



RALEIGH R6000



This is how we test grips.

RALEIGH R6000

Photo by Bob Osborn



Your classic tabletop:
M. Buff, completely flat.

WHEN SAM SAID IT WAS GREAT, WE DIDN'T BELIEVE HIM. BUT WHEN TOSH SAID IT TOO . . .

"Now let me get this straight, Raleigh is an English company, right?"
"Right."

"And they sold the rights to manufacture their bikes in the U.S. to Huff, right?"
"Right."

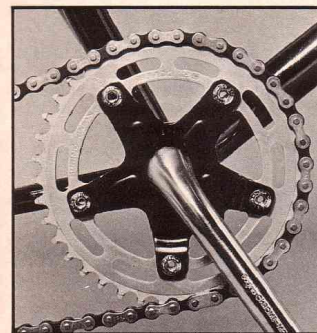
"And the bikes are made in Taiwan, right?"
"Right."
"Sounds like it might be a lame bike."
"Wrong."
Ever since Raleigh sold the rights to manufacture their U.S. bikes to



The Raleigh R6000 . . . put on your fave bars and maybe a different front tire, and this bike will compete with most anything. Oh yes, and for sure change the gearing.



No ringers. All good components. Except maybe the front tire if you'd prefer a 2.125.



Chainwheel, spider, and crank; all qual Sugino stuff.

Tedesco — 14 expert, Mike Stinson — 13 expert, Sam Arellano — 11 expert, Dylan Spears — 10 expert, and Jason Cristy — 10 expert.

They're also working on a co-sponsorship program to help out hot local Raleigh riders through Raleigh dealers.

But more importantly, they've been hard at work developing their race machine. In answer to your first question, no it's not just a copy of the Huffi bikes.

All the designing has been done in the U.S., and the bike is manufactured and assembled in Taiwan. They have strict U.S. quality control experts over there to make sure that they're producing a high quality bike. And they are.

Welding is very good, with nice looking beads. Details like caps on the cable ends are taken care of.

When we got the bike together and started riding, the bars got the immediate thumbs down. They're too narrow and too pulled back. Even our new test hero, Tosh Muraviov, who's 13, and our guest tester, Sam Arellano, who's 11, didn't care for 'em.



The SunTour all-aluminum stem places this bike in the 10 to 14 age range. The SunTour Head Lock-Up is trick.

RALEIGH R6000

PRICE & SPECS

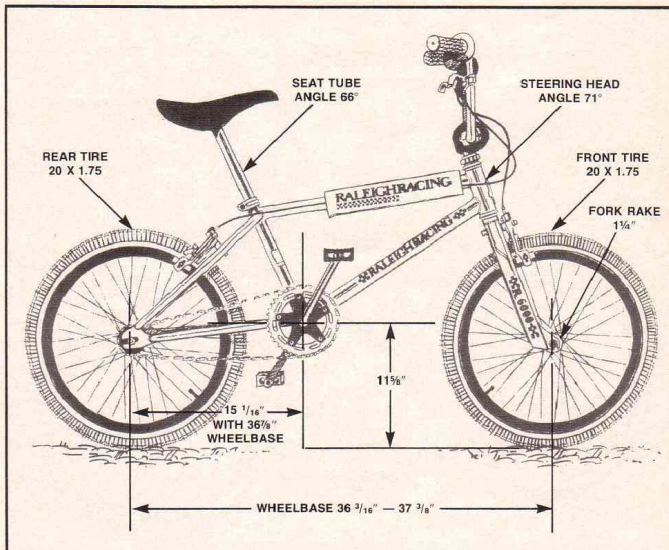
COMPLETE BIKE PRICE: Approximately \$310.
FINISHES AVAILABLE: Black coating over chrome.
COMPLETE BIKE WEIGHT (without pads or plate): 24 pounds, 7 ounces.
FRAME WEIGHT: 4 pounds, 6½ ounces.
FORK WEIGHT: 1 pound, 12 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 7¾ inches.
HANDLEBAR WIDTH: 22½ inches.
TOP TUBE O.D.: 1½ inches.



DOWN TUBE O.D.: 1¼ inches, oval.
FORK LEG O.D.: 1⅜ inches, teardrop.
BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Raleigh R6000, chrome-moly.
FORK: Raleigh, chrome-moly, leading axle.
HANDLEBAR: SR, aluminum.
HANDLEBAR STEM: SunTour, aluminum.
GRIPS: Rubber.
HEADSET: SunTour with SunTour Head Lock-Up.
RIMS: Araya, aluminum, U cross-section.
SPOKES: 36/.080.
HUBS: SunTour, low flange, aluminum.
TIRES: Cheng Shin.
BRAKES: Dia-Compe MX, aluminum, front and rear.
BRAKE PADS: Dia-Compe.
BRAKE LEVERS: Dia-Compe Tech 2.
BRAKE CABLES: Dia-Compe.
PEDALS: SunTour, sealed bearing, aluminum and chrome-moly.
CRANK: Sugino, one-piece, chrome-moly, 175mm.
BOTTOM BRACKET SET: Tange.
FRONT SPROCKET: Sugino aluminum chainwheel, 39 teeth.
SPIDER: Sugino, aluminum.



