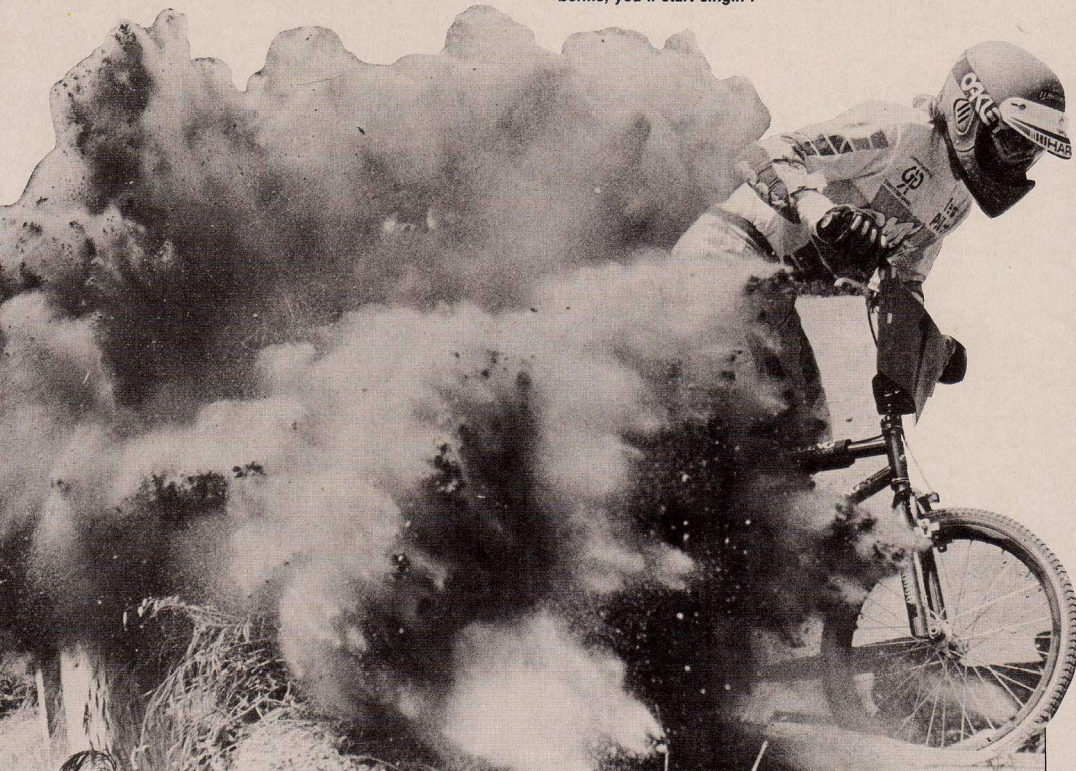


With slightly more laid-back angles than you'd find on a hard-core race bike, the R6000 responds better to aggressive riding tactics. Once you get used to muscling it through turns and berms, you'll start singin'.



# RALEIGH R6000

*Raleigh returns with a vengeance!*

By Dean Bradley

(Photos by Dean Bradley & John Ker)

□ Last year around this time Raleigh shocked the cycling world by unleashing their bold new line of bikes at a special, "press only" private showing during the Interbike Industry Show in Las Vegas. So what's so shocking about that, you ask? Well, first off, the grand old English firm had sold the rights to manufacture their U.S. bikes to none other than Huffy. The bikes weren't to be manufactured in the U.S., but only designed and marketed here. Like so many other companies have been doing lately, Huffy arranged for this new line of bikes, which includes our R6000 test bike, to be manufactured and assembled in, you guessed it, Taiwan. So what we've got

here is a BMX bike carrying a long-respected English name, designed and sold in America but manufactured in Taiwan. Got that?

## RALEIGH'S BEST BUY YET

After the Interbike show we came away with the feeling that Raleigh had finally decided to get serious about BMX. They had big promotional plans including TV spots, a full-blown U.S. race team, hefty race sponsorship deals and, most importantly, for the first time in their history, they had a race-ready line of BMX bikes.

This month's test bike, the R6000, is Raleigh's top-of-the-line BMXer and the best buy yet. The first look at its all-chromoly frame set, choice com-

ponentry and \$350 price tag will tell you that right away. Combine all this with the R6000's class styling, graphics, etc., and you've got one very slick package, indeed.

But Raleigh wanted more than just a bike that would catch your eye and sell like hot cakes. They wanted—no they *needed*—a bike that would perform like a true-to-life, dirt-under-the-fingernails BMXer, one that could carry their team to national victories and titles.

## THE R6000 CHASSIS

Check it out. Right there on the seat tube it says, "Guaranteed built with Raleigh 522 tubing. All tubes designed and engineered in the U.S. by the Ra-







# **PROTECTION ABOVE AND BEYOND THE OTHER GUYS.**

Bombarded with offers from the other guys, BMX champs aren't fooled! They fight off imitators with the *original* lightweight pad. California Lite by Johar is still #1.

