



CHARLES TOWNSEND'S
CW PRO MOTION XL

The test that almost wasn't

By Gary Walton



□ The Hi-Torque offices, Monday morning, 11 o'clock:

John: "Hey, Gary, I forgot *American Freestyler* ships out tomorrow morning and I've got to go over the blue lines. Do you think you could run down to CW and pick up the test bike and then meet Billy Griggs and the Culligan Man at Colossus?"

"Sure," was my response. After all, if this was going to be my first major test, it might as well be solo. Driving down the freeway, interesting approaches for the story started running through my mind. All of this was a little nerveracking, a full-on test in a major magazine—pretty scary. An hour later, arriving at CW, there were now about ten million thoughts floating around in my head, and things were starting to look much better. After picking up the shiny new CW Z-1500, I scooted on over to Colossus to meet Billy and Dave. Once they'd checked over the bike and set it up to their liking, the guys put on their uniforms and prepared to wreak havoc on the new bike. About this time, John showed up with Eric Carter and Charles Townesend, who were also going to take part in the testing. Now we were sailing right along. Everybody was here, it was a nice, sunny day and my camera finger was dyin' for action.

DISASTER STRIKES

Ten minutes into our photo session, something happened. Just when things were going perfectly, the Culligan Man gave the cranks the Lumpy Rutherford treatment. Actually, he didn't really do anything out of the ordinary, but the cranks bent as though they were made out of tin foil. After some quick checking

◀ After a bunch of miniature bunnyhop-type jumps, Charles blew us away with this jump when he came bustlin' out of "the Wall" at Colossus. It's amazing what some guys will do for a free lunch.



Why is this man smiling? Could it be because he's well on his way to becoming the sport's next superstar?

with Roger Worsham, the head honcho over at CW, we found that CW had accidentally given us a bike that was put together for show only. This presented somewhat of a problem since our deadline was just two days away, CW didn't have another Z-1500, and we didn't have time to schedule another shoot. We pondered the situation for a few minutes.

"I've got it!" said John. "We've got Charles Townsend here. He's one of the hottest pro racers in the country today. Let's do a full blow-out test on his personal bike. We'll see what Billy and

Dave think of it. It'll be cool!" That did it. After convincing Mr. "I'll do anything for lunch" Townsend of what a great story it would be, we were finally set.

SO THE STORY GOES

For those of you who haven't noticed, Charles is not your everyday 98-pound AA pro. In fact, at six feet, two, and 195 pounds, Charles needs a little more than the average 20-inch frame to keep him under control. We tried to get as much info as possible out of Charles, but all he really knew was that his frame is a long model of the Pro Motion, and to get

PRO MOTION



one you have to special-order it from CW. After checking around, we found that the frame is the same design used by Shawn Texas in his CW days. It sports the same basic geometry as the Pro Motion, with the addition of a one-inch-longer top tube. Before now, you could special-order the frame—if you even knew it existed. For those of you who think you might be interested in this frame, we have good news. As we were going to press, CW informed us that the design will become a standard production unit—the Pro Motion XL—and should be available by the time you read this.

ONWARD AND UPWARD

The first comment our test riders made about the bike was that it was definitely not for the smaller rider. The Culligan Man described the bike as being set up for the kind of guy who tapes a banana to the handlebars for motivation. This bike has so much room between the seat and the DK extra-long clamp, you could use it to bring all your friends to school.

After adjusting to the bike, Dave and Billy started bustin' some pretty radical air. Even though this bike is capable of style, both riders agreed that it's best suited for full-on racing. With such a long front end, it tends to feel light over jumps. This can be an advantage once you get used to it, as it makes the bike act as though it launches itself without having to use much extra effort. But, until you get the hang of it, you sometimes feel as though you're going to loop out.

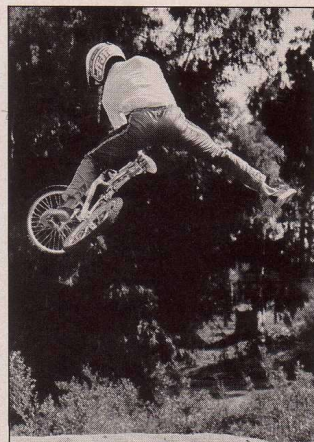
Eric Carter, who was originally going to help us test the Z-1500, throws in a little grip-to-the-ground, berm-bustin' action on his standard-model Pro Motion. The big difference is the size. Eric's bike is a couple of inches shorter than Townsend's.



