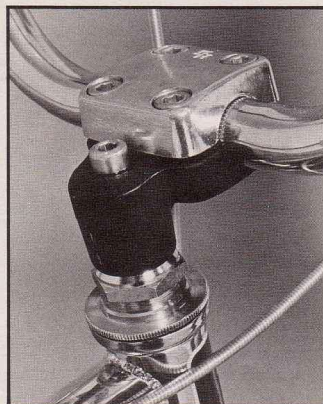


**THREE INCREDIBLE  
NEW ECONOGOOSSES,  
EACH UNDER \$200!**

# Mongoose Californian, Expert, and Minigoose

**BMX  
ACTION**  
OFFICIAL TEST



*The SR stem that comes on all three Econogooses is a good clamper and helps keep the bikes down to their fighting weight. The clamping area on the bars is knurled to give the stem more grip. We had zero trubs with bars slipping during testing.*

Shimano DX freewheels, when Mongoose can get a large enough supply.

Let's run through the bikes' highlights, and then hit the track.

## MONGOOSE EXPERT

The name of this puppy isn't quite appropriate. It doesn't have the makings of a hot racer in the Expert class, but it would definitely be cool for someone in the 11 to 14 year old range who is a beginner.

It's the lowest priced model at \$159.95 for a coaster brake set-up, and \$174.95 for the freewheel option.

Mongoose kept the price down by using Pro Steel rims — a steel version of their pierced aluminum Pro Class rims — steel hubs, and a one-piece steel front sprocket.

The Expert frame's front triangle is chrome-moly, while the rear section

is hi-tensile steel. This isn't anything new — Mongoose has used this method of construction for years on some of their less expensive models. The same manufacturing process is also used on the Minigoose and Mongoose Californian.



*"Lemme out of this microwave for a minute!" We picked the hottest day of the month for testing, and Tosh was cookin' on the Gooses. 'Course, Tosh's goose was gettin' cooked a bit too. After this photo was taken, we removed the metal screen from the face guard of the Simpson. If you have a Simpson, try this. It'll improve your breathing a ton. And it doesn't mess up the appearance of the helmet.*

Photo by Bob Osborn



*Rear wheel clickers. Buff and R.L. endo'n the Mongoose Expert and Californian. Consensus of opinion after testing: At these prices, they're gonna sell zillions. Photo shot at Pier Avenue in Hermosa Beach.*



# Californian, Expert, and Minigoose

The forks are hi-tensile steel on all three bikes.

## MINIGOOSE

This newly-designed shrimpy Goose is the next step up the price ladder at \$174.50 with a coaster brake and \$194.50 if you crave a freewheeler.

Mongoose has done some home-work on this frame to shed a little weight. Past models of the Mini were built just as beefy as the full-size Mongooses. In other words, the bikes were about 10 times stronger and heavier than they needed to be. The new frame still isn't a feather-weight compared to full-on mini-racer frames, but at 3 pounds, 11 ounces, a 7 to 10 year old will get along great in the beginner or novice classes at the local track, or thrashing around in a vacant lot.

Instant eye-catchers on this model are the 20 X 1 3/8 inch pierced aluminum Pro Class rims. If these rims turn out to be as popular with riders that use 1 3/8, as the 20 X 1.75 Pro Class rims are getting with the pros, Mongoose will be selling a bunch of 'em separately. These pierced rims are TRICK!

Mongoose has done some economizing on this model. But the one-

piece steel front sprocket is the only major evidence of cost-cutting.

## MONGOOSE CALIFORNIAN

This is the best buy of the three



*Designer seating. If you wear shorts when you go cruisin', you'd better file the rough edges off the seat so they don't scratch ya.*

new bikes. It's got the full-on Pro Class pierced aluminum rims, quick-change front sprocket, free-wheel setup, and the qual goodies that we mentioned before, all for \$199.95. Amazing.

With minimal switching of parts, you could start out in the Beginner class and race this puppy for a long time, probably well up into the Expert class. As for age, it should fit people in the 11 to 14 age range.

