in one hand and a bundle of Moto sheets in the other. So I figure it must be the only way to start this column off.

We dropped the starting gate on the whole UKBMX scene early in '79 and my first jump was a big one—getting airborne right across the Atlantic to Florida USA. When the big 747 banked for the descent, that famous Florida coastline spelt BMX Day One to me—what a beauty! There to meet me was the biggest cigar you've ever seen and on the cool end one of the biggest names in American BMX, Mr Esser, President of NBL (you've guessed it! father to Greg and Bryan Esser—real East Coast hotshoes.)

Blotting out the Miami sun like a total eclipse was Big Doug Burrows—I didn't shake his hand, just a finger! (You guessed it again. It's Burrows as in Jamie Burrows, another East Coast star.) What a great reception and what a great tour of the BMX scene those guys gave me.

You've got to see it to believe it, big BMX shops full of 'real trick' machinery, tracks outdoors, tracks indoors, tracks everywhere. And those BMXers sure know how to handle them.

Back at the Esser household the talk was bike racing, so I dug deep into my pocket for the gold medal I won as British Pro road champion. Greg opened the door to his room: "There's a bed in there somewhere" said his Mum. The rest was just wall-to-wall trophies—some so tall they had snow on top.

I slid the gold medal back in my pocket.

As the Essers bid me farewell their last message was: "You come back real soon with some UKBMXers and see if you can win some of this metal". So you guys start training NOW!

Get fast out of the gate and smooth through the berms because there is a sack full of trophies waiting for us across the Big Pond.

But those USA guys are not going to let you beat them without a real fight and some like Greg are so quick that if you blink you've missed them.

My next jump was only a mini whoop-de-doo compared with the USA hop but it was still a bundle of fun. This time it was a bunnyhop to the land of bikes, bikes and more bikes—Holland and another great reception. We BMXers have certainly got the world well-organised.

We certainly made some good friends in Holland where the scene is well organised, the tracks fast and the riders are hot. When I left the Dutch guys promised to come over for the opening of the Redditch track and they certainly opened it up.

While we are here let me tell you how we opened up Redditch because these tracks don't just appear by waving a magic rad pad over a patch of ground.

For starters you need to get the landowner (in this case Redditch Borough Council) to let you use the area for Low Flying. Once we had thumbs up from the council the next stage was track design (at which point I've just got to mention David Duffield of Halfords who backed this project all the way down the line).

When we set to work with bulldozers and shovels we made the discovery that more water falls on Redditch than on your average bath tub. You can tell the guys in the Redditch Premier Club that built the track—they're the ones with webbed feet.

But after a lot of slipping and sliding, surface experiments, changing the steepness of the berms and juggling the shapes of the jumps we got ourselves a real track.

So if you've got a site in mind call me up or write to me at UKBMX and I'll help you design a real good one. Remember UKBMX needs to sanction your track for open racing so lets get it right for that all important first meeting.

On the track front UKBMX is doing well. We've looked at a lot of track sites and started negotiations with the local authorities. We've worked out the rules, racing format, insurance for riders and tracks, licences, leagues—just about everything.

Right now we are going pretty good. Just like racing it's a case of flat out and go-for-it—and now we've finally got the chequered flag in sight. Because this is just the beginning of a big sport and you are all pioneers of BMX in this country. I've seen some pretty useful riders and some great organisers are coming on the scene so lets get out there and make it happen.

Tell me how you are progressing and watch this space if you want to stay on the inside track. And think BMX!



No it's not a treasure hunt! It's me with dumper driver John Hooper trying to figure out how to build the Redditch track.

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Ipswich: Double track action town

WHO'D have thought that these guys speeding over the triple whoopsies (above) at Ipswich's Landseer Road track were racing on ground that had been a tip a few weeks before!

But that's incredible Ipswich for you—the town that's got two tracks open in just a couple of months. And have they got the riders to go with them! The Ipswich Witches Club—over 50-strong and growing daily—just seem to cast a spell and ride off with trophies at every meeting that's been run. So when they played host to open Landseer Park on November 2, OBMX expected some action—and we got just that. Under a clear blue sky a big crowd watched the hotshoes perform before TV cameras—360 degree turns, ramp jumps and stylish one-foot downs before an afternoon of 54 motos. Barry Scott-Webb's cleverly-designed track with its triple whoopsie-into-ramp finish really tested riders. Pure speed merchants soon realised that you had to have bike-handling know-how

to win. The cinder surface was soft and slow at first but since November has settled in to become a real fast deck. Ipswich had even more to celebrate on December 28 with the opening of the Coddendam Bickers track six miles outside of town. Coddendam really is something new. Carved out of a steep bank on the land where Dave Bickers trained to become world motor bike scrambles champ it is one of the most exciting tracks in the country. When the surface is dry you can even freewheel all the way down! Dave Bickers did BMX proud—even loaning one of his German World War II trucks (the type used in war films) as a commentary box. Tight downhill berms that required one-foot down for balance at speed produced high-class racing with Cav Struts in especially fine form, winning every one of his motos in the 15 group.

