



The R6000 is dead solid and smooth, you almost never have to worry about uneven balance as Misty demonstrates.



Misty aboard her specially equipped Raleigh R6000 bicycle. While the frame and fork Misty races on is exactly like the kind you can purchase with the stock R6000, the components Misty uses are ones she prefers.

Manufactured by a company that has been producing road bicycles for years, this BMXer lives up to the quality that Raleigh is famous for.

Story by Bob Hadley, **Super BMX** Test Editor

Test ridden by Raleigh Team Member, Misty Dong.

Photos by Kathy Amerman and Mike Collins

Raleigh: the venerable old name of Great Britain's cycling industry. It stands as one of the oldest and most respected names in road cycling. But greatness on-the-road does not automatically mean greatness off-the-road. Let's face it, BMX is a dirt sport far removed from the fragility of the road world where multiple gears and skinny high-pressure tires live a dull, paved-over existence. Aside from the fact that both have two wheels and handlebars, a BMX bike and a road bike have nothing in common. They are constructed entirely different. A road bike is torch-brazed, a BMX is inert gas welded with a high voltage arc. Road tires are skinny to eliminate as much friction as possible, BMX tires are made fat in order to bite in for more. One slight mishap on a road bike and you might have to carry its twisted wreckage home in a basket, BMX bikes are made specifically to withstand the incredible forces of jumping, sliding sideways, and racetrack pile-ups.

So what makes Raleigh, a premier maker of these frail on-road, no jumping, no sliding, easy-to-get flat tires bicycles, a qualified BMX manufacturer? As it turns out, building a quality BMX bike is not all that far removed from building a high quality road cycle. The key word here is quality. If a factory pays attention to quality across the board, it doesn't matter what they happen to be producing. At the Raleigh factory, every bike gets the same quality control attention regardless of whether it's a \$1,000+ road bike like the Raleigh Prestige GS (the bike that 40-year-old Pete Penseyres rode from Los Angeles to Atlantic City in less than 11 days in the '83 Race Across America) or the R6000 BMXer like we're testing here.

CONSTRUCTION

For the past couple of years Raleigh has been touting its brand of chromoly tubing. "522" is to Raleigh what 4130 is to American frame builders: under either name

SUPER BMX EVALUATES the RALEIGH R6000



Misty pops a wheelie as she takes a straight, Misty confirms what as test editor Bob Hadley found the front end easy to loft.

it's still chromoly. With the R6000 Raleigh took the opportunity to use some of the same construction techniques that are used in making road cycles. Although not the first BMX maker to do it, Raleigh opted for brazing the rear drop outs rather than heli-arc. The rest of the frame is heli-arc welded. Brazing offers a much cleaner looking bond than heli-arc welding, but it's generally only used in areas where there is sufficient surface area between the two bonded parts. On the Raleigh, and on other frames that braze in this area also, the rear drop outs are brazed into slots in the chain and seat stays. This "overlap" offers more than enough surface area to get a good bond from brazing.

The rest of the frame joints follow along the standard BMX practice of heli-arc welding. Raleigh's quality control in this area is excellent in that all the welds have good penetration and are filled in properly. It should be noted that the welding isn't as consistent as it could be. In some places the weld beads are tightly overlapped and evenly built up. In other areas the bead looks rushed: looser overlap and slight wavering from the center of the joint. As most craftsmen could tell you, a welder's work is like his signature. On the Raleigh, it's almost a certainty that one welder did half of the bike and it was finished by another. This is not all that uncommon, especially in large production shops. As a frame is being welded together on a production line one station might do the front triangle and then the frame would move on to another area where the rear triangle would be attached. In fact, with the Raleigh, it's most likely that the frame went through three different stations before the frame became a complete unit. One to weld the front triangle together, a second to attach the rear triangle stays, and a third operation to braze in the rear drop outs, (the drop outs, although counted as a third operation, probably are brazed to the stays before they are attached

R6000



The complete Raleigh R6000 bicycle as tested by SUPER BMX magazine.

The Raleigh R6000 frame and fork are made of 522 chromoly and comes with a shine by applying a translucent black paint over chrome plating.



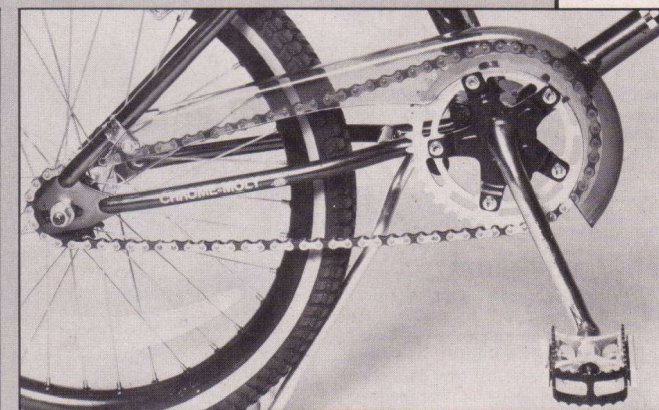
to the front triangle). There is nothing at all wrong with a two-step production, the main thing is to be sure all the joints get good coverage and have proper weld penetration. The Raleigh does.