The first time that people check out the bike and its low price, no one be-

*This is R.L. aboard the Californian. After changing to wider bars, a stem with more offset, and a lay-back seatpost, the bike was still too small for him. Realistically, 14 or maybe 15 years old is about the upper age limit for the Expert and Californian.*

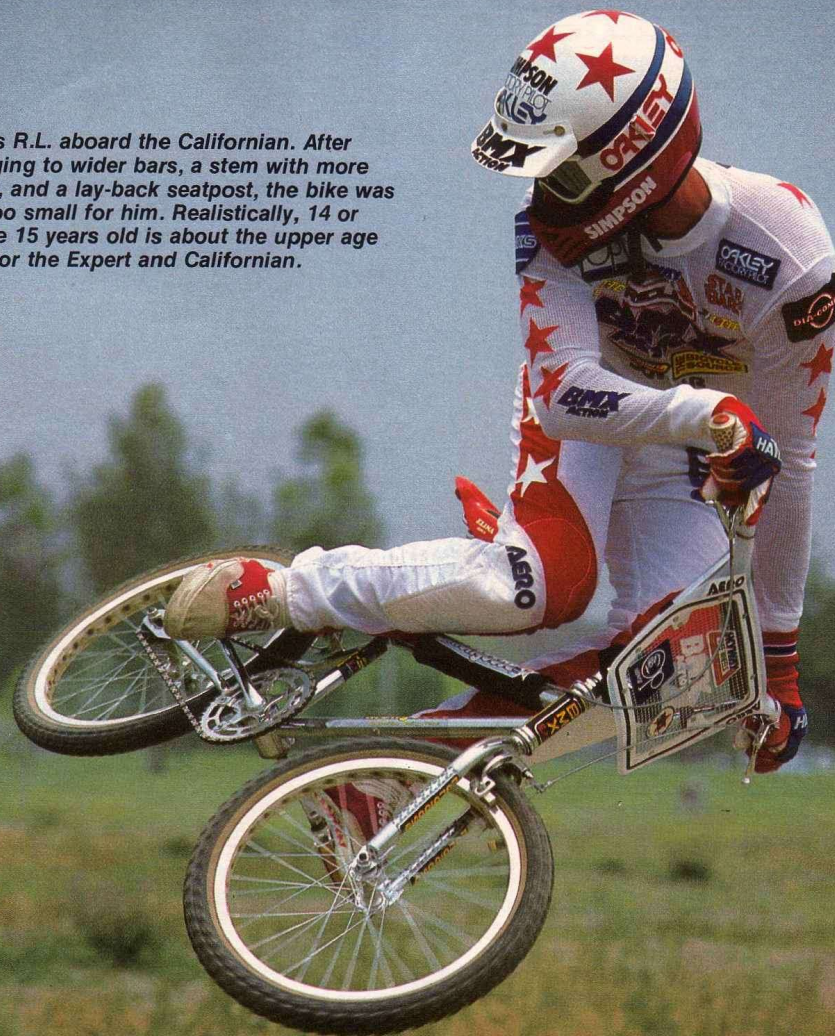
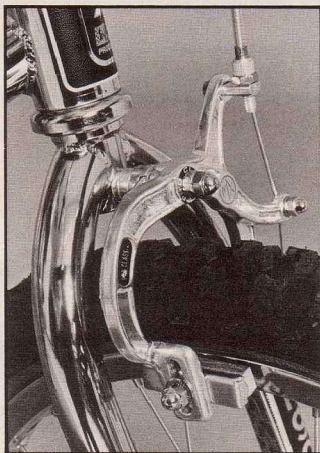
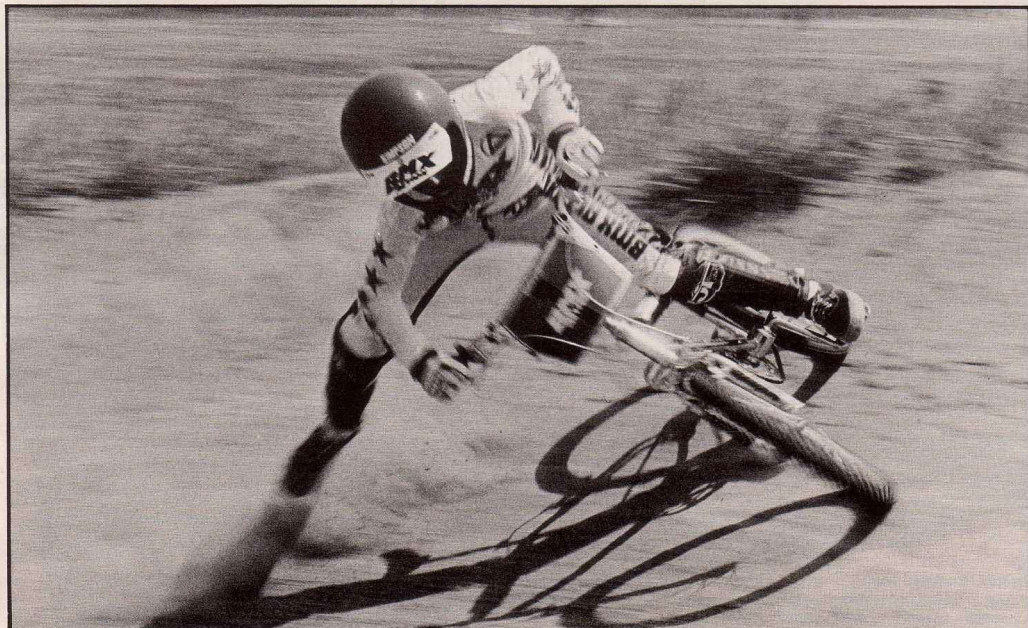


Photo by Bob Osborn



*The Pro Class calipers, which are basically a copy of the Dia-Compe MX, work passably well. A switch to Mathauser or Kool-Stop shoes would help a bunch.*



*Tosh Muraviov, gettin' down to biz. All three Gooses were totally predictable in all handling situations, and were so confidence-inspiring they encouraged tactics like this square-off berm attack.*



	MINIGOOSE	MONGOOSE EXPERT	MONGOOSE CALIFORNIAN
APPROXIMATE AGE RANGE:	7 to 10	11 to 14 or 15	11 to 14 or 15
COMPLETE BIKE PRICE:	Coaster brake \$179.50. Freewheel \$194.50.	Coaster brake \$159.95. Freewheel \$174.95.	Freewheel \$199.95.
FINISHES AVAILABLE:	Chrome with black components.	Chrome with red, black, or blue components.	Chrome with red, black, or blue components.
COMPLETE BIKE WEIGHT (without pads or plate):	22 pounds, 13½ ounces.	27 pounds, 7 ounces.	25 pounds, 2 ounces.
FRAME WEIGHT:	3 pounds, 11 ounces.	4 pounds, 13½ ounces.	4 pounds, 13½ ounces.
FORK WEIGHT:	1 pound, 13½ ounces.	1 pound, 13½ ounces.	1 pound, 13½ ounces.
HANDLEBAR WIDTH:	23¼ inches.	25 inches.	25 inches.
FRAME:	Minigoose, chrome-moly front triangle, hi-tensile steel rear section.	Mongoose, chrome-moly front triangle, hi-tensile steel rear section.	Mongoose, chrome-moly front triangle, hi-tensile steel rear section.
FORK:	Mongoose, hi-tensile steel, centerline axle design.	Mongoose, hi-tensile steel, centerline axle design.	Mongoose, hi-tensile steel, centerline axle design.
HANDLEBAR:	Mongoose, hi-tensile steel.	Mongoose, hi-tensile steel.	Mongoose, hi-tensile steel.
STEM:	SR, aluminum clamp and chrome-moly shaft.	SR, aluminum clamp and chrome-moly shaft.	SR, aluminum clamp and chrome-moly shaft.
GRIPS:	Mongoose, vinyl.	Mongoose, vinyl.	Mongoose, vinyl.
RIMS:	Mongoose Pro Class, 20 × 1½, pierced aluminum.	Mongoose Pro Steel, 20 × 1.75, pierced steel.	Mongoose Pro Class, 20 × 1.75, pierced aluminum.
HUBS:	Mongoose approved, low-flange, aluminum.	Mongoose approved, low-flange, steel.	Mongoose approved, low-flange, aluminum.
TIRES:	Cheng Shin, 20 × 1½ inch, front and rear.	Cheng Shin, 20 × 2.125 front, 20 × 1.75 rear.	Cheng Shin, 20 × 2.125 front, 20 × 1.75 rear.
BRAKES:	Shimano coaster brake or optional Mongoose Pro Class aluminum calipers front and rear.	Shimano coaster brake or optional Mongoose Pro Class aluminum calipers front and rear.	Mongoose Pro Class aluminum calipers front and rear.
PEDALS:	SR, aluminum body and chrome-moly shaft.	SR, aluminum body and chrome-moly shaft.	SR, aluminum body and chrome-moly shaft.
CRANK:	Mongoose, one-piece, 5½ inch, hardened steel.	Mongoose, one-piece, 6½ inch, hardened steel.	Mongoose, one-piece, 6½ inch, hardened steel.
GEARING:	40-16	44-16	44-16
FRONT SPROCKET:	One-piece steel sprocket.	One-piece steel sprocket.	Mongoose hi-tensile steel spider, SR aluminum chainwheel.
SEAT:	Mongoose Aero.	Mongoose Aero.	Mongoose Aero.
SEAT POST CLAMP:	Hinged aluminum.	Hinged aluminum.	Hinged aluminum.
ACCESSORIES:	None.	None.	Mongoose safety pads.
MANUFACTURER:	BMX Products, 9621 Irondale Ave., Chatsworth, California 91311		

