



R.L. sailin' through a heavy-duty canyon jump at Parks.

EXCLUSIVE FIRST TEST!

CW Pete Loncarevich Pro Model

TOTALLY NEW AND TOTALLY HOT!

Interesting fact No. 1: Right this second, Pete Loncarevich is hotter than a two dollar pistol. More like

a ONE dollar pistol. Frequent visits to the winner's circle are the current norm.

Interesting fact No. 2: Pete's tastes in bikes are far advanced from that of an average rider. But that's

understandable. He's riding against the very best riders in the world. He needs a bike that's perfectly tuned to his riding style so that he can push the fine edge limitations of perform-

ance that make the difference between a winner and second place. Interesting fact No. 3: CW built it for him. They've also decided to produce it for the folks in the BMX

community who crave living close to the edge; chasing that fine and elusive bit of control and speed needed to collect the REALLY big wins.

Photos by Bob Osborn

EGADS, WHAT IS IT?

Not long after Pete moved onto CW's team, Pete and Roger Worsham, CW's head honcho, started brainstorming the new scooter. Pete had been working on his own personal frame when he was riding for Loncarevich Racing Products, and

Roger had long ago perfected his Pro Model frame. When they emerged from the design room, what they'd worked out was sort of a combination of the two.

It had a longer front triangle than the CW Pro, and a steeper head angle. In fact, quite a bit steeper than

your average CW. Enough steeper that CW states his bike is for serious experts only.

You have been warned.

Don't worry, this isn't to say that it doesn't work — it does. It's just that this isn't a bike that you can give too much free rein. Once aboard, you

FIVE MINUTES WITH PETE HIMSELF

AGE: 18
HOME TURF: Santa Ana, California

HOW HARD DO YOU TRAIN REALLY?

"About five hours a day. I swear it. You can come to my house and watch."

"I lift weights and ride for about two hours each. Then I go jogging for about two miles. I used to jog lots of miles when I started getting in shape for the ESPN races last year 'cause I needed to build up my stamina. Now I just run to keep my legs pumped up so they don't get flabby."

"When I'm riding I just keep riding forever and pace myself. I just won't stop. Just hard enough to where I keep my body pumped up and breathing hard."

"I'm on a better diet now."

YOU EAT? YOU'RE SO LEAN YOU DON'T LOOK LIKE YOU EVER EAT.

"I know, but my doctor has me on a carbo and protein diet."

DOCTOR?

"I've got a doctor who's into sports medicine. Dr. Tim Brown, in Irvine, California. He works with a couple guys from the L.A. Rams. He's worked with a lot of college athletes, too."

WHAT'S THE DEAL WITH THE DIET? DO YOU EAT MORE PROTEIN FOODS EARLY IN THE WEEK AND THEN SWITCH TO FOODS THAT ARE HIGH IN CARBOHYDRATES AS YOU GET CLOSER TO A WEEKEND RACE?

"Yup. You've got to do it carefully — eating the right foods at the right time. More carbs near the end of the week so your muscle reaction comes a lot quicker than if you have protein all through the week."

"Sometimes I eat junk food — you can't stay on a TOTALLY strict diet. It's hard. Like when you see a Taco Bell and you're STARVED."

HOW ABOUT A COMPARISON BETWEEN HOW YOU ARE NOW THAT YOUR TRAINING, RACING, DIET, AND EVERYTHING ELSE IS DIALED, AND HOW IT WAS BEFORE?

"It's ten times better. Before, when I was an amateur, I was psyched all the time. But I wasn't really in good physical shape. Now I REALLY want to go out there and win."

WHAT ARE YOUR STRONG POINTS COMPARED TO THE REST OF THE PROS?

"Starts. Speed jumping like over the first jump. Usually I can stretch out a lead on the other guys by being smoother. The end of straights, too. That's where I start gassing it more. It's power. I may have skinny legs, but ..."

SOMETIMES YOU LOOK ALMOST HYPER OUT THERE — JUST PUTTING EVERYTHING YOU HAVE INTO IT.

"I'll be going, 'Arrrgggg! Get away from me! Tasmanian Devil!'"

"I can tell if I'm gonna have a good day by the way I go down the first straight. Some days I feel like I'm not just givin' it everything, and then when I'm on, I feel more aggressive."

ARE YOU STILL INTO ROCKABILLY?

"I got out of that scene about four or five months ago — ever since I've been going out with my new girlfriend. Since I've been going out with her, I've really been into training. I don't have too many friends anymore 'cause I train so much during the day."