CODDENHAM RESULTS: Winners: Under-7: Sam Jarvis. 7/8 Alan Loner. Girls: Debbie Scott-Webb. 9/10: Darren Crouch. 11s: Jason Balamo. 12s: Glen Stedman. 13s: Dean Scott-Webb. 14s: Sean Day. 15s: Kevin Struts. 16s: K. Russell.

This is one for the scrapbook. The Ipswich Witches... the hot team who prefer to fly BMX instead of broomsticks... gathered together for their first major home meet in November.



FILL THE BUBBLE...



THIS BMX hotshoe machine—Puch Murray's top-of-the-line 5340 bike—could be yours if you win this free competition. All you've got to do is come up with the funniest bubblefiller for the picture on page 19. Use no more than 15 words and send it to the address below by March 9.

In return the winner gets the 5340 stylishly finished in silver mist and black overspray with chrome frame and fork and Trac Master black mag alloy wheels.

This is a real heavy-duty bike built to take punishment. To prove it Puch Murray offer a ten year guarantee on the heavy gauge forks and frame for BMX racing. Apart from standard caliper brakes a special feature is a coaster rear brake for safe stepping, however wet the weather.

It's an all-weather all-rounders bike with a 12-inch seat post that's fully adjustable to cope with every size of rider.

The Puch Murray 5340 is fully padded on stem and top tube and the saddle is padded for extra comfort. And as a final touch this good-looking but tough bike has a black rat-trap heavy duty pedals.

To enter write your bubblefiller on a postcard with your name, address and telephone number and send it to:
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OBMX,
27 Waveney Avenue,
LONDON SE15

The Editors decision is final. No correspondence can be entered into.

GOOD LUCK!

& WIN a Super Puch Murray



DOWN here at Official BMX we've been trying to work out just what this ground level rider was thinking or saying. Some suggestions were about as funny as a flat tyre—like "Is this what they meant by sneaking into the final?" You must be able to do a lot better and the funniest bubblefiller, using no more than 15 words, will win a Super Puch Murray BMX machine. Details on the left.

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Chatham: A Fistful of

It may have been Buckmore Park's second meeting, but the BMXers down at the Chatham site can now claim to have chalked up a whole fistful of firsts.

The Sunday November 30 meeting was the first ever to be held in sub-zero temperatures that even made our reporter's ice cream feel warm. Over 160 hot-shoes turned up to prove that when it comes to BMX, the weather doesn't matter.

A little snow and ice (it had brought the rest of Britain to a standstill) wasn't going to put them off.

Certainly not the crews from Darlington (250 miles away) and far-off Grimsby and Somerset who arrived overnight and greeted later arrivals with the smell of bacon and eggs cooking at their campsite.

So what were all these other firsts?

OBMX's man with a frost bitten nose reports on a winter meeting that warmed the cockles of his heart.

Well it was the first time we had ever seen a moto specially for the 17-plus guys. Everybody who saw it was talking for days after about how eight powerful riders stormed round the track in leg flying style without ever seeming to touch their saddles.

After the qualifying motos all eyes were on Tim March, Steve Gratton, Alan Temple and long-legged six-foot-plus Andy Lomas.

The final was a stormer. Starting in textbook style with their tyres pressed so hard against the board that the starter had to use all his muscles to hold them back,

they were neck and neck at the first bump.

And that was how it stayed right round to the last jump. A tight pack of competitors who weren't prepared to give their rivals an inch.

Steve Gratton (the first man to race BMX with a moustache) showed bags of style but just as he was trying to sort out an inside edge challenge from Southport's Lomas the ex-skateboard champion from Doncaster was passed on the outside by a last-moment burst of speed from March.



Firsts!

To add to Steve's disappointment he was disqualified from second place for forgetting to register at the start. Not that it's going to put him off. Steve, 20, who's taped the spokes of his Puch Murray at the crossover points to give them extra strength, is now going into training for the '81 season.

The other big eyecatcher of the meeting was the form the girls showed. (And I'm not talking about the unbelievable Scout Assistant in hotpants!)

Buckmore produced the first ever girls race. Competitors Debbie Scott-Webb, Jane Windle and Deanna Alford hung together through the first two berms, across the whoopsies and the table top in tight style and though only inches separated them they avoided crashes that could have slowed the pace.

Debbie Scott-Webb's greater race experience paid off out of the last sweeper berm as she produced that vital extra to pull away and comfortably win by five yards.

Debbie's win was the third victory for the Ipswich BMX club, with Scott Barber winning the 7-9 and John Bilner the 10 year old class.

There might have been a fourth as well, but her younger brother Jason just missed making it a family double in the 5-6 class.

The race was a real cliffhanger proving that when it comes to BMX the tinies can crank up the excitement as much as the senior categories.

All eyes were on Jason and close rival Sam Jarvis, nicknamed the mighty midget.