Smooth handling and good stability make Townsend's Pro Motion XL bike perfect for full-on racing conditions and . . .

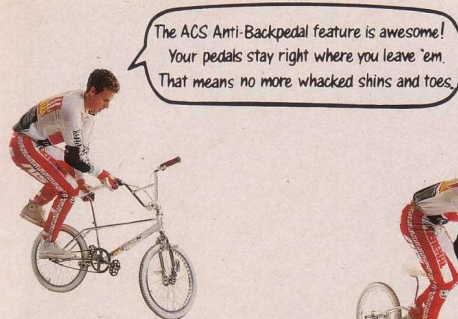
ROUND AND ROUND

Cornering on the XL is a big guy's dream come true. Slam dancin' this baby through the turns brings out more of the finer racing qualities of the bike. Charles runs a small, 1.75-inch front tire on his scooter, and we had no problem with it



. . . for those mid-race moguls that are simply too tempting to pass up—a little built-in style.

wanting to wash out. One aspect we did notice about the long front end is that it tracks really well through long, sweeping berms. This can work both for and against you, depending on your size. If you're a big guy who likes to muscle your way around, you'll be lovin' it, since the bike



The ACS Anti-Backpedal feature is awesome! Your pedals stay right where you leave 'em. That means no more whacked shins and toes.

YA! Thanks to ACS my idea is off the drawing board and at your local bike shop. It's The R.L. Edge and it's going to change the way you ride. Believe it!



The R.L. Hub from ACS with the Anti-Backpedal Freewheel weighs almost exactly the same as a regular freewheel and hub.



The R.L. Hub, why limit yourself with anything else?

The R.L. Edge

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Inspired and tested to its perfection by R.L. Osborn, The R.L. Edge is a completely new rear wheel with some very real and exclusive freestyle advantages. The unique R.L. Hub by ACS has a Newly Designed Anti-Backpedal Freewheel built right into it. So your pedals stay set, right where you left them, no matter how awesome your fakie or long your infinity roll. Plus the R.L. Hub uses Standard Suntour or Bendix Clip-On Sprockets that weigh less and come in more sizes than do regular freewheels. 48 Stainless Steel Spokes pair the hub to a very new and impressive R.L. Alloy Rim. Designed Concave not to be different but to be Stronger than the rest. The R.L. Rim also features Special Spoke Nipple Seats to keep the spokes running tighter and lasting longer.

You can buy the R.L. Hub or Rim separately but together they are THE R.L. EDGE, Freestyle Innovation that'll keep you ahead of the competition.

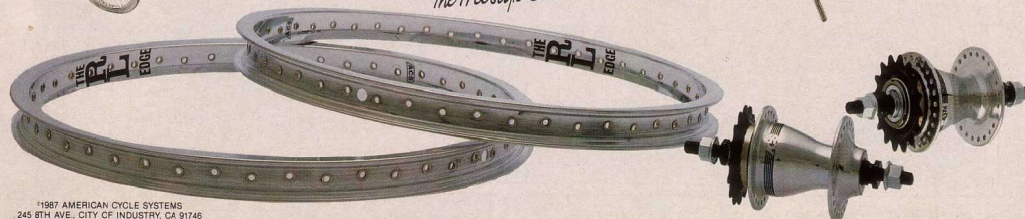
ACS designed the freewheel mechanism right into the hub where it's protected from dirt and grime. Smart!



A Z-Rim version of the R.L. Edge? No problem. ACS has 'em!

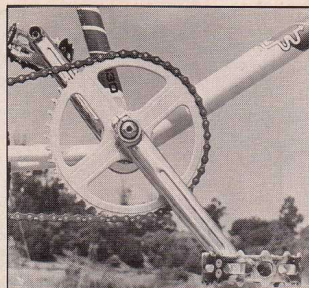


Bottom line: The New R.L. Alloy Rim is better than the rest. If it weren't, I wouldn't use it!