There is nothing fancy about the basic look of the Raleigh. Although the front fork is "aero" tear-drop shaped tubing, the frame itself is constructed of round tubing. The top tube is 1-1/8 inch diameter, the down tube, a beefy 1-1/4 inch. The head tube, bottom bracket, and seat mast are all standard size BMX. The R6000 has a heavy duty caliper brake mounting plate with a long adjusting slot. With the relatively long reach of the Dia-Compe MX 1000 calipers (standard equipment on the Raleigh) and the conservative amount of rear axle adjustment available, the long slot in the caliper mounting plate was somewhat of an overkill.



The saddle is a Kashimax and is held in place by a Suntour seat post clamp. Between the seat and clamp is a Raleigh chromoly seat post.

Handlebars by Raleigh with Tri-type grips.



Sugino cranks along with MKS sealed bearing pedals comes as standard equipment on the R6000.

R6000

FINE FINISH

The look of the Raleigh is that unique bright grey-black shine that comes from painting a translucent black over a chrome plated frame and fork. Now before you go off about how paint over plating peels off too easily, stop. Raleigh does the job right. The outer painted coat on our bike was exceptionally durable. The secret might well be that it's not applied as a thick "candy-coating" as others that we've seen in the past. The relatively thin coating on the Raleigh resisted all but the most determined efforts to deliberately chip the finish.

COMPONENT ARRAY

Good quality and light weight parts make up the basic componentry of the R6000. The bike is set up for the medium sized rider. The bars are narrow (24 inches) and have a medium rise. The stem is a SunTour alloy unit with a short throw. The seat mast the bike comes with is only 11 inches long, which is fine because it fits right in there with the size rider that the bars fit. But, it would be nice to have a longer one as standard equipment.

Sturdy and reliable is the best way to describe the rest of the component group. The Araya "Aero" rims are about the strongest alloy rims on the market. Solid Sugino one-piece chromoly cranks are as top notch as anything on the market. Dia-Compe calipers are the top notch brakes on the market. One component that you don't see too often these days as standard equipment are sealed bearing alloy bodied pedals. A real nice touch. In all the component selection on the R6000 makes an excellent package.

RIDE RIGHT

The Raleigh is a quick handler, but not a squirrely bike at all. It still has a good degree of self-stability (hands-off stability). The bike has a wheelbase of just over 36 inches and that helps keep the bike mellow. The front end is easy to loft in wheelies, especially if you are just sitting back on the seat and want to pull it up and ride on the rear wheel for awhile. The Raleigh likes to attack corners in low, with your foot out and forward. It sticks pretty good, even with the stock snake-belly front tire, which isn't the



The Raleigh R6000 is a quick handler, but not at all squirrely. Misty here cranks the R6000 around a turn at a track near her home in Bakersfield, California.

Misty Dong shows that even girl racers have some style. Here she is taking her personal edition of the R6000 over a jump at a new track near her home.



R6000

super bmx 75



Billy Hufsey of the television program "Fame" together with the Raleigh R6000 BMXer.
Photo by Kathy Amerman.



Misty Dong is the only girl member of the Raleigh Factory racing team.

greatest. In jumps the bike is dead solid and smooth, you almost never have to worry about uneven balance.

It looks like Raleigh has put together a package that lives up to its name and tradition of many

R6000

years of quality cycling. When they got started in BMX about five years ago they started out slow, building thrashers rather than go into the high-risk area of competitive racers. Now, with some time and experience under their belt, they proved they can build a hot shot racer too.

RALEIGH R6000 SPECIFICATIONS

Frame and Fork: Raleigh 522 chromoly
Bars: Raleigh
Seat Mast: Raleigh chromoly
Stem: Suntour
Grips: Tri-Type
Headset: Shimano MX-3
Rims: Araya Aero
Hubs: Low Flange Sunshine BMX
Tires: Raleigh 20x1.75
Brakes: Dia-Compe MX 1000
Pedals: MKS Sealed Bearing
Crank: Sugino
Bottom Bracket: Tange Seiki
Front Sprocket: Sugino 39T Quick Change
Freewheel: Suntour 16T
Seat: Kashimax Aero
Sea Post Clamp: Suntour

**WOODY ITSON
FREESTYLE**

Woody Itson

VDC brings you Woody Itson bars...Heavy duty bars for heavy duty riding. These strong bars have .065 thick wall and 3/4" cross bars for the strength you need to ride hard. Strength you need for strenuous free style riding and heavy racing. Put your skill behind Woody's strength.



Voris Dixon Company
1937 E. Blair Avenue
Santa Ana, CA 92705
(714) 754-5539

A new release from ECHO

ECHO introduces something new: A **Quick Release Helmet System**. It's quick, it's simple and it works. It attaches easily to the chin strap on your existing helmet. Now you can fasten or unfasten your chin strap to remove your helmet in seconds.



It's the natural addition to the perfect protection system: **The ECHO Full Face***, with its double contoured chin and lightweight shell, the most popular helmet in



BMX. Add to that the high-impact plastic, **ECHO Five-Snap Racing Visor** and you've got the most popular combination.



The new ECHO designed release is constructed of super strong, lightweight injection molded nylon, secured by a spring steel clip.

The new helmet release from ECHO — one more reason why . . .

*ECHO now offers the same superior helmet in open face.

Send \$1.00 for ECHO PATCH and more information on the new quick release and other ECHO products.

winners wear
ECHO
322 S. Date Ave. Alhambra, CA 91803
(213) 284-9375