WHAT ELSE DO YOU DO?

"I go to the movies. Since I've been doing so good I've been buying my girlfriend flowers and stuff. A new wardrobe, too. You should SEE her wardrobe."

"She's been keeping my head straight. Some people's girlfriends

can blow it for 'em. If that ever comes around, bye-bye to the girlfriend. I don't need that. I need money first."

WHAT ELSE DO YOU DO WITH THE MONEY YOU MAKE?

"I'm looking for a condo to buy. Probably by Newport Beach."

WHAT DO YOU THINK YOUR POTENTIAL IS IN BMX?

"I think I can dominate in the pro class if I just keep on it hard. I might not win every time, but I'll beat them more than they'll beat me."

PISTOL PETE'S PERSONAL SCOOT

FRAME: CW Pistol Pete, chrome-moly.

FORK: CW Pro, chrome-moly.

HANDLEBAR: CW Pro, chrome-moly.

HANDLEBAR STEM: Pro Neck II, aluminum and chrome-moly.

HEADSET: Tioga Bear Trap II.

RIMS: Araya 7X, aluminum.

SPOKES: 36, .080/.060/.080, with brass nipples.

HUBS: Cook Bros., sealed-bearing.

TIRES: Tioga Comp III, 2.125 front; 1.75 rear.

TUBES: Tioga SuperLite.

BRAKE: Dia-Compe MX caliper, rear only, aluminum.

BRAKE SHOES: Kool-Stop.

BRAKE LEVER: Dia-Compe Tech 3, aluminum.

BRAKE CABLE: Dia-Compe.

GRIPS: A'me Dual.

PEDALS: SunTour XC-II, aluminum and chrome-moly.

CRANK: Red Line, three-piece tubular chrome-moly, 185mm.

BOTTOM BRACKET SET: Hadley, sealed-bearing.

FRONT SPROCKET: Red Line, 44 teeth.

FREEWHEEL: SunTour, 16 teeth.

CHAIN: Sediport, 3/32".

SEAT: Kashimax.

SEAT POST: CW, chrome-moly.

SEAT POST CLAMP: Integral with frame. (This is a CW prototype.)

SAFETY PADS: CW.

NUMBER PLATE: Zeronine. ■



Doublin' up over the doubles. Pete and R.L. in flight.

We'll run through exactly how it works in a sec.

There's two ways you can get the same scoot that ol' skinny-but-quick Pete rides. One way is to go to your bike shop and ask for the CW Pistol Pete. That'll get you dang near the same exact frame that Pete rides. The only reason that it's not EXACTLY like Pete's is that CW is testing a built-in seat clamp and is toying with the idea of adding brazed-on cable guides to the top tube for slick 'n trick cable routing.

The other way to get one is to ask your friendly local dealer for a CW Pete Loncarevich Pro Model. That's CW's high-zoot complete bike that's built up with the Pistol Pete frame. Which is the exact same moto-machine we got our hands on for this test.

Now CW only has one problem (heh, heh, heh). We don't want to give it back.

CHECKIN' OFF THE COMPONENTS

There's more than a few high-quality components on this pup.

CW kicks in their chrome-moly seat post and sano and very unique chrome-moly Pro bars.

Pete's TOTALLY serious about his racing this year.

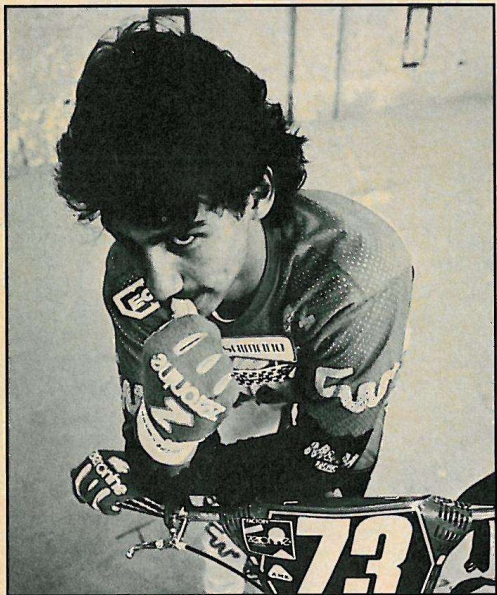
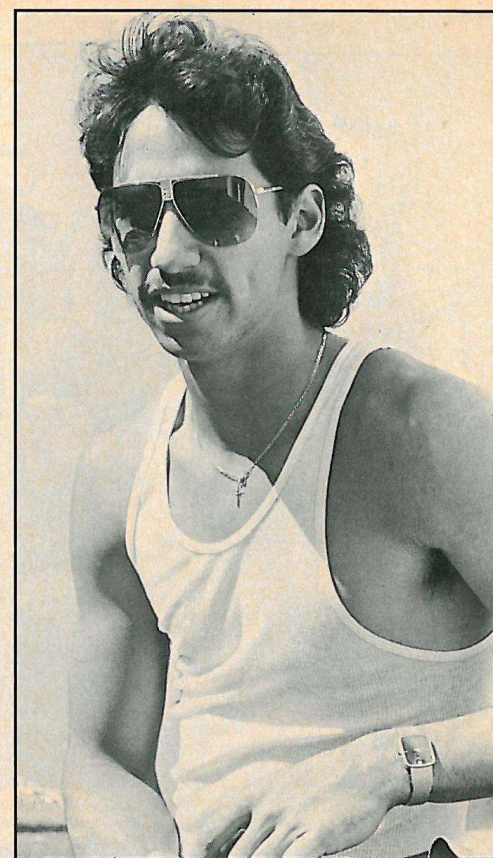