Just before the race both wheeled their bikes through a drainage channel filled with water—a sort of makeshift bike dip—to clean the mud off and keep their machines light.

Jason grabbed the lead, Sam took it back again over the whoopsies only to lose it to Jason over the tabletop.

Jason looked strong round the berm but Sam, who knows Buckmore like the back of his hand, was back again at the big jump where both needed a helping push from the ground.

The crowd loved it, rooting for both the guys as Sam found some extra puff and just made it off the bend and into the finish.

It was a day of memories. Some real classic BMX magic and proof that whatever the weather you CAN BMX it!

★★★★★★★★★★★★★★★★

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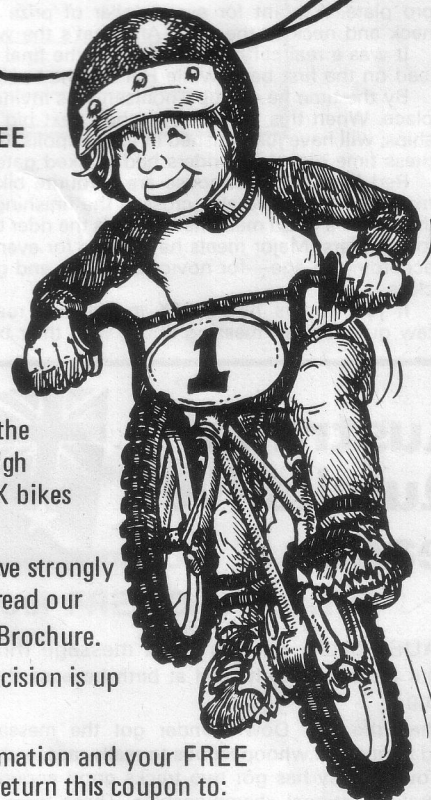
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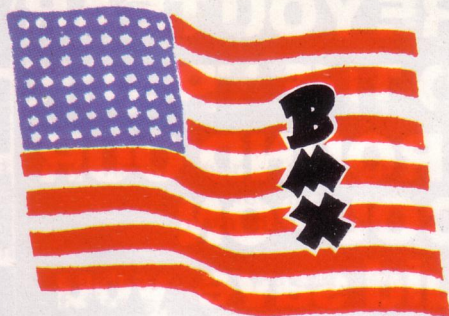
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America: bucks in the big time

AMERICA is where BMX was born.

And because the sport is not quite nine years old it's growing stronger and faster everyday. Everytime OBMX has been across the Atlantic we've been amazed at how fast it keeps a changin'.

It's even more amazing when you remember that it all started with a few characters in Southern California who couldn't resist messing around with bikes. They got bored with machines that fell apart after a little tough riding off the road.

At first almost any frame would do if it could take wide rim knobblys. Then they discovered they needed forks that wouldn't buckle after the first bump-landing.

Finally they decided that the only thing to do was build a bike from scratch. As the bikes got better so did the riders who challenged each other over makeshift courses on rough ground.

Then they decided to build tracks. That's how BMX was born. A lot of people from skateboarding got into BMX and soon it became the hot sport across America.

Nobody can keep count how many are involved today. The last time anyone looked it was around five million! Just in Southern California there are around 50 BMX tracks—most holding race meetings twice a week, sometimes at night under floodlights.

Right across the country there's some major event most weekends. Three years ago they started a pro class for the top hotshoes who had got factory sponsorship. In the first year the season's prize money was £1,500. This year it topped £25,000.

There is some confusion about which of the eight meetings that call themselves national championships is THE ONE. The one that mattered this year was the end of season meeting between 1979 pro champ Stu Thomsen (Red Line) and 1980 champ Greg Hill. Under the hot Arizona sun they battled for the Number One pro plate. A point for every dollar of prize money won meant that the two were neck and neck at the start. And that's the way they stayed until the last race.

It was a real cliffhanger! Then in the final moto Thomsen grabbed an inside edge lead on the first berm while Hill left the track to avoid a wreck on the outside edge.

By the time he got up Thomsen was invincible and Hill could only manage fourth place. When this reaches you their next big meet, the 3rd indoor world championships, will have just finished in Indianapolis, home of the Indy 500. As we approached press time over 1700 riders had booked gate places.

Red Line and Mongoose are favourite bikes but there are a lot less well-known machines that have also crossed the finishing line first. And it just keeps on proving that while a good machine helps it's the rider that counts in the end. And they've got a lot of riders. Major meets have races for everyone from six to 16-plus with motos—according to age—for novices, experts and girls plus specials for pros and the open class.

It just shows how BMX in America really has travelled a long way since a few guys started messing about with their bikes!



IS THIS gear shift now available in America really fair?

SunTour's Holeshot gear claims to give extra push out of the gate. Riders get a low-gear start before shifting up using a handlebar lever linked to either a 16x18 tooth combination or a 17x18 tooth cog set.

