



□ Every so often, a bicycle manufacturer will introduce a bike that it feels will revolutionize the sport and make normal bikes obsolete. We've seen plenty of examples. For instance: shock absorbers, frames with adjustable headtube angles, adjustable bottom brackets, and even two cables and springs instead of a downtube. Right now many of you readers are probably thinking "What are they talking about? I've never seen any of those kinds of bikes!" Well, take a wild guess why you haven't seen them. It's because the conventional BMX frame design of ten years ago (with some refinements) is still the most functional and cost-efficient BMX bike available today. Sure, there are differently styled frames out there, but take away their stickers, gussets and dropouts and it's hard to tell one bike from another. That may be starting to change.

THE LATEST ENTRY

By now you've probably seen Auburn's ads showing their unique frameset. If you haven't, then let us describe it to you. Starting at the front, we have the forks: clean, chrome, leading-axle design, beefy-looking dropouts with legs that extend a little past them. Moving up we have the head tube: four inches tall (the norm for 98 percent of all BMX bikes), with pressed-on rings to reduce the fatigue many frames receive when the headset cups are installed. Moving

1989 AUBURN CR-20

A notch below, but a step ahead

back you'll notice a 1-3/8-inch down tube and a 1-1/8-inch top tube. Unlike most top tubes, however, the Auburn's is bent down Dyno-style three inches before the seat tube, and then extends *through* the seat tube another couple of inches. Found only on this BMX bike, this configuration lowers the center of gravity oh so slightly. *Stop!* Now pay attention. This is where things get tricky. Welded to the back of the bottom bracket are two mounts. What's mounted to them? The rear triangle! The chainstays (which are square!) are welded to a round chromoly tube at the front, which is then bolted to the bottom bracket mounts! The seat stays (which are round) are welded to the chainstays in the back, and bolted to the end of the top tube (remember, it pierces the seat tube). At the very back of the frame you'll notice some nicely crafted, and very big, dropouts. If you haven't yet figured it out, this is the only bike of its kind—*by far!*

Attached to this one-of-a-kind frame are Araya 7X rims, Suzue sealed-bearing hubs, REAL Comp III tires, a GT headset, stem, seat, post and clamp, one-piece cranks, spider, sprocket and sealed bottom bracket, Dia-Compe 901 brakes, Victor pedals, a complete pad set, and Auburn's brand new bars that feature a square crossbar. All this retails for \$425-\$450. For \$150-\$175 more you can get the CR-20R (note the final "R") which comes with GT hubs, three-piece Power Series cranks, SR pedals and a DK stem. The bike looks good; let's see how it rides.

"U LOCALS"

Chris Daly and Scott Davis were on hand (well, actually they were on Airwalks) to help out with the testing chores which were to be inflicted upon the Auburn. Danny Millwee and Todd Corblitt met us at the "U" too, in the Auburn/Dyno "factory toaster" tour vessel.

"U locals" strive for big air. And seeing as how they weren't riding their own

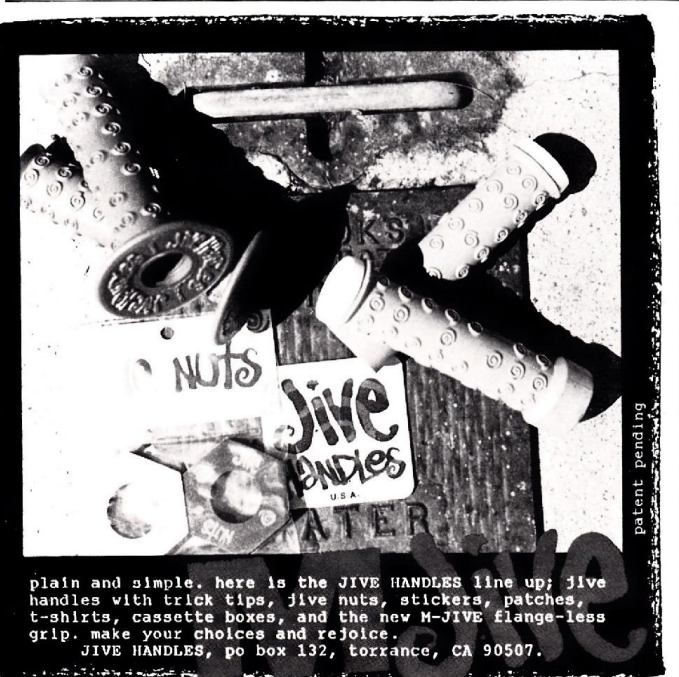
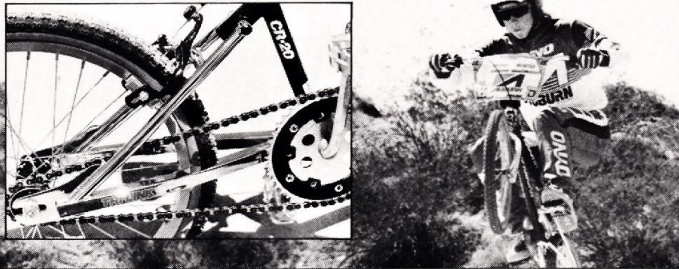
◀ *Many experts believe that the less flex a bottom bracket has, the faster the bike will be. If that's so, you're looking at what may well be the fastest bike in the land.*