Photo by Bob Osborn



Would you buy a used car from this man?

Bar clamping is accomplished with a Pro Neck II stem. No slippage throughout the test.

Real live authentic Comp III's grace both ends — and they're encasing t-trick Tioga SuperLite tubes. There are spiff chromed Araya 7X's, too. And Shimano Silver Series hubs. Double-buttet spokes with black aluminum nipples. Zoot stuff all.

There's a way cool Tioga Bear Trap II headseat and Tange Task Force aluminum seat post clamp. Also a plenty cool enough Tange bottom bracket set.

Practically bullet-proof Takagi one-piece forged chrome-moly cranks and a chrome-moly Tioga UV-1 spider. The spider is one of the type that has the slotted holes for the chainring bolts so you can use whatever pattern chainwheel you want.



1



2

Sequential style. Though it's not the most comfortable jumper in the world, you CAN get certifiably crit on the Pistol Pete.



3



4



5



6

Tri grips from A'me grace the bars. Shimano SX pedals protrude from the cranks. Not as much surface area as their bigger brothers, the DX's, but they're still a big step up (no pun intended) from the old style, rectangular pedals.

Seating is accomplished with a Kashimax Aero seat. No saddle sores were reported.

About the only thing we can gripe about is the brakes. The Shimano DX lever works totally good, but the Tournay calipers have been long outclassed by Dia-Compe's much beefier and more powerful MX cali-

pers. It's time the Tournay caliper was improved. Past time, actually.

ALL the components survived everything R.L. and Buff could throw at 'em fully intact. That says a lot for CW's component selection. Qual all the way. They did not choke under pressure.

YA-HOO! LET'S GO RIDIN'!

Hopping on the Pete Loncarevich Pro Model will be a different experience for past CW owners. The steering is WAY quicker. The head angle has been seriously tucked in. Like

from 69° to 73°. This virtually eliminates the feeling of front end flopping that you get on some of CW's other models. Now the front end will track like it's on rails. Wherever it's pointed is exactly where it's going. No question. Instantly. Not in a second — we're talkin' RIGHT NOW.

The fork rake is the same as it's always been 'cause the forks are unchanged and trusty CW Pros. The quick one inch rake contributes more than a little to the quick and precise feeling of the steering.

With a bottom bracket height of twelve inches, you've got ground

clearance for days. Of course this gives you a fairly high center of gravity, but it doesn't get too uncomfortable.

The seat post angle is kicked WAY back — well, actually it just seems that way. When the front end was stretched out, the seat angle remained the same. So now even with the straight seat post it's almost like you've got a lay-back seat post.

With the newly stretched front end, there's no knee knockage goin' on while you're riding the Pistol Pete. Even among our gorilla-sized and larger testers.

HANDLING AND FUNCTION

We'll just cut the Nerd Herd loose and let them flap their lips about the Pistol Pete.

"Most of the time when we're testing, I get on a bike and think, 'Yeah, this is good.' I'm used to it right away. One reason I'm used to it right away is 'cause there's about a million other bikes out there just like it. This one you get on and it feels different, but after your first lap you get used to it and you realize that someone actually did a different bike. It works good and it's comfortable. It works BETTER that way."