Right now BMX is strictly a single-speed sport, but we could see a new moto class being born. It all depends whether tracks allow the new gears and if they don't clog up. Watch this space!

Australia Quicksilver leads



AUSTRALIA got the BMX message three years ago.

But the sport nearly died at birth because the first track was so boring!

Then the folk Down Under got the message that you need good berms and whoopeedoes to really race.

Now Sydney has got two tracks good enough to stage the first Australian national championships. These were held back in June with entrants from every state across the country.

Despite a downpour before the racing the Aussie aces were speeding round the motos in times that were within a tenth of a second of American stars who'd ridden the same tracks.

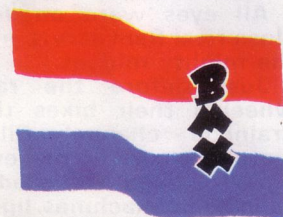
There's a big inter-city rivalry with a challenge competition between Sydney and Brisbane. Current score is Sydney 1, Brisbane 1.

More competitions are on the way as the Aussies sharpen up for their ambition to become world beaters.

From what OBMX has heard and seen Mick 'The Magic' Wiltshire looks like a talented hotshoe to keep an eye on.

The top two bikes the local guys like are Quicksilver and Sunshine, both built Down Under, but imports like Mongoose, Webco, Red Line and Raleigh are coming up strong.

Holland: Beating the flats!



ANYONE who was at the first Redditch meeting won't forget the flying Dutchmen who came over and showed just how to tabletop.

Well there are another 800 like them at home in Holland. Since BMX got off the ground there two years ago the sport just keeps growing.

There are now 15 tracks and they don't let the non-stop flatland put them off. They just heap the dirt up high to make some of the most professional tracks in the world.

One of them has even got an electronic starting gate with traffic lights that go from red to amber to green for go.

The 1980 season has been the busiest yet with races nearly every weekend from June to mid-September.

The Dutch start their season in March with two indoor events and that's given their riders the right kind of experience to take on the Americans.

Fourteen of them, all without sponsors, are riding for the second year running at the Jag World Indoor Championships at Indianapolis.

The sport has come a long-way in Holland because it has been well organised around the series of local clubs where everyone gets a chance to get involved.

The word is that BMX is going to leap forward this year in Holland with a lot more riders coming through.

And we should see some of them over here as their top hotshoes look around for more chances to compete.

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CHECKING OUT

Supergoose gets the OBMX once over

HEADS really turned on our street when we took the Supergoose 2 out for a test.

It was little wonder because this really is a smart bike combining good looks with sturdy mean machine engineering.

But then the Supergoose is the Rolls Royce of the Mongooose range. Its smooth styling starts with a sparkling chrome moly nickel plated frame, red seat and rims and yellow rad pads. But looks are just part of the Supergoose story. The Mongooose men boast that

it is superlight, superstrong and superstiff. Weighing in at barely 25lbs this USA-built bike cuts the extra ounces away by using lightweight chrome moly frame and forks. The weight-reducing material is far from fragile. Every joint has been heliarc welded, the same as in the space shuttle.

To make it shudderproof and buckleproof the seat post and the handlebars are built in stainless steel. Extra stability comes with the chrome moly gold stem double clamp goose neck that keeps the handlebars locked into the headset.

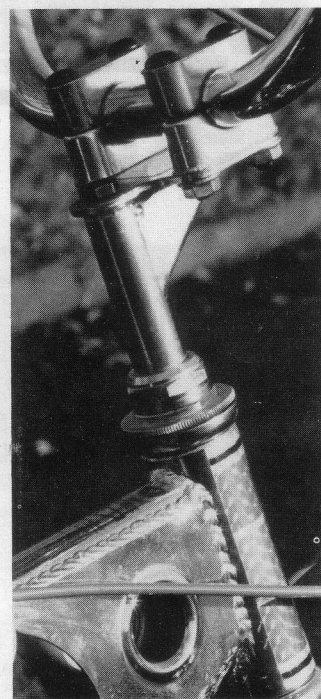
It all adds up to extra confidence when you're going over the bumps.

The wheels are set up for racing. The 20 by 1.75 inch Araya rims are alloy lightweights anodised in red or blue fitted with 36 spokes of 80 gauge material. The tyres are skinwalls with a wide 2.125 inch tread on the front and a 1.75 inch on the back: both are inflated to 50lbs p.s.i.

Making sure that the Supergoose moves smoothly and powerfully is a 40 tooth chainwheel and a 14 tooth on the back while the wheels roll on Shimano Dural hubs. Rider contact areas have not been overlooked. The Mojo saddle is a single piece of aerodynamically shaped vinyl. The handlebar grips are Mongooose Factory while the Bonzai pedals are on 7 inch chrome moly cranks that Mongooose say are "virtually unbreakable".

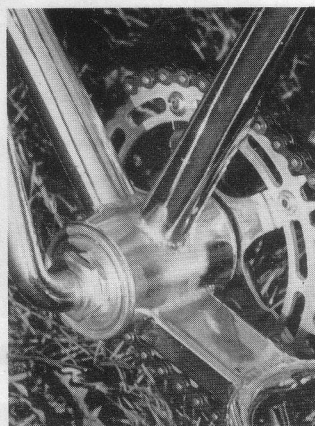
The Supergoose is also strictly street legal. Back and front brakes are Dia Compe caliper sidepulls running on heavy duty cables to Dia Compe handlebar levers. The back reflector is standard and those five reflecting decals will leave no one in any doubt that you are riding a Supergoose.

Price: £221.39 (Rad pads are extra).



ABOVE: Chrome moly gooseneck clamp and distinctive frame double gusset combine strength without weight.

BELOW: One piece crank-set at the heart of the machine prevents dirt entering the bottom bracket.



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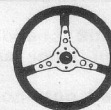
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Dancing in the rain at Redditch

WELL, to be quite frank, the going was a little sticky.

In the younger classes, drivers were seen sorting through helmeted balls of mud at the end of the day, trying to find the one they were meant to take home, and even some of the seniors could be seen sticking out a surreptitious foot for a shove as they poodled about the paddock between events.

Yet there wasn't a single voice raised in complaint at the end of the big two-day meeting at the Redditch track at the end of October.

Redditch, the first public BMX track to open in Britain, is always superfast, and even using the shorter run which finishes just before the hairpin below the starting hill, the racing was hot and quick. But yes, just a little bit mucky.

The meeting was also a bit special for us here at OBMX because it was there that we first announced the arrival of the nation's newest and brightest magazine. We got a lot of kind comments and words of encouragement.

And when our ace lensman Richard 'the crouch' Francis asked if anyone could oblige with a few trick manoeuvres, the local talent were soon on their machines and climbing for the sky off the first ramp.

The fun went on until Geoff Wiles took the mike and ordered "clear the track". Time to race!

The track and the conditions set a pattern to the racing. It's a long fast run down from the starting hill to the first berm, with a deceptive little ramp half-way along. In their eagerness to crank up a good speed and win that yard or two advantage for the berm, a surprising number of riders came to grief at the ramp.

Turn to next page



Grass track champion

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Seconds away from the moment of truth and two tense riders on a junior moto jostle the starting gate with eyes for nothing but those crucial yards to the first berm.

HEY! Never mind the Weather, Get on with the Racing

No . . . not a crowd of Doctor Who extras, but racers in the pits awaiting the off. Butterflies? You'd never guess.



The berm leads into a deep and sharp double bend where the thick black porridge of the centre of the track and steeply banked sides called for fierce concentration.

The order didn't often change here, but it soon became obvious that the way you handled this section was crucial to the final result. For the Redditch track had a sting in its tail this Autumn weekend.

The course snakes to the finish through an apparently simple little jink. But the heavy going meant that riders were stomping on the pedals for all they were worth and control of the machine was not what it might be.

Time and time again we saw a rider with the race sewn up come to grief as they struggled to keep hold of a wheel-sized lead. There was, it turned out, just one safe line through that jink, and the only wise policy was to take it coolly without worrying about the opposition.

Now for some individual mentions.

The crowd were delighted that the Mighty Mite, Jason Scott-Webb took a clean sweep of firsts in his motos (if you'd clocked that determined scowl on his face you'd never have doubted it - and him so young), as did James Robinson and David Williams in the two 8-year-old qualifiers.

Jason Smallwood and Craig Jarrett fought a knife-edge duel throughout Saturday, in the 9s, but though Craig tried everything he knew, the order stayed obstinately at 1-2 throughout the day.

In the 11s Craig Rogan pulled a similar trick on Paul Hughes, although both turned in performances of impressive consistency, as did Steven Harris. Simon Goddard was in there fighting with them, but he blew his chances with a seventh on the third.

David Dawson swept through the 13-14s, but there was nothing so clear cut about the battle for domination among the big boys.

Mike Chilvers in one set of heats turned in a disappointing third on his first moto before finding his usual slot in front of the field for the next two.