FREEWHEEL: SunTour, 16 teeth.
CHAIN: TYC, ½ inch.
SEAT: Viscount Aero.
SEAT POST: Chrome-moly.
SEAT POST CLAMP: SunTour, aluminum.
ACCESSORIES: Raleigh pads.



PERFORMANCE EVALUATION

PURPOSE: Racing, up to and including expert. High quality street.
AGE RANGE: 10-14 street, 11-13 racing.
QUALITY OF FINISH: Good to very good.
QUALITY OF WELDING: Very good to excellent.

HANDLING: Everyone liked the handling once the bars were switched . . . Corners good . . . Tires grab good on hard stuff, not so good in soft stuff because of narrow profile . . . Jumps good, stable . . . Easy to adapt to . . . Does everything well.

MISCELLANEOUS COMMENTS: A change of bars should be first on your list of priorities . . . Get rid of the master link, it's the non-clip kind that likes to pop off . . . They have used decals instead of stickers for the frame and forks . . . Rear wheel fits good in dropouts but you need to add outside washers. Front wheel needs ¼ inch spacing . . . Shorten the front brake cable, it's about 3 inches too long . . . Rear wheel relationship to the brake bracket is good . . . Everybody liked the finish and graphics . . . Fairly good price for the components and quality.

TEST INPUT: Oz, Gibey, R.L., Buff, Tosh, Sam Arellano.

MANUFACTURER:

Raleigh, U.S.A.
P.O. Box 1828
Dayton, Ohio 45401
Phone (516) 865-5424



11 year old Sam "Bam" Arellano, the newest hombre on the Raleigh factory team, totally stylin' this flying turn.

RALEIGH R6000



There's this one deal at Strawberry where you hit a jump, turn in mid air, and dive down the right side. Bonkers.

The stock SunTour aluminum stem is fine for the little guys, but for the heavy duty testing with Buff and R.L. we put on an aluminum and chrome-moly SunTour stem, and a pair of GT bars. Buff said just that change made the bike feel ten times better.

As the testing started getting heavy, Sam was running around telling everyone not to thrash the bike 'cause it was going to be his race bike after we were done. Sam just got picked up by Raleigh.

But our test pilots don't give slack



SAM ARELLANO

AGE: 11

HOME TURF: Lawndale, California

SPONSOR: Raleigh

CO-SPONSORS: Puma, Haro, ACS, Dia-Compe, Echo, SunTour, Shimano, Race Ready, Carrera, DK, Araya, Grab-On

About the same time Sam received confirmation of his new factory ride with Raleigh, we received this month's test bike — a Raleigh R6000 — which we were told would be Sam's race bike as soon as we were through testing it.

Seeing as how Sam had a vested interest in the bike, we asked him if he'd like to sit in on the test.

to any bike we test. Sam shouldn't have worried though. Even after everything that R.L., Buff, and Tosh threw at it, nothing was bent, broken, tweaked, mangled, or thrashed. Nothing. That was after all the tabletops, bermshots, crashes, and everything. And it wasn't 'cause they weren't trying. It just hung tough.

Qual goodies abound on the R6000. SunTour supplies the stem, sealed-bearing pedals, hubs, headset, headset lock, seat clamp, and freewheel.

Dia-Compe calipers and levers grace both ends of the bike.

The Sugino chrome-moly cranks

At the ripe old age of eleven, Arellano already has three years of racing under his belt. The guy is a seasoned veteran. Before getting into BMX, Sam spent years watching his big brother race motorcycle motocross. That's where Sam picked up his unique smooth and layed-back style. He looks very casual when he's racing, but when you look at the guys behind him trying to keep up, you know he's not as kicked-back as he appears. It's just a disguise.

A week or so after the test was over, when we figured enough time had gone by for Sam and his dad to have the new scooter totally dialed for national competition, we checked back with them to see what changes they had made.

Here's a list of those changes:

- Diamond Back Turbo Lite wheels
- 28 hole Shimano hubs
- 20 X 1.75 IRC tires
- 16 inch tubes
- 175mm Shimano Dura-Ace pedal arms
- VDC sealed-bearing bottom bracket set
- 3/32 inch Dura-Ace chain
- Shimano 16 tooth freewheel
- Shimano 43 tooth aluminum chainwheel
- JMC handlebar ■

remained straight and true after all the thrashing. So did the U-shaped Araya rims, which have been on three or four bikes we've tested over the past year and have proven to be tough suckers.