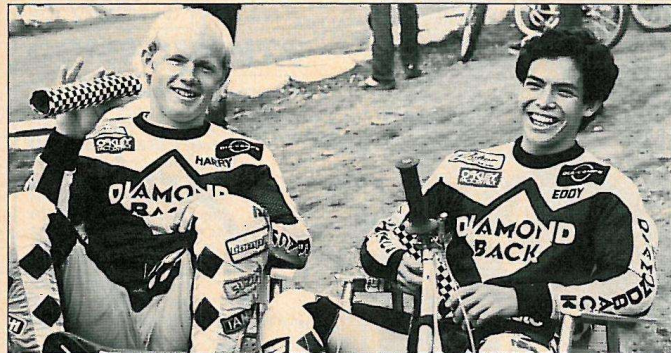
"I like the steering quick like that. It's real quick and positive. It doesn't wash out."

"It handles good and jumps good. They really got Pete's technology in it. It's not like any other bike."

"The bike's built for serious racing. You can style on it, but nothing real crazy. You can tell when you jump it's like you get to a certain point and it gets a little weird-feeling."

"When you're riding and just doing regular racing motions, the bike is just right there. As soon as you start getting close to twisted up when you're jumping, you know you're

RACING TIPS



Harry tortures Eddie with his trackside Groucho imitations.

Top Pros will tell you their secret to BMX racing is no secret at all. It's power to weight. They'll tell you that the more powerful you are and the lighter weight your equipment, the faster and radder you'll be. How can you get down to fighting weight? Read on...

Out on the track every ounce counts so everything you wear on your body or bolt on your bike must be both light-weight AND durable. Any fool knows that BMX is tough stuff so the best in BMX equipment lives life on the fine line between max performance and minimum weight.

Take safety pads, for example. It's a rule that every racer has to run them, no "ifs," "ands" or "buts." And, believe it or not, the Pros say they can actually tell the men from the boys, the Pros from the Ams by simply looking at the pads on his bike!

SOME BMX HISTORY

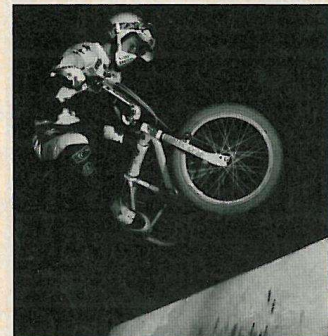
Way back in the... derthal daze of... rules. You just ki... you went along... back then v... through a ty... tion your bike... of 40 pounds... and roll. To... to be craz... bucket of... any Sund... crews o... BMXers... trespassi... no-holds-... Back the... percent... Standard issue u... torn jeans, thr... es, grubby T-shirt, skabby elbows, dirt under the fingernails and the occasional missing teeth. Whether these pedaling pioneers knew it or not they were going to discover the sport of BMX or die trying!

So what is the current rage in pads among the Pros? Johar's California Lites. And not just because they come in every team color, size and style but because they offer max protection and performance at a minimum weight. A full-on set of three pads only weighs three (count 'em, 3) ounces! California Lites are so light you'll never know they're on your bike. Until you crash, that is.

We asked Diamond Back's Dynamic Duo Harry Leary and Eddie King just exactly what it was that they liked best about their Johar California Lites. Leary: "Hey, this might sound kinda corny but, just like a good friend, Lites are there when you need 'em." Then Eddie piped in, "But just like a friendly ghost you never know they're there!"

FREESTYLE SURVIVAL TIPS

Let's get one thing straight—when it comes to freestyle BMX, Mike Buff is one of the best in the west. Riding shotgun on BMXA's mighty Trick Team, Buff has put in some pretty heavy miles both in the saddle and on the road touring over the past couple of years. So you know that when Mrs. Buff's favorite son goes shopping for bikes and gear to take on the road, only the very best will do.



Orbiting Mike Buff prepares for re-entry.

The last thing Mike needs when he's towering 10 feet above BMXA's massive half pipe is to worry about his equipment. And Buff's choice of freestyle gear must survive the whole tour. Not half of the tour. Not ¾ of the tour. The WHOLE tour.

Another important factor is that Mike Buff must survive the WHOLE tour so no matter how insane he gets on his bike, he plays it safe with California Lite pads. You've got to admit that you're fully freestylin', turning your body any way you but loose, you're knockin' your knee here, hittin' your elbow there. We're talking hardened steel against soft body tissue. So do you think is going to win? Buff says. That's why he equips his freestyle gear with a flashy set of California Lites.