## MINIGOOSE



## MONGOOSE EXPERT



## MONGOOSE CALIFORNIAN



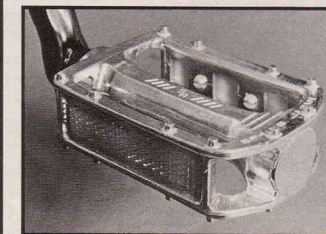
# Californian, Expert, and Minigoose

lieves it. Mike Miranda stopped by our office, and we showed it to him. Mike commented; "Why didn't they have bikes like that when I was unsponsored?"

Well, is everybody ready? Let's go riding.

## ON THE TRACK

We get the van loaded up with the bikes, tools, cameras, tape record-



More and more, we're seeing SR pedals on bikes we test. It's no wonder. They're durable, light, cheap, and grip good.

ers, riding gear, and bodies, and do some freeway flyin' out to Fullerton, home of the infamous practice track, Parks.

After a 7-Eleven pit stop for some Gatorade, we arrive at Parks, unload our stuff, and let Tosh loose on the bikes to warm up.

It looks like he's taking to the Expert and Californian like a fish takes to water. They are sized just about perfect for his 5 foot, 1 inch stature.

If we changed the bars on the Minigoose, he *could* fit, but he'd be a tad cramped. He just switched from a mini frame to a standard frame for racing.

The Taiwanese-made brakes are Tosh's first complaint. They stop okay, but are not awe-inspiring. We did a tune-up on 'em like we went over in the caliper brake dialin' story in the July issue, and that seemed to help. The calipers didn't flex a *whole* bunch, so we suspect that a change to a higher quality set of brake shoes would help the sitcheeashun.

Tosh said the two bigger bikes felt great in the air, really smooth, with a nice center of gravity. What else could you want? The same for speed





# NEW! SPACE TREK

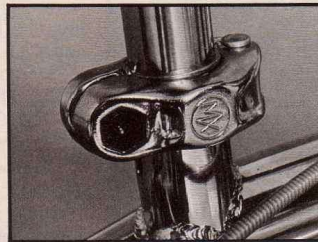
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## Californian, Expert, and Minigoose



All three Gooses (Geese?) come with aluminum seat post clamps. No heavy steel numbers here.

jumping? Okay, you've got it. He seems to prefer the less expensive Expert for jumping, probably because the gyro-effect from the heavier wheels makes it more stable.