the bike is as solid as the bottom bracket area, with one exception—the cranks. The guys were really starting to cut loose when the cranks went from the "six o'clock" position to "five o'clock." The test continued for another hour or so, until the left side bent in so much that it hit the chainstay . . . abruptly ending our test.

Our own Todd B. took the injured Auburn home, where he took a large crescent wrench and bent the cranks back out so that they'd at least clear the chainstay. Then he took off the left pedal and put the left side of the crank between two cement blocks (cemented

Now you know what we meant when we said the Auburn has a unique design. Sure would look funny seeing the frame without the rear end bolted on. ▼



plain and simple. here is the JIVE HANDLES line up; jive handles with trick tips, jive nuts, stickers, patches, t-shirts, cassette boxes, and the new M-JIVE flange-less grip. make your choices and rejoice. JIVE HANDLES, po box 132, torrance, CA 90507.

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in place) with a one-inch gap in between them. After torquing the right side for five minutes, we realized just how strong the bottom bracket was. The cranks were a little straighter now, straight enough for Todd to take the bike out for some street abuse and some dirt shred-

◀ This is Todd Corbett practicing for A: his patented bottom bracket grind on teammate Millwee's DYNO helmet, or B: his upcoming role as Radical Rick's new riding companion. The world may never know . . .



Scott "The human bowling ball" Davis' Hannah resulted in A: a good picture, B: no bike damage, C: one severely thrashed visor, D: all of the above. D's the one.

the Ring of Death. . . "I don't know what to do." Santa was also stuck out of the popular items: GT Spats, Dyno Bikes, T-Shirts; they had them all under the pressure of a rebound. . . Vision Street Wear. Santa affirmed Trend's status as the best mail order bike company. . .

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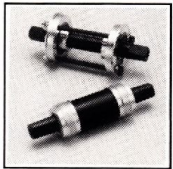
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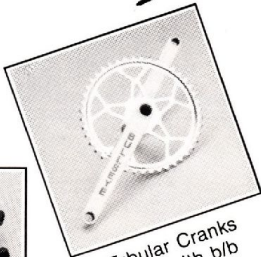
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ding at Soledad Hills. He was impressed with its handling and how well the bike held up. With a new set of cranks this bike could easily hold up to a hot am's or pro's constant abuse. "AU . . . BURN IT?"

People are willing to pay the extra bucks to have something out of the ordinary, such as Rolls Royces,



Scott Davis' abusive stunts like this one-footed Hannah proved to be too much for the cranks, but didn't faze anything else.

alligator-skin shoes, Lamborghinis, and Gucci purses. Auburn bikes also fit into that category. The thing held up great, except for the cranks, and is bound to get attention wherever you go. And most importantly, it rides strong and will live long. It's different and it works.