SAFE AND INSANE

As you know, today things are a little different. Don't worry, though, BMX isn't mellowing with age. In fact if you check out this mag every month you KNOW things are radder then ever. BMXers are pulling off moves that the pioneers only dreamed of. But you know what? BMX today is safer than it ever was.

But how can everybody be getting radder than and less guys are getting hurt, you ask? Simple. All the new space age safety equipment for bike and bod. Everybody who's anybody is wearing it. Now we don't know about you guys but the Pros have always told us that they can actually go faster and get more radical when they're dressed head to toe in safety gear. ■

kind of going against its will."

"Cornering and riding is excellent.

It's so clean."

"Super good bar position."

"It's unique."

"It's fun to ride."

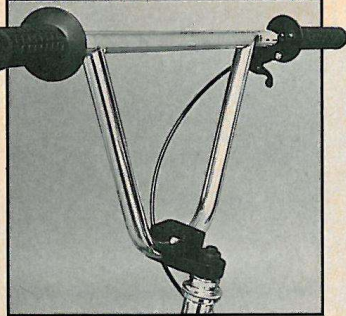
"This one's different AND it works."

"It's a little harder to get used to, but once you get used to it it's GREAT."

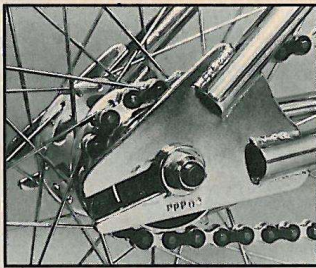
"This is the best handling CW ever."

THE BIG GRAND FINALE

Uh, gee. Er. What could we possibly add to that? *continued on page 60*



CW's famous bars. These things are way cool. A bit strange lookin' maybe, but cool.

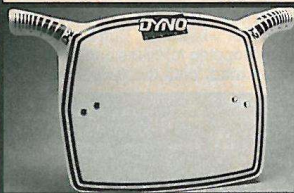


Check out the serial number on our Pistol Pete frame. It's 002. You KNOW who has 001.



The CW Pete Loncarevich Pro Model. On a one to ten scale, this thing's about a twelve or thirteen. It's got EVERYTHING goin' for it. Light weight, good looks, and ultra-snappy handling.

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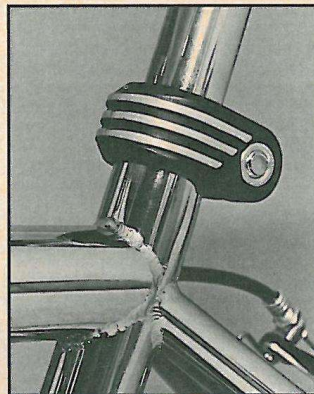
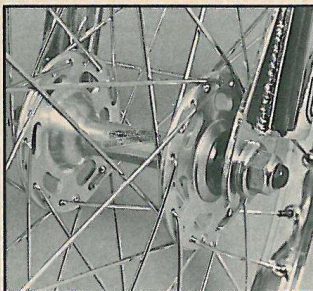
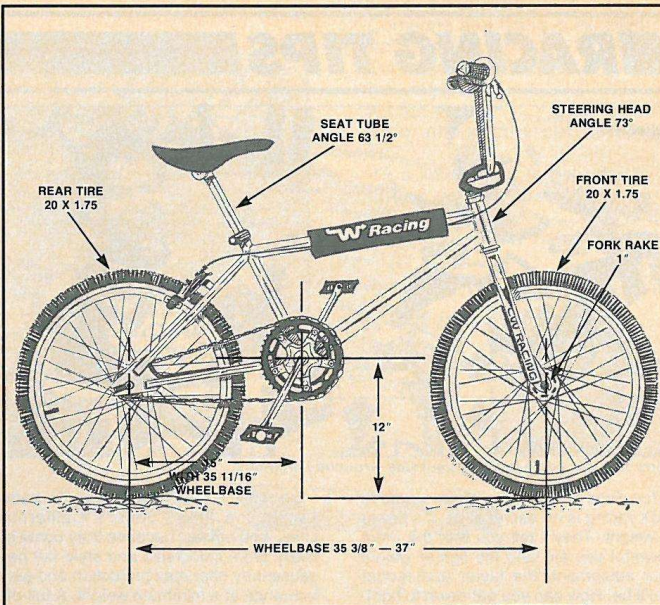
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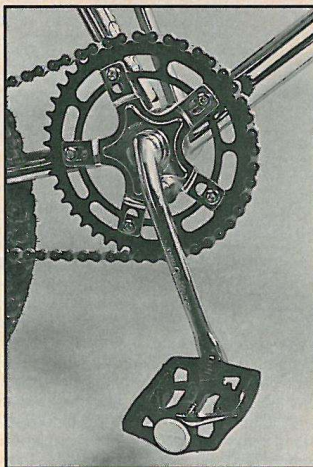
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PRICE & SPECS