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PRO MOTION



Nothing but the best. When you're on the gate with seven guys who are equally as fast as you are, you wanna get every ounce of power to the ground. Red Line flight cranks, Hadley sealed bottom bracket and SunTour pedals.

replaced the tire with a 1.75-inch Comp III mounted on an Araya rim.

Up front, the CW Shadow bars are capped with A'ME Tri-grips. On the back of his Crit Plate numberplate, Charles has a decal that reads "Car, make it happen," this is in reference to one of his main goals for '87: a new Mustang, which he hopes to own in the near future. It's motivation like this that turns mere mortals into invincible moto-madmen.



carries a lot of momentum through the turns. This enables you to go into corners at high speeds, knowing that the bike will respond to your every command. For smaller guys, this means the bike will have a tendency to drift to the top of the turns. Even Dave Cullinan (who is no midget) found the bike a bit too big for him. On the other hand, when he rode Eric Carter's standard-size Pro Motion, he found that bike to be a little short. The reason for this is, Charles' bike is set up extra big, while Eric's is set up smaller for tight cornering action. With the right combination of stem, bars and seatpost, the XL could fit a variety of riders.

PARTS IS PARTS

That's not always true when it comes to a pro's bike. In Charles' case, only the most precise componentry will do. Starting with the drive train, we have the famous Red Line Flight cranks (180mm) and a SunTour 16T freewheel, all held together with a Sedis Sport chain. A Hadley sealed-bearing bottom bracket keeps the cranks turning to the pressures applied through the SunTour beartrap pedals. The first time we photographed Charles with his bike (about ten days earlier), he was sporting a one-and-a-half-inch rear tire. The explanation he had for this was that it was the only size the bike shop had. You would think a guy in Charles' position would have a little more clout than that, huh? Anyway, during that particular photo session he managed to destroy his rim and has since

Need we say more? It's small reminders like this that make climbing hills and running bleachers a little easier to bear. ▶



Getting flat on the XL takes some getting used to. The long front end makes the nose feel kinda light but, after a little riding time, you don't even notice it.

For occasional stopping purposes, a Dia-Compe 900 on the rear does the job. Rounding out the list are a Hutch seatpost clamp, Cal Lite reversible pads, (red on the outside, checkered on the inside), and a few of CW's latest technological breakthroughs: a Premium seatpost with full 360-degree non-slip knurling, and the new made-in-the-USA sealed-bearing hubs.

We're not going to guarantee that if you go out and build a bike like Charles', you'll be any better a rider, but if you're a big guy, it's nice to know that there is the possibility, and that the Pro Motion XL is a proven winner. □

SPECIFICATIONS: CHARLES TOWNSEND'S CW PRO MOTION XL

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|-------------------------------------|--|
| I. FRAME AND FORK | Handlebars: CW Shadow. |
| Type: Racing; age range 14 and over | Stem: DK, extra-long model. |
| Frame construction: 4130 chromoly. | V. SEATING |
| II. WHEELS | Seat: CW by Viscount. |
| Rims: Araya 7X. | Seatpost: CW Premium. |
| Hubs: CW, sealed. | Seatpost clamp: Hutch. |
| Tires: Comp III, 20" x 1.75" | VI. BRAKES |
| Front and rear | Callipers: Dia-Compe 900 rear |
| Freewheel: SunTour, 16T, chromoly. | Lever: Dia-Compe. |
| III. DRIVE TRAIN | VII. WEIGHT |
| Pedals: SunTour beartraps. | N/A. |
| Crank: Red Line Flights, 180mm. | VIII. PRICE |
| Front sprocket: Red Line, 43T. | N/A. |
| Bottom bracket: Hadley sealed. | IX. COUNTRY OF ORIGIN |
| Chain: Sedis Sport. | USA. |
| IV. STEERING | X. COLORS AVAILABLE |
| Grips: A'ME Tri-type. | Chrome, white, black, candy red, candy blue. |
| | XI. ADDITIONAL INFORMATION |
| | CW Racing |
| | 731 Malrose St. |
| | Riverside, CA 92570 |



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