There are plenty of people who want to lead the crowd instead of follow it. With an Auburn CR-20 or CR-20R, you'll be taking the first step to leading the masses and, quite possibly, your next main. □

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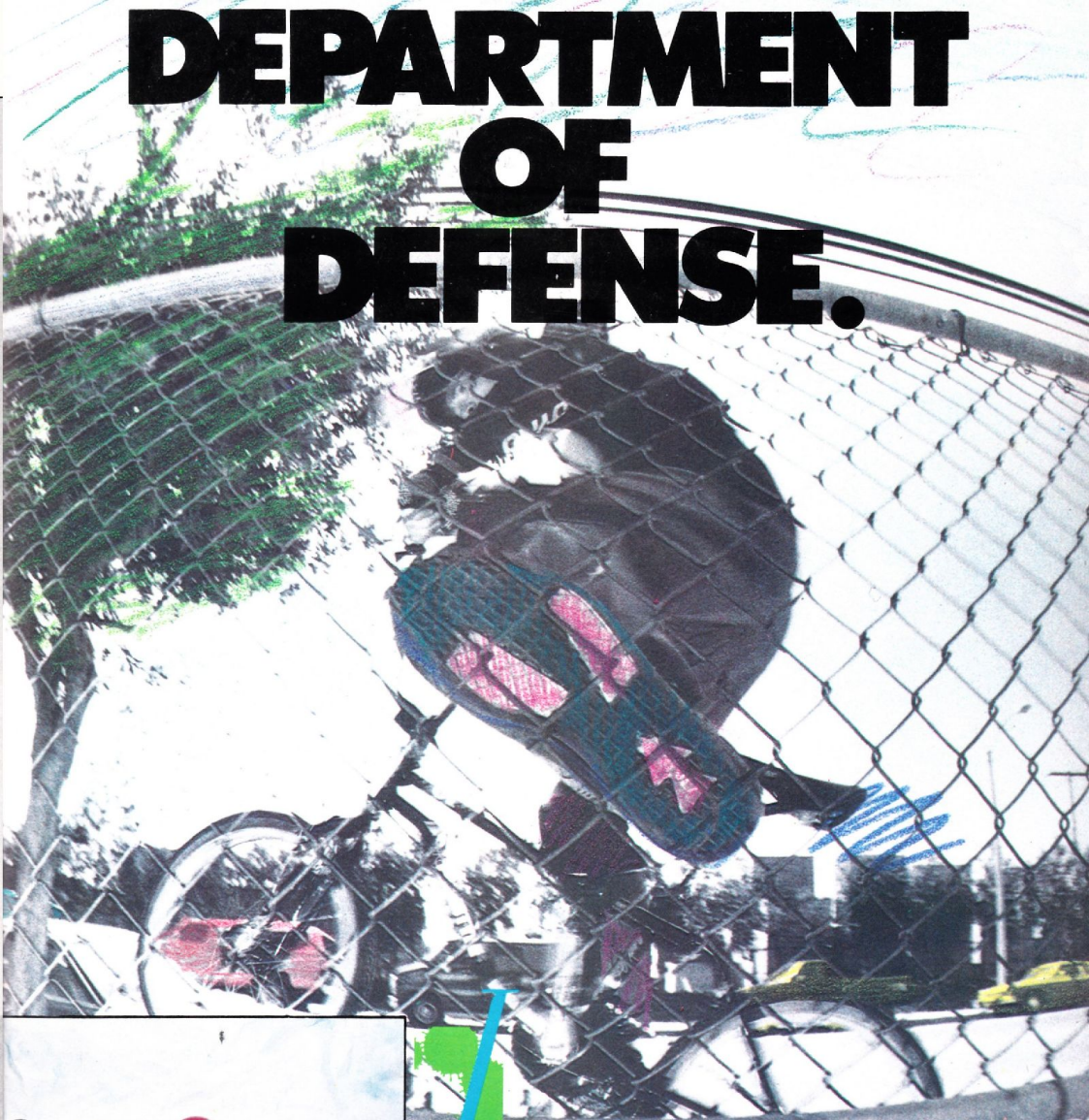
PROS

Looks different from any other bike around
Strong, flex-free frame and fork
Good choice of components (except for cranks)
Shiny chrome, durable paint, consistent welds

CONS

It isn't cheap
Crank aren't strong enough for this stiff a bike
Slightly heavy, but not bad for older riders

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