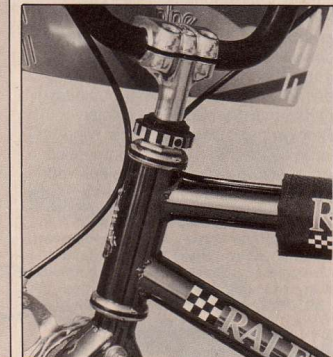
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OF CALIFORNIA



# **R6000**

Front and center you've got some trick elliptical-type forks, Tange MX-3 headset, MX-1000 caliper and SunTour headset lock and stem. If you're a big bruiser, round file the all-alloy forged stem before it round files you. Everybody over about ten years of age will also want to go with some larger bars.



Once we changed the bars and stem, everybody who rode the R6000 found room to move around and time to catch some air. Once you set up the royal Raleigh to fit your bod, look out! It's a winner!

Leigh Cycle Company of America." Another fine-print decal below states, "Manufactured in Taiwan for sale in the USA only." What it all means is that Raleigh has special chromoly tubes built to their specs, then it's off to Taiwan for the final frame fabrication and bicycle assembly. Hey, everybody's doing it these days. It's called economics and we don't usually have a beef unless the quality takes a big drop. In the case of the R6000, it hasn't. Rumor has it that the Raleigh-appointed quality-control people over in Taiwan are all over the fabricators like a cheap suit. The frame-and-fork quality reflects that rumor with clean fillets and fine beads on all tube junctions. From the R6000's elliptical JMC-like teardrop forks to its slotted rear brake bridge, we think you'll find it has everything you'll need. We think

A test just wouldn't be complete without a little ramp thrashing. Here, Dangerous Dave wrings out the Raleigh on his mega-quarter pipe. The Araya Aero rims held up to everything we could dish out—amazing!



# R6000

you'll also like its unique finish, which is officially billed as "black chrome," but our guess would be that it's more like a gunmetal-colored, urethane-type finish over chrome. The finish is similar to Diamond Back's Turbo or Mongoose's Pro Class. Decals and graphics on the R6000 also deserve special notice. *First class* about sums it up. Black and white checkered bands, bold R6000 logos, matching pads, and the traditional classy Raleigh head badge put this scooter at least a lap ahead of the competition. After seeing plain chrome bikes with minimal decals month after month, the R6000 was a welcome change. And

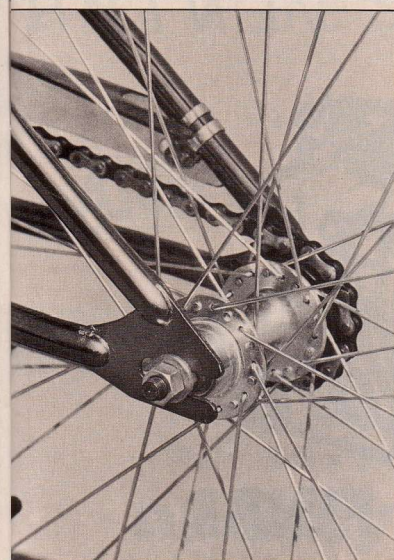


Staying low and going fast are no sweat on the R6000. Overall geometry for speed jumping was pretty good. Just push that front end down and sit back.

while on the subject of change . . .

## REFINING THE RALEIGH

We think that after living with the R6000 for a while, certain changes and updates will become necessary. First, the front tire. If you're 13 years or older, you'll want to change to a wider 2.125-inch over the 1.75-inch stocker for better overall bite and stability through the berms. Next are the bars. At a super-narrow 22-1/2 inches, the stock SR alloy, V-type bars just don't offer enough pull for strong starts nor enough control for jumping and cornering. We recommend you go with a set of wider, taller chromoly models. Also, riders over 13 or 14 will probably want to go with a beefier stem over the forged SunTour all-aluminum unit. And finally, the stock, super-low 39x16 gearing has to go. Bolt on a 42- or 44-tooth front sprocket and that should do it.



When you look closely at the rear drops, we think you'll be pretty impressed with the welding and fabrication quality. Not bad, Raleigh, not bad. The SunTour "flip flop"-style rear hub lets you run two freewheels for quick gear changes, but not many racers run 'em, due to the increase in weight.

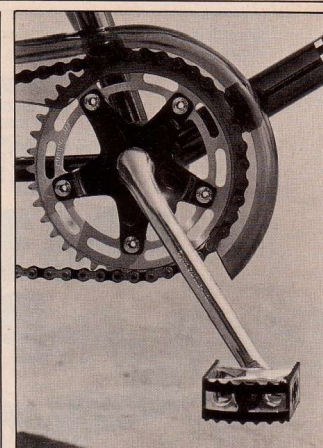
great street or race bike up to about Expert or 15 years of age—which ever comes first.

