

THE ADVENTