

**BMX  
ACTION**  
OFFICIAL TEST

*Buff's basic divebomber tabletop. It takes confidence in a bike to pull this stuff, right Buffy?*



**"YOU CAN FEEL THE  
INPUT OF A RACER IN THE  
DESIGN. IT HANDLES."**

**PATTERSON KIT**

**S**peedo deeds on a Champion frame. That's what Brent Patterson used to be famous for. Back in the old days, before becoming ABA No. 1 Pro in 1980.

Speedo's endo in the business world sparked the start of Patterson Racing late in 1978. Vance Patterson, Brent and Brian's dad, had invested in Speedo to help bring out a frame, but

signed the entire Speedo lineup and added a young lad name of Richie Anderson.

Most of the guys are still together three years later. Mike Koron has retired from racing. John Boy— Crews—left to join Red Line, but he and his dad, Jeff, remain in close contact with Patterson Racing.

Smaller manufacturers grow from

So things were looking hot as 1981 began. There was even talk of a complete bike. Vance and Brent took a trip to Japan to check that out. Then the wheels came off. Like, no frames. Patterson decided to switch frame jobbers and various delays left them with no product to sell for three months.

That's old news now. Chrome-



*The primo Patterson long and the cosmo Cosmo, watchcat of the free world. How do they get that bike to stay up like that?*

that didn't happen. Upon Speedo's fast fade, the offers started coming in to various team members, but the guys (Brent, Brian, Kevin Ridling, John Crews, and Mike Koron) decided they wanted to stay together.

At this point Vance decided to launch another business, Patterson Racing. He already was owner of AAA, a very successful restaurant fire control company. Patterson Racing

race results and word-of-mouth. In that respect, 1980 was a neat year for Patterson Racing. Brent romped through 1980 like Grant through Georgia while Richie Anderson added his second straight ABA National No. 1 plate.

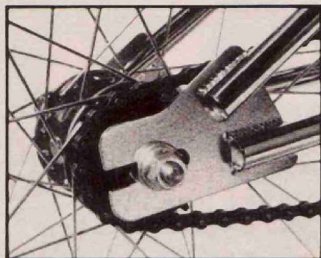
plated frames are in the shops. So is the Patterson fork, which came out last fall.

Brent filled us in on the development of the long model frame he rides. Patterson Racing also offers a standard frame. Both frames evolved out of the Champion frame Brent rode from 1975 to 1978.

The Patterson crew built their first prototype using the mid-70s vintage

Champion head angle, length, and crank clearance. However, they opted for a low profile look, positioning the top tube lower on the seat tube. Brent explained why, "To me a low profile frame looks fast. It creates a mental feeling. Besides, I think a low profile bike gets out of the gate better because the whole bike is lower to the ground. You can feel the difference."

Patterson Racing went through about ten prototypes before they settled on the final design. Brent filled us in. "What I was after was a bike that

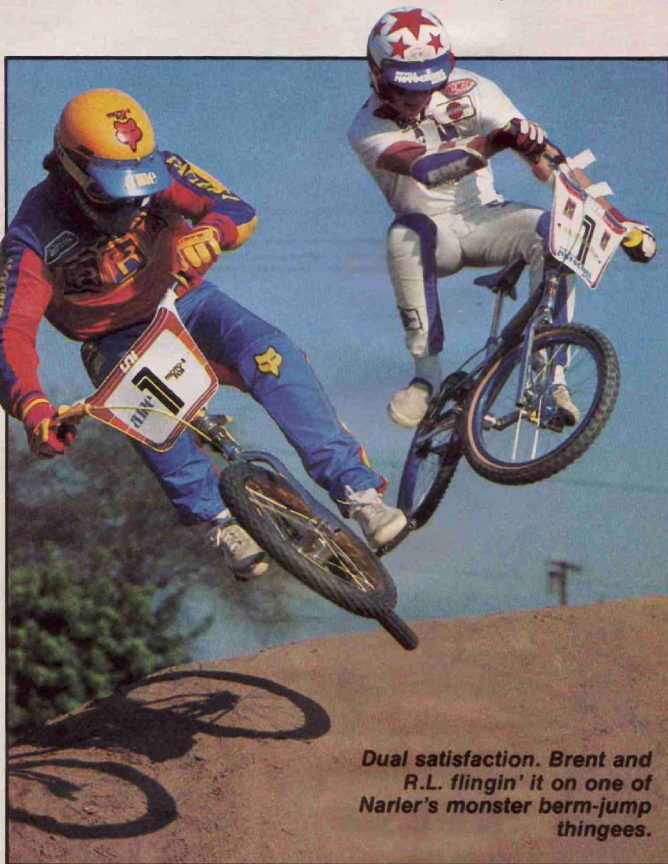


Sanitary welding, clean lines. Brent uses a 3/32-inch Sedis Sport chain.



The chrome-moly Patterson fork hit the market last fall.

could come out of the gate without wheeling. On some bikes, if you're not in exactly the right position, you're going to loop. I got the front the way I wanted and then we worked on the back end, as little as a quarter-inch at a time. The longer the back end, the more the front end's going to stay down.



Dual satisfaction. Brent and R.L. flingin' it on one of Narler's monster berm-jump thingees.



The test bike had the GT Pro model handlebar, a fave with our guys. Brent runs a special bar built for him by Greg Hill.



Brent meets the Killer. Cosmo wanted to go testing. Had his helmet on an' everything.



The front end stuck in any kind of turn.

## BRENT ON PSYCHING

"You have to practice a lot. That's a big psych right there.

"I have an overall race game plan. One-method psyching doesn't work. You have to do your motos first. When you're done with your motos, you've made it. Then you do a complete psych on the semis. They're as important as the main because you have to get through them to get to the main.

"If you win the first moto, you have your psych going for the day.

"After I get a good first moto, I look straight to the semis because I know I'm going to make it at least that far. Then I just try to stay in the top three for the next two motos to qualify for the semis.

"If I don't get a good first moto I tell myself I really have to get mean and get really psyched up and try to pull something out.

"Some guys go crazy in their motos. I don't understand why they try so hard. It's not really necessary. They can burn themselves out or crash out.

"If I'm in second or third and can make a move to pass somebody cleanly without interference or

taking a chance, I'll go. If I'm in third and there's no way I can make a move without diving, I won't go. I'm looking to making the semis, not crashing out.

"The semis are a whole different psych. You think to yourself: I've been aiming for this all week. This is it! This is it! I have 35 seconds to go all out. You gotta do it now to make the main. The semi is like the main.

"Watch Stu and Greg. They'll win their motos, but it's not like they run away with them. Then watch them in the semis. They're really going hard.

"Positioning strategy is important in the semis. They usually take four. If I'm in fourth, I try to pass the third place guy because the guy in fifth is on me hard and going to try to make it any way he can. If he has to dive on me, he'll dive. He'll take any chance to get fourth. If you're in third, you're kinda safe.

"A lot of guys get nervous waiting for the mains, but I try to kick back and relax. If you know you've been practicing, you should know you can do it if you've won before.

1980 was so weird like that. I would get on the line and I'd know I was going to win. It was a feeling that went right through my body. I just knew I had the power and everything to blow them away. I won a lot of nationals. Last year I felt competitive, but I didn't feel that I'd get first every time. That feeling didn't come back to me.

"Before the race I do what my trainer, Dean Miller, tells me. (Editor's note: Miller also trains motorcycle motocross star Brad Lackey.) I picture a perfect race in my mind. I'll sit there and see myself in slow motion, just blasting out of the gate. I just jerk out of it and leave everybody by half a bike length. I picture leading into the first turn and being in front all the way. When I get up on the gate I have this in my mind and it's in my subconscious too.

"When I'm on the gate I try to think of big moments. Nationals I've won. That psychs me up too. I know how good I felt then and I want it again. As long as you know you can do it in your mind, I believe you can do it." ■

"On my bike I can come out as hard as I want and the front end stays down, but I can wheelie down the street or pull up for speed jumps. That's a difference between our bike and my old Champion. It came up real easy. But now, with two pedal starts and that sudden jerk at the start, you need the front end to stay down. And with the front end heavier, it corners even better."

Patterson's long frame geometry has remained unchanged for the past two years. As Brent grew, the standard frame was lengthened into the long model. The standard frame is 3/4-inch shorter in the front than the long. It's geared to the 9-13 rider.

The new frames are chrome-plated

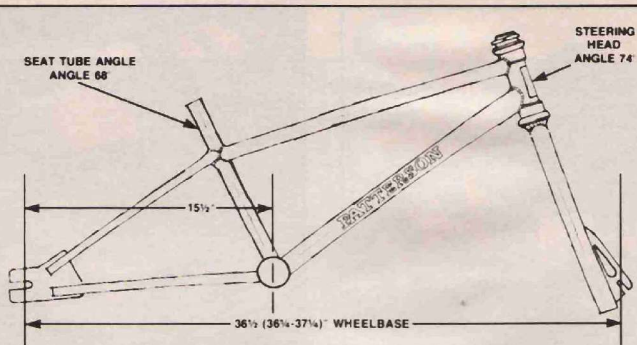


Brent earned another No. 1 in 1981—in NBL Cruiser racing.

rather than nickel plated. A tube is now used in place of the old flat brake bracket. A cosmetic change—a hole was drilled in the plate behind the bottom bracket.

The Patterson frames are now fabricated by Trackmaster. That's an interesting story since Brent's first bike was a Champion. Back in the late sixties and early seventies, Trackmaster, Champion, and Red Line were best known for making primo quality motorcycle flattrack racing frames. Actually, Trackmaster was started by Linn Kastan, now owner of Red Line, and a partner. Kastan later sold the company, started Red Line, and shifted from motorcycling to BMX. The current Trackmaster does some welding and fabrication work for Red Line as well as other BMX companies.

So, a standard, a long, and a Patterson fork. What about the Avalanche, the Richie Anderson model frame? It's not currently in production.



### PATTERSON RACING KIT SPECIFICATIONS

(Patterson Racing sells frame and fork. Components listed are those on Brent Patterson's personal bike. Test bike variations are shown in parenthesis.)

**FINISH:** Chrome.

**WEIGHT:** Bike as tested—24 pounds, 1 ounce (no pads or number plate). Frame—4 pounds, 8 ounces. Fork—1 pound, 14 ounces.

**RETAIL COST:**

Approximately \$169 for frame and fork set.

**FRAME:** Patterson Racing, 4130 chrome-moly, long model.

**FORK:** Patterson Racing, 4130 chrome-moly, leading axle.

**HANDLEBAR:** 4130 chrome-moly, made by Greg Hill, not for sale. (Test bike had GT Pro model handlebar.)

**GRIPS:** A'me Fini.

**STEM:** Pro-Neck.

**RIMS:** Araya 7X aluminum alloy.

**SPOKES:** Stainless steel .080-.060/36. (Test bike: .080/36.)

**HUBS:** Phil Wood BMX. (Test bike: Suzue.)

**BRAKES:** Shimano Tourney rear caliper with Terry cable and Shimano lever. (Test bike: Dia-Compe rear caliper, lever, and cable.)

**TIRES:** Carlisle Aggressor 2.125 x 20 front; Competition III 1.75 rear. (Test bike had a

Competition III 2.125 x 20 front.)

**PEDALS:** KKT. (Test bike: Skyway Tuff Pedals.)

**CRANK:** Odyssey 180 Profile, 4130 chrome-moly, tubular pedal arms, 180mm.

**BOTTOM BRACKET:** Odyssey sealed-bearing.

**SPIDER:** Odyssey aluminum alloy.

**FRONT SPROCKET:** 43T, Shimano chainwheel, aluminum alloy. (Test bike: Sugino aluminum alloy.)

**REAR SPROCKET:** 16T, Suntour freewheel.

**CHAIN:** Sedis Sport, 3/32 inch.

**SEAT:** Kashimax. (Test bike: Cycle Pro Shot Gun.)

**SEAT POST:** 4130 chrome-moly.

**SEAT POST CLAMP:** Suntour, aluminum alloy.

**ACCESSORIES:** Patterson safety pads.

**NUMBER PLATE:** Uni Patterson Plate.

**FOR MORE INFORMATION:** See your local Patterson dealer.

**MANUFACTURER:**

Patterson Racing Products  
Box 3626  
Hayward, California 94540  
Tel: (415) 889-1402



The Patterson's air manners drew some flattering comments from Buff. In the ozone or ground bound, the Patterson flat works.

### BRENT ON CRUISER RACING

Brent topped NBL Pro Cruiser racing in 1981 riding a Kos Cruiser that he purchased. He won over \$6000 in Mongoose contingency money in addition to his bigwheeler purse earnings. His participation in and success at cruiser racing definitely helped attract plenty of attention to bigwheelers in general.

However, at Knott's and the NBA Grand Nationals, he showed up on a 24-inch bike by another manufacturer. We asked him about the switch.

"Originally Stu and Greg were going to ride cruisers at Knott's. With the track so tight, a 24 seemed a better pick." (Editor's note: The Mongoose 24 prototypes debuted at Knott's were not available to non-team members.)

Brent's success on the Kos Cruiser did create some friction between him the Mongoose team riders. "Kevin (Ridling) and I started finishing one/two and they were getting upset. When I talked to the team, they said the contingency program started out just for them. It reached a point that at an NBL race I actually heard the team before the main event plotting

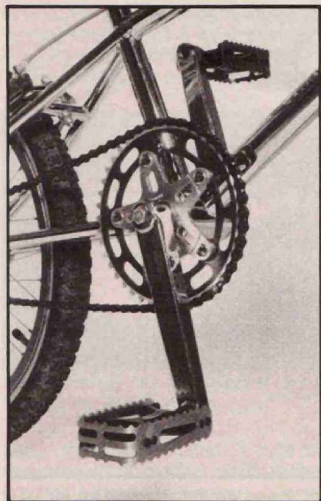
against me. They didn't know I heard."

We asked Brent to comment on the growing popularity of the 24s and the possibility of the 24 someday becoming the standard race bike for the Pros and older amateurs.

"I was talking to John George and he was saying that in the future he hoped that the 24 would be the next Pro bike. I think that would advance the sport. The bigger bikes handle better because of the bigger wheels. They may be faster because they fit the larger riders better. There'd also be less of that you-ride-that-little-kid-bike stuff." ■

Richie outgrew it and is now riding a long. However, Patterson Racing is thinking about updating the Avalanche and returning it to the model line. And, one of these days, we may also see a complete Patterson bike.

We wedged Brent, his two bikes, Buff and R.L. into the sleek and sanoly repainted BMXAmobile and trundled down to Long Beach to Narler Park, site of the NBA Grand Nationals. There we met staff gangly Steve Giberson and uttered the secret password that gained us admis-



Brent runs an Odyssey 180 Profile sealed-bearing crank. The spider is aluminum. That's Comp III rubber on the rear. Pedals are Skyway.

sion to the well-fenced track. And what was that secret password? "Let us in Steve or maybe you'd like the night shift on moat patrol back at the secret and mysterious hilltop retreat in the mist shrouded peaks of Torrance" or something like that.

Once inside, it was time to crank. Some of the semi significant words the day produced follow:

"You can feel the input of a racer in the design. It handles. It does everything you want it to."

"Everything seems to help everything else, like on the Hutch or the Mongoose 24."

"The first time I looked at it I could tell it was going to work. It just looked



Any closer and these guys would be engaged. Gnarly moves at Narler Park.



"Hey, Steve . . . your fly's open!" That's SE's Rod Beckering with Brent and our test crew.

right. I was totally pleased."

"When you come off the gate, the back end's stable on the ground, but you can still wheelie over a jump real easy."

"It jumped good, it turned good."

"It feels as good as a P.K. Ripper."

"It has its own feeling. It rides

super. You can tell it has ideas that worked out really good."

"It fit us perfectly. We moved the bars back. It's definitely for bigger kids. A 14-year-old could ride it."

"At first I was worried about the front tire washing out when Brent and I were going around that low corner,

but I could pedal as hard as I wanted and didn't have a problem at all."

"It felt really stable, and the track was slippery."

So, a rather positive test session. The bike got totally Buffified and

Osbornized at Narler. No twinks, twists, tweekas, or squeaks.

There's an ongoing argument about how much of a racer's success can be attributed to his bike and how much is due to the racer himself.

That's sorta like which came first: the chicken or the eggplant. After testing we came to a definite conclusion. The Patterson is one class piece of racing machinery. That's what matters, son, if you're thinking of a Patterson. ■



Fit and geometry were just right for Buff and R.L.