COMPLETE BIKE PRICE: \$359.00.
FINISHES AVAILABLE: Chrome, black, and white with black, silver, and chrome components.
COMPLETE BIKE WEIGHT (without pads or plate): 23 pounds, 14 1/2 ounces.
FRAME WEIGHT: 3 pounds, 15 1/2 ounces.
FORK WEIGHT: 1 pound, 10 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.

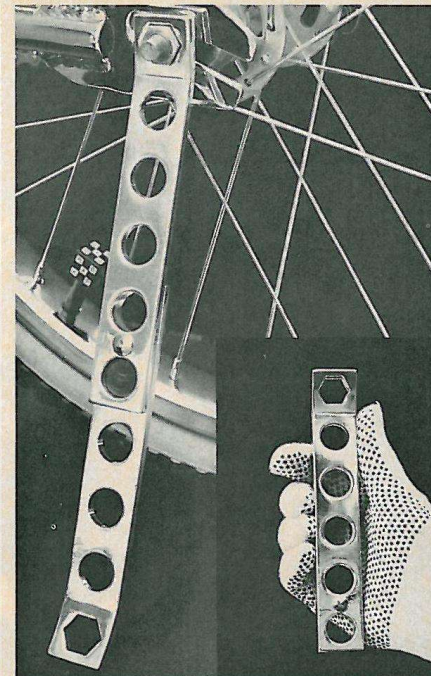
HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 8 3/4 inches.
HANDLEBAR WIDTH: 28 inches.
TOP TUBE O.D.: 1 1/8 inches.
DOWN TUBE O.D.: 1 3/8 inches.
FORK LEG O.D.: 1 inch.
BOTTOM BRACKET TYPE: Large.

COMPONENTS

FRAME: CW Pistol Pete, chrome-moly.
FORK: CW Pro, chrome-moly.
HANDLEBAR: CW Pro, chrome-moly.
HANDLEBAR STEM: Pro Neck II, aluminum and chrome-moly.
GRIPS: A'me Tri, rubber.
HEADSET: Tioga Bear Trap II.
RIMS: Araya 7X, aluminum.
SPOKES: 36, .080, with aluminum nipples.
HUBS: Shimano Silver Series, high-flange, aluminum.
TIRES: Tioga Comp III.
TUBES: Tioga SuperLite.
BRAKE: Shimano Tourney, aluminum, rear only.
BRAKE PADS: Shimano.
BRAKE LEVER: Shimano DX.
BRAKE CABLE: Shimano.
PEDALS: Shimano SX, aluminum and chrome-moly.
CRANK: Takagi, one-piece forged chrome-moly, 175mm.
BOTTOM BRACKET SET: Tange.
FRONT SPROCKET: Takagi aluminum, chainwheel, 44 teeth.
SPIDER: Tioga UV-1, chrome-moly.
FREEWHEEL: Shimano DX, 16 teeth.
CHAIN: Izumi, 1/8 inch.
SEAT: Kashimax Aero.
SEAT POST: CW, chrome-moly.
SEAT POST CLAMP: Tange, aluminum.
ACCESSORIES: CW pads.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including pro). High class, highly strung street use.
AGE RANGE: 13 and up racing, 12 and up street.
QUALITY OF FINISH: Excellent.
QUALITY OF WELDING: Very good.
QUALITY OF COMPONENTRY: Very good to excellent.
GEOMETRY: Excellent.
HANDLING: Razor-like precision in corners . . . Demands constant attention from its rider . . . Speed jumping and jumping are both excellent . . . Slight tendency for front wheel landings off jumps.
MISCELLANEOUS COMMENTS: Fork race fit is perfecto-mundo . . . Headset and bottom bracket cups fit VERY snugly . . . put a slight amount of grease on both the seat post clamp bolt and the clamping hardware on the seat so the chrome on the threads doesn't gall and cause them to seize . . . Quality components abound . . . Nothing tweaked, bent, or broke . . . Don't change a thing — just go racin' and have a blast.
TEST INPUT: R.L., Buff, Oz, Gibby, Andy Jenkins, and Pete Loncarevich.
MANUFACTURER:
CW Racing
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Placentia, California
92670
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