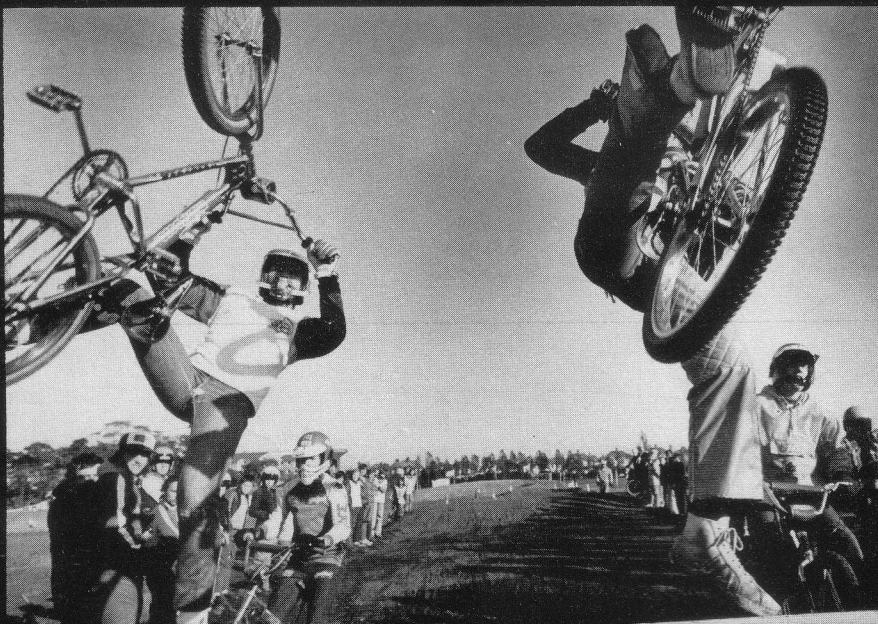
In the other heats though, Pete Middleton was notching up straight ones, and, on the numbers, should have taken the final. As it happened Mike stormed muddily over the line in front, while there on his wheel was, yes you've guessed it, a certain PM.

These were the Saturday races, but there had been some toughly fought battles to entertain the crowds on the Friday too. Names that will no doubt be mated with big 'ones' on the coming season's moto sheets, included: Robert Jarrett in the 15+; Simon Rylard who is looking good in that crucial 13-14 category; Mark Neale and Mark O'Connor in the divisions just below; and the two bright prospects in the 7-8s, who are just beginning to feel the power grow into their legs, James Robinson and Clive Williams.

Alright, so the weather wasn't all that good, but the crowds loved the sharp, competitive racing and, fortified with 'burgers and onions and tea, kept the bankings packed throughout the meeting. With sport like this, 1981's problems look like being crowd control . . .



Extra care was needed to find the right line round the curve and keep the bike upright.

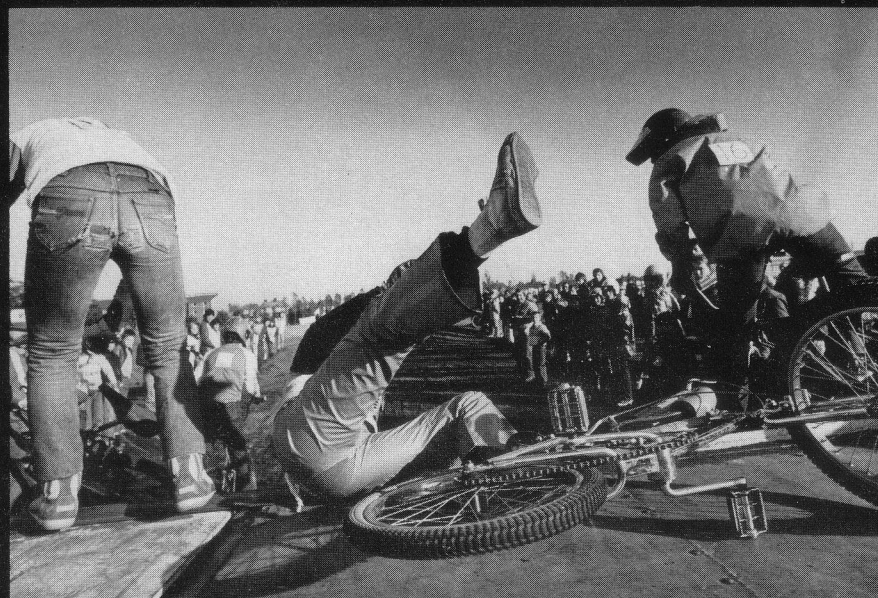


LIFT OFF . . . going for height at the top of the ramp.



A BIKE TOO FAR . . . this isn't what's meant to happen.

Well, it doesn't ALWAYS work



SPLASHDOWN . . . let's take a closer look at the track.

On your toes.... let's do the Twist

GIVE us a twirl then! You're thundering down the track during practise when suddenly Cousin Annie calls your name. What do you do? Brake quickly so the rider behind runs into you? Swerve up the banking and spray the spectators with dirt? Or how about this neat little manoeuvre?

(NOTE: As you can see on the left, a little private practise is advisable if you care about your dignity.)

Here goes. Crank up the revs, as you hit the ramp. Then BANG. Lean back off the saddle, one foot digs for the ground, hold the bars in tight, and the bike takes off for the blue hills yonder. Don't let it get away.

One set of toes is drilling a hole in the cinders, the other is jammed firmly against the pedal. If that slips you've lost it.

Control is now the key. Clutch those grips as if your life depended on it. Hold your arms down for leverage and let your leg come up straight and high like a ballet dancer's, pushing the rear of the bike up over the front.

There are two pivots. You are doing 180 degrees round the foot on the ground. The machine is making it's own curve round the foot in the air.

If the creature hasn't escaped yet, you're on your way. Steer the front end round and down so it comes back into line the way you came.

As the front tyre grips the dirt let your body begin to come forward, swinging into the riding position. Your pivot foot comes off the ground as the rear knobbly makes contact and, it's two-footed power all the way down the straight as the people cheer and clap.

Sound easy? No way. This is all too often the fastest route to leaving your teeth prints all over the track.

So wise guys take precautions. Anybody who knows what they're doing won't need telling. But for Flash Harry nurds, here are the rules again.

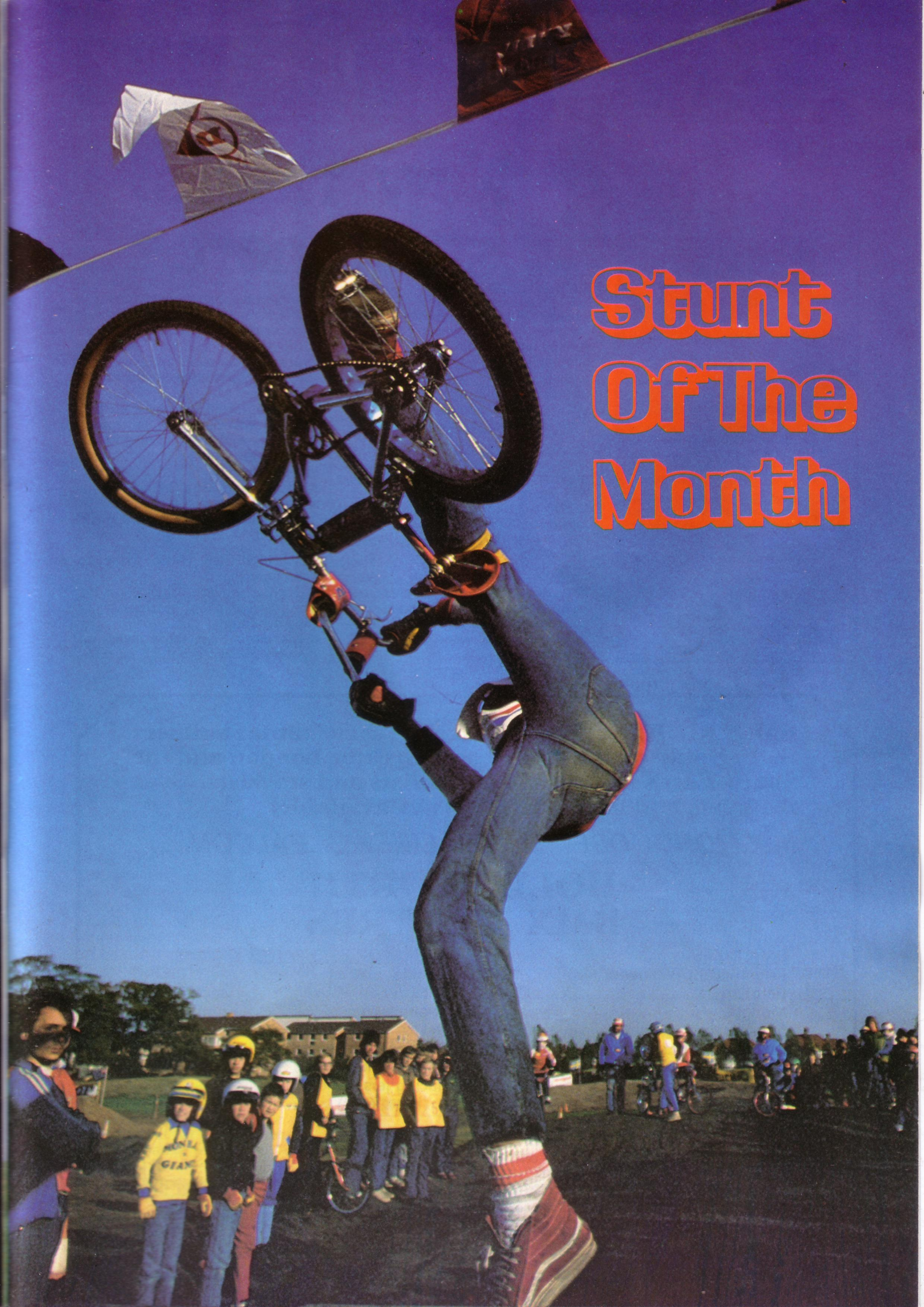
- ALWAYS WEAR A HELMET.
- ALWAYS WEAR LONG SLEEVES AND TROUSERS.
- MAKE SURE NO INNOCENT PARTY IS STANDING TOO CLOSE,

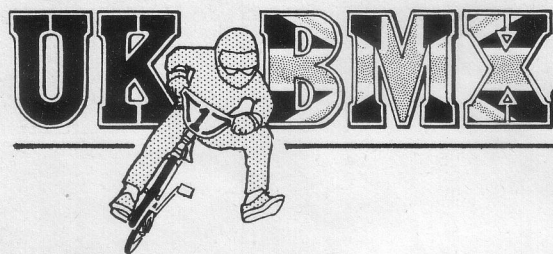
and of course, the Iron Law of BMX . . .

KEEP HOLD OF THE BIKE.

good luck
(you'll need it)

Stunt Of The Month





NOTICEBOARD

New riders start here

THE AIMS OF THE ASSOCIATION ARE TO:

- Establish BMX's rules and regulations for setting up leagues on a national and regional basis for riders of all ages
- provide insurance cover
- issue competition racing licences
- help negotiate with local authorities, private landowners and others to set up BMX tracks to advise on the layout of tracks, both indoor and outdoor and approve them for competition racing
- to organise and co-ordinate sponsorship of the sport and arrange TV, radio and Press coverage
- represent the UK and work in conjunction with associations in other countries for international events
- compute and provide regular rider rankings based on points gained at UKBMX meetings. These results to be published regularly in OBMX.

FOR ALL you guys who are wheelin' up to the BMX start line for the first time, the UKBMX Association just wants to say 'hello' and spell out a few rules and regulations that will stop you running into the red flag.

OK, so who are we?

Well, UKBMX actually stands for United Kingdom Bicycle Motocross. The Association was set up in early '79 to make sure the sport was properly and fairly organised. We've tried to keep the rules and regs down to a minimum and those that we have are based on common-sense. They are not there to catch you out.

Because UKBMX is 100 per cent independent, it means it can get on with doing what is most important—representing the interests of BMX riders.

Number one concern in that area is making sure that meetings are run fairly so that nobody gets an unfair advantage and skill wins through. That's why bikes and riders have to go before the scrutineer at the start of meetings.

But the first thing you do when you get to the track is to register with your UKBMX licence. Then it's off with your bike to the scrutineer.

All the scrutineer is looking for is to make sure that the bike and the rider are safe and suitable for BMX racing.

SCRUTINEERS check bikes to make sure that:

- There is no gear change on the rear wheel and that bearings are in good condition.
- No more than three inches of stem protrudes from the head race

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The Package

● No parts protrude—no prop stands, no quick releases. Axles should show no more than $\frac{1}{4}$ inch.

● Saddles and seat pillars must be secure and welds in good condition.

● Protection is adequate. In other words thick radpads on crossbar, handlebar bracing and gooseneck and rubber handlebar grips are uncut. Number plates must be secure and not leave a sharp edge above the radpad.

Riders also get checked out to make sure they have a current UKBMX licence and the right racing number. Helmets **MUST** be worn and clothing must give all over protection. So no shorts or short-sleeved tops or lightweight gear that can get easily torn. And tape or clip your right trouser leg to prevent it getting tangled in the chain.

Once you've got the OK wait for the motosheets to be posted. When they're up note your moto numbers. (The back of your hand is a useful notepad). Then go to the riders paddock and wait for your moto to be called.

STARTING ORDERS are the same the world over:

RIDERS READY ...

GET SET ... GO!

The rest is up to you once the starting gate falls.

NB: If more than one rider falls before the 15 metre flag line then the race is re-started.

FOUL PLAY

The following tactics are strictly illegal and for everyone's benefit riders will get penalised for unnecessary hard-braking, ramming, cutting in, using arms and legs off the bike, or short-cutting. Otherwise all you've got to do is ... GO FOR IT.

IF YOU want to place a classified advert in OBMX to sell or buy equipment, to arrange swops, to announce your team or club etc., then there's a special deal for UKBMX members. Because all you have to pay is 10p per word. Non-members pay 15p per word. Send your advert and cheque/postal order, payable to OBMX, 27 Waveney Avenue, London SE15.

UKBMX MEMBERSHIP is a must for all BMXers on or off the track. To suit everybody we have arranged two types of membership: Competition and Associate. This is what each will give you:

COMPETITION MEMBERSHIP

This is the big package for BMX bike riders. For only £5 a year you receive:

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☐ Your personal position in a nationally computed league table. UKBMX keeps a record of all your racing points in national sanctioned events.

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ASSOCIATE MEMBERSHIP

If you are not likely to race BMX or ride BMX bikes but still want to be a member of Britain's brightest association and take advantage of the reduced subscription to OBMX magazine then associate membership is yours for only £3 a year.

Both memberships run for one year from the date your subscription is received. So clip the coupon from the bottom of this page and post it with your subscription now!

NOTE

If you have formed a club, register it with UKBMX so that it can be officially recognised. Send:

Name of Club

Town and your nearest track
Secretary's name, address and
telephone number

£5 club registration fee.

Please enrol me as a member of UKBMX

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SIGNATURE

DATE

If under 16 years old the following section must be completed by your parent or legal guardian.

I hereby consent that the above named may be granted membership of UKBMX and, in the event of accident, will not hold UKBMX responsible.

SIGNATURE

DATE

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