What? It handles great in the corners too? C'mon Tosh, we need critical comments along with the good



The Mongoose Expert with freewheel option runs a Shimano DX freewheel, steel hubs, .090 spokes, and pierced steel rims. The Minigoose and Californian sport the same freewheel, but have aluminum hubs, .080 spokes, and pierced aluminum rims. The Expert's rear end is in the photo.

ones. Whadda you mean you don't have any? Sounds fishy.

What? The gearing was kind of hard? Well, 44-16 isn't that bad, so it must be the lack of major leverage



The heavier wheels on the Mongoose Expert provided a gyro effect that made this the best jumper of the three. Mucho thrasher for mini bucks. That's our semi-European, mid-sized test woobie, Tosh Muraviov, goin' for max style on the Expert.

from the 6 1/2 inch cranks.

And you don't like the grips 'cause they're too hard? Okay, that's better.

Now the testing session is wrapping up, and the dust is settling. The bikes are coming into view, and, and, they're both absolutely untweaked! Amazing!

A couple of days later, Oz and R.L. went out to Centennial Park in Santa Ana for some more pounding and photos. R.L. had to put on a larger set of bars, a longer stem, and a lay-back seat post to dial the Californian in for his size. When they came back, it was the same thing as before. Nothing was bent. What more can we say about durability? As for handling, it was stable and predictable, but too small for R.L. 14, or maybe 15, is about the top end age for the Expert and Californian.

### DIALIN' IN

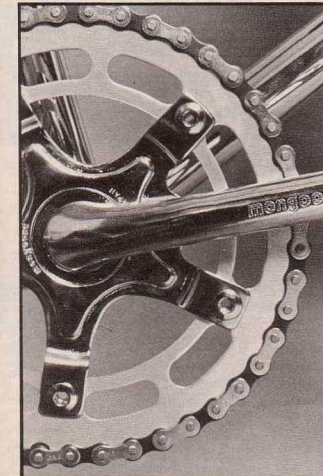
If Tosh was going to race the Californian, he'd put on a 20 X 1.75 front

tire (instead of the 2.125 stocker), Dura-Ace 175mm aluminum cranks, slightly wider bars, dial in the gearing, change the brake pads, and go racing.

If you want to shave some weight off the bike without spending megabucks, switch to an integral seat/seat post combo.

### WRAPPIN' UP

If you're a 7 to 10 year old street rider, go get the Minigoose with the



The Californian, which we considered the best deal of the three Gooses if you have any intentions of racing, comes with a quick-change aluminum chainwheel. The 6 1/2 inch cranks don't supply enough torque for racing. Replace them with some 175mm cranks.

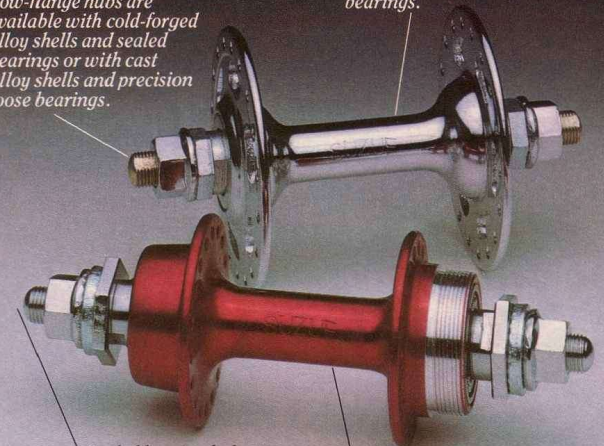
coaster brake. If you're going to be entering a beginner class at your local track, get the Minigoose with the freewheel and front and rear calipers.

If you're 7 to 10 and licensed as an expert, save your super-racer for the track and get a Minigoose for thrashing around the neighborhood. Heck, they're so cheap, get two in case one gets a flat or something.

If you're in the 11 to 14 age range, and want an excellent street bike or a beginner racer, go for the Expert. But if you are harboring any thoughts of getting serious about racing, or just want the totally class street bike, save your allowance a little longer and get the Californian.

All three bikes are super bargains, but the Californian is the real killer here. ■

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