Buff and R.L. were wailin' on the Raleigh and they won't cut loose on a bike they don't trust.



Through a snakey berm swiftly. Our new semi-European test dude, 13 year old Tosh Muraviov, and the Raleigh R6000.

At the post-test rider meeting, Sam and Tosh mentioned that the bike felt a little too big for them. R.L. and Buff said they were at the other extreme, it was a tad too short for them. That was even after the bar change.

Everyone liked the handling. Sam said it was really easy to get used to, but we didn't believe him 'cause he's biased. But when Tosh said the same thing, we believed him.

Tosh liked how he could whip it in and out of corners quick.

R.L. didn't care for the lip on the back edge of the Viscount Aero seat. It gave him a bruise on HIS seat.

Buff and R.L. were going for mury air, and they won't go for it if the bike doesn't agree with them. So it passed the test in that department.

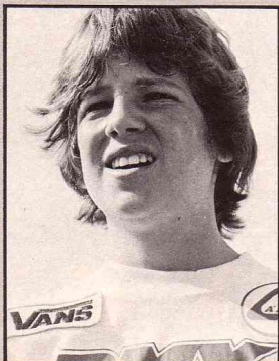
If you're a 'lil guy, put a fave set of bars on it, and head for the track. If you're a big guy, go for a different

RALEIGH R6000

TOSH MURAVIOV, BMX'S NEW SEMI-EUROPEAN TEST DUDE

In our never ending quest to bring you the best, fairest, and most accurate tests possible, we've signed up a new 13 year old, semi-European test dude. His name is Tosh Muraviov. For those of you who don't speak Russian, that's pronounced mer-ov-ee-ov.

Tosh will be involved when we test bikes that Buff and R.L. are too big for. That way we'll



be able to pass on solid handling info that relates to all those people who are sized somewhere in between dinky dudes and gorillas.

Tosh lives in Bell Gardens, California. He has been sponsored by CW and Skyway, and currently rides for Nikki Pies (the official fruit pie of the '84 Olympics). He has held the Cal-9 district No. 1 plate through 1981 and 1982, so he KNOWS what makes a BMX bike tick.

Welcome aboard, Tosh. It's gonna be fun. ■



The post-test rap session. The guy in the Vans hat is Tosh's personal mechanic, Mr. Muraviov. You know everybody else, right? Test area is Strawberry Fields.

stem and bars, a 2.125 tire in front, and be gone. Both ages will need a

gearing change too, unless you can spin like the roadrunner.

Overall, it looks like the new Raleigh is a good handling, well put together, nicely constructed package.

At a semi-decent price too. Nice work guys. ■

CW PUTS THOUSANDS BEHIND BARS

CW HAS DESIGNED THESE BARS TO FIT THE RACERS WHO WIN.
CW BARS ARE THE CHOICE OF THOUSANDS AND THEY'LL BE YOUR CHOICE TOO.
THE ONLY QUESTION IS... WHICH ONE?

MINI BAR™



MINI BAR
4" RISE
ALUMINUM
23" ALLOY

U.S. PATENT PENDING

MINI CRUISER BAR™



MINI CRUISER BAR
4" RISE
CHROME-MOLY
28" WIDE

U.S. PATENT PENDING

CRUISER BAR™



CRUISER BAR
6" RISE
CHROME-MOLY
28" WIDE

U.S. PATENT PENDING

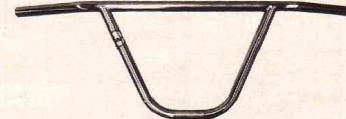
STANDARD BAR™



STANDARD BAR
7" RISE
CHROME-MOLY
25" WIDE

U.S. PATENT PENDING

PRO BAR™



PRO BAR
8" RISE
CHROME-MOLY
28" WIDE

U.S. PATENT PENDING

NORTHWEST
SEATTLE BIKE SUPPLY
1073 ANDOVER PARK EAST
SEATTLE, WA 98188
(206) 575-4715

WEST
PANDA BIKE
1450 FRANQUETTE AVENUE
CONCORD, CA 94520
(415) 798-3950

SOUTHWEST
RITE-WAY
451 ATLAS
BREA, CA 92621
(714) 871-1582

NORTHEAST
DETROIT CYCLE
478 W. COLUMBIA
DETROIT, MI 48201
(313) 961-7194

EAST
STRICTLY BMX
EAST MAIN AT TYRE AVENUE
NEWARK, DE 19711
(302) 737-2740

SOUTHEAST
EAST COAST CYCLE
3000 COMMONWEALTH BLVD.
TALLAHASSEE, FL 32303
(904) 575-9686

CW HEADQUARTERS
1220 W. PIONEER
SUITE F
BREA, CA 92621
(714) 773-4878

SEND \$2.00 FOR CW'S CATALOG
AND STICKER PACK

CW
CW RACING