Handling was rated as pure fun by all, due to the laid-back 70.5-degree head angle and 65.5-degree seat angle. Lofting the front end over obstacles, jumps or whatever, is cake on the R6000. But when the subject turns to racing, we think you'll find it's necessary to place more weight up over the front end than, let's say, you'd have to on a machine with a steeper, racier 74-degree head angle. Mounting a 2.125-inch tire up front did help the Raleigh at speed, but more weight made sure the R6000 carved as it should.

After some hard riding and careful scrutiny of the specs, the R6000 emerged as a kick-in-the-pants street-er, and when ridden properly (read: seriously), it will roll you into the winner's circle as a racer.

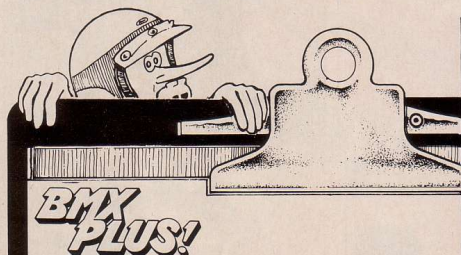
## THE RALEIGH REVIEW

We mentioned earlier that the R6000 was made in Taiwan. If we hadn't, chances are you would have never noticed. The quality is much better than many of us have come to expect from the mass-production capital of the world. For around \$310 to \$330 we found the new R6000 to be a pretty impressive buy and a well-rounded package that is especially



Trick drive train. Sugino chrome-moly one-pieces, quick-change spider and sprocket, SunTour sealed pedals and Raleigh's own clear plastic chain guard. For high-speed pursuits a gear change is mandatory. Try something like a 42- to 44-tooth front sprocket.

well suited to serious play riders and up-and-coming racers. But probably the best news of all is that with the release of this new R6000, Raleigh is officially full-time, full-on back into BMX. Welcome back! □



1. Bike: Raleigh R6000 20-inch complete bike.
2. Age range: 9 to 15 years old.
3. Country of origin: Taiwan.
4. Intended use: Street/trail, up to Expert-level racing.
5. Wheelbase: 36-1/4" to 37-1/4".
6. Bottom bracket height: 11-5/8".
7. Chain stay length: (C/L with 36-3/4" wheelbase) 15-1/8".
8. Steering head angle: 70.5°.
9. Seat tube angle: 65.5°.
10. Frame: Raleigh 522 chromoly, hell-arc welded, "black chrome" finish. Features: 1-1/8" top tube, 1-1/4" down tube, 4" head tube, 5/8" rear stays, American-style bottom bracket.
11. Fork: Raleigh R6000 elliptical chromoly, leading-axis design, hell-arc welded, "black chrome" finish. Offset: 1-1/8".
12. Rims: Araya Aero, alloy, 20" x 1.75", 36-hole.
13. Spokes: 36/080, cadmium plated.
14. Hubs: SunTour, low-flange, alloy, loose ball.
15. Tires: Cheng Shin snakebelly type—1.75" front and rear, 35 psi.
16. Cranks: Sugino, chromoly, one-piece, 175mm.
17. Pedals: SunTour, alloy with 1 1/2" chromoly shaft, sealed bearing.
18. Chain: TYC 1/2" x 1/8" black and gold.
19. Bottom bracket: Tange, steel with retainers bearings.
20. Front sprocket: Sugino, 39T, quick-change, with chromoly spider.
21. Freewheel: SunTour, 16T.
22. Brakes: Dia-Compe MX-1000 calipers and Tech II levers front and rear.
23. Headset: Tange MX-3, steel with retainers bearings and SunTour locking head nut.
24. Stem: SunTour, forged alloy, 4-bolt.
25. Handlebars: SR, alloy, V type, 8" rise, 22-1/2" width, hell-arc welded, black anodized finish.
26. Grips: A'ME Tri.
27. Seating: Viscount, Aero-style plastic with 11" chromoly post and SunTour alloy post clamp.
28. Miscellaneous: Full set (3) safety pads, CPSC reflector set.
29. Overall weight: (With pads and without reflectors) 24-1/4 lbs.
30. Approximate retail price: \$310 to \$330.
31. For additional information contact: Raleigh USA, P.O. Box 1828, Dayton, OH 45401; (516)865-5254.

When you buy a new bike, most dealers are more than willing to exchange certain parts to keep you happy and make the sale. If your particular dealer can't help you out, find somebody who will.

Nit-picking aside, the R6000 sits proud for a stocker. Simple tire, bars and front sprocket changes are all we think you'll need to fully dial her in for general-duty BMX.

## TEST RIDE

Stock, the R6000 feels pretty strange: It's kind of a contradiction. The top tube is real long, just perfect for larger riders, but the bars are too short and narrow for anyone over about ten years old. But as we mentioned earlier, exchange the bars for a taller set, and everything will fall into place. With the bar change, riders all the way up to about 15 will find plenty of room to move around on the R6000. After that, things start getting a little cramped. We came to the conclusion that this scooter will make a

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