

CW CALIFORNIA SHAKER

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A boy & his bike

■ A 15-year-old boy pushes a lawn mower through his grandparent's backyard. He has amazing enthusiasm for such a tedious, treacherous task. He is inspired by the \$20-per-job wage he receives. He figures by summer's end he'll have about \$300—enough to buy a good freestyle bike, something he's wanted for some time. His main problem, besides trying not to squander his money on video games, tapes, food, etc., is that he can't decide which bike to buy. There are many bikes in his price range, but he needs to find one that handles, has all the necessary platforms, features good components, holds up and looks cool before he shells out his hard-earned bucks.

IT COULD BE YOU

This "boy" we've been talking about could be anyone, anywhere. He could be any sex, race, color or creed—he could even be you. One possible bike candidate for him (or you) is the CW California Shaker. Let's take a look at it and see if we can help him (and you) decide.

COVERING THE BASES

If the "boy" is into pastel colors, he'll like the looks of this bike. It's two-tone lavender and white with a few black components, and sharp-looking graphics adorn the paint, adding even more to the stylish looks. If he doesn't like lavender, he can get the bike in blue/white or red/white.

Standing platforms, screw-in fork and rear dropout pegs and a top-tube platform are the norm for most riders, and the Shaker has them. The rest of the frame looks hot, too: Milled head and bottom bracket tubes for strength without excess weight. Red Line-type gussets at the head-tube/down-tube juncture (with the CW logo stamped in them for added coolness), large-diameter tubing and a coaster brake bracket in case the boy decides to use a coaster or Freecoaster. The only drawback is that the frame isn't all chromoly—the rear triangle is mild steel. That isn't too bad, though; it adds only a few scant ounces and helps keep the price down.

The components list goes like this: Odyssey brakes and Gyro, 48-spoke alloy wheels, Victor pedals (alloy, not cheesy plastic), a Velo Gripper seat, real A'ME Tri grips, a Star Wars-looking Polygon stem and Kenda Comp III-type dirt tires—dirt tires? We checked with CW and found that the bike comes with CW 20" x 1.90" freestyle tires, but that they were out of stock, and since we couldn't test the bike without tires on it...



At first, Chris didn't think he'd be able to do lookdowns, because the bars were lower on the Shaker than on his bike. Now you know differently.

THE TEST PROCEDURE

Once the details were taken care of (namely, building the bike and driving to Vista, California), we met up with the Awesome Shoes team. This team is cosponsored by CW and is made up of Chris Potts, Derek Oriee and Jeff Cotter. We wanted to see if they could thrash the bike. We headed to top-secret test site "A," a 16-foot-wide, eight-foot-high halfpipe with (get this) seven-foot extensions on each side, making the ramp 15

feet high! Chris warmed up and proceeded to rip, tear and shred every available inch of the ramp, including footplants at the top of the extensions! Chris adapted to the Shaker in minutes and had little or no problem tweaking his variations: one-handed one-

It takes enormous amounts of nerve, balance and skill to pull off Scurters for ten to 20 feet the way Jeff Cotter does. It also takes a good-handling, controllable bike—which the CW Shaker is. And it's cheap, too! ▶



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The Shaker has all the right stuff for flatland: pegs, platforms and brakes. Add a hot rider (e.g. Jeff Cotter or yourself) and freestyle is reality. Decade at the beach.



The CW's ultra-steep 77-degree head angle seemed too quick at first, but after some adaptation time, it worked killer. Jeff "Welcome Back" Cotter's boomerang-type antics.

footers, lookbacks, lookdowns, X-ups and cancons. The only problems he did have were with the bars and Polygon stem. The bars were a bit low, and the stem didn't hold and rocked in the forks, giving it a feel similar to that of a loose headset. Raising the stem or switching to taller bars would help the height problem. A stem with larger clamp bolts (for better holding power) and/or scraping the paint off the clamping section of the bars would make them hold much better. The rocking problem could be solved with a very thin shim.

On to test site "B," a Randazzo-like ramp where Chris does most of his riding. Similar



The Shaker handles on the ground and in the air—even nine feet up! Chris adapted to the Shaker in minutes, even though his personal CW is set up with taller bars and different components. Check out the bird!



antics were pulled, but with increased air. The Shaker held firm, but Chris' knee was still sore from a Velodrome slam, and he had to stop riding. Associate editor Jon Peterson took the Shaker for a few runs with success (no tweakage), and we headed for test site "C."

The Oceanside Pavilion provided ample, flat cement and a few hecklers to motivate Jeff and Derek. Each took a few runs, and harsh tricks were pulled. Jeff did multiple boomerangs, long Scurfers and more; Derek spun weed whackers and other equally in-

sane moves. The Shaker didn't bend, break or crack, and it looked as good as when we started. The only complaints resulted from the slippery rear pegs (they need grip tape) and the loose feel in the fork/stem area (partially from the loose-fitting stem and also from the headset repeatedly loosening).

THE VERDICT

After two full ramp sessions and an extended ground thrashing, we came to three conclusions: 1. *The Shaker handles in the air.* The steep 77-degree head angle moves the bars forward and the 71-degree seat-tube an-

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gle puts the seat back, giving the rider plenty of room to move around. Larger riders might need taller bars and a snake or laidback post for more knee room, though. 2. *The Shaker* is great for flatland, too. The same steep head tube and semi-laidback seat tube that gives the rider room also makes the wheelbase shorter for quicker turning and easier spin-

ning. The pegs and top-tube platform work well and are of good proportions, but the rear pegs need grip tape. Even though the bike will come with freestyle tires, the dirt tires drew no complaints on the ramps or ground. The brakes and Gyro worked as usual—great. The only slight failure occurred during assembly when we stripped a lever-mounting bolt—no biggie. 3. *The Shaker holds up*. During our testing, the only failures were the stripped lever bolt, a slightly tweaked rear rim and a flat tire.

IS THIS THE BIKE FOR THE BOY (YOU)?

It could be. The CW California Shaker is sized right for the average rat. It handles in

SPECIFICATIONS:



CW CALIFORNIA SHAKER

I. FRAME AND FORK

Type: Freestyle, age range 12 and over.

Frame design: Single top tube with platform, single down tube, screw-in pegs in rear dropouts, Red Line-type gussets at head-tube/down-tube juncture, milled head and bottom-bracket tubes.

Frame construction: Tri-moly (front triangle is chromoly, seat and chain stays are mild steel).

Diameter of top tube: 1-1/8".

Diameter of down tube: 1-3/8".

Diameter of stays: Seat and chain stays are both 5/8".

Fork construction: Tubular leading-axle design, screw-in pegs 2-1/2" above axle, all chromoly.

Diameter of fork blades: 1-1/8".

II. GEOMETRY

Wheelbase: 34-1/2" to 35-3/4".

Steering head angle: 77°.

Seat tube angle: 71°.

Bottom bracket

height: 11-1/2" (center to ground).

Chain stay length: 15-1/4".

III. DRIVE TRAIN

Pedals: Victor VP-707, alloy body, chromoly shaft.

Cranks: Takagi, chromoly, one-piece, 170mm.

Front sprocket: Steel, solid, 43T.

Bottom bracket: Steel, retainered ball.

Chain: KMC, 1/2" x 1/8".

Freewheel: SunTour, 16T.

IV. WHEELS

Rims: Alloy, 7X-type, 48-hole.

Hubs: Alloy, medium flange, loose balls.

Spokes: Steel, 80-gauge.

Tires: Kenda, Comp III-type, 20" x 1.75" (should have CW 20" x 1.90" freestyle tires).

V. STEERING

Grips: AME Tri-type, rubber.

Handlebars: CW, chromoly, 8" high by 28-1/2" wide, curved, lowered crossbar.

Stem: Polygon, alloy

clamp, chromoly shaft.

Headset: Steel, retainered bearings.

VI. SEATING

Seat: Velo Gripper, nylon with steel rails.

Seatpost: Steel, straight.

Seatpost clamp: Alloy.

VII. BRAKES

Front: Odyssey, alloy calipers.

Rear: Odyssey, alloy calipers.

Lever: Odyssey RX-3, locking mode.

VIII. EXTRAS

Platforms: Screw-in plastic-coated fork pegs (front), screw-in steel pegs (rear).

Detangler: Odyssey Gyro.

C.P.S.C. equipment: Reflectors and chain guard.

IX. MISCELLANEOUS

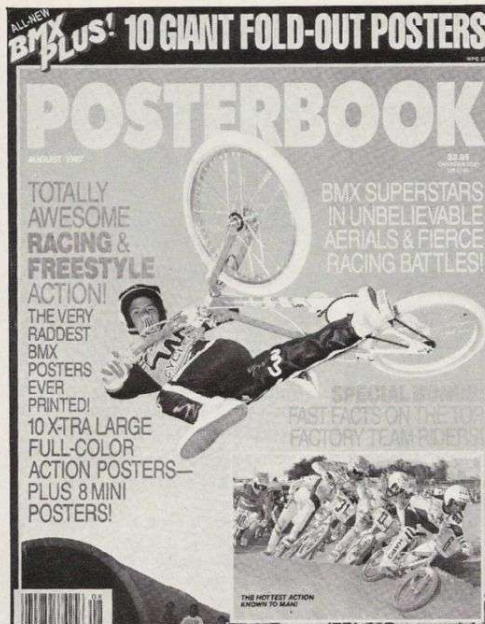
Weight: 26 lbs.

Suggested retail price: \$270.

Country of origin: Taiwan.

X. ADDITIONAL INFO

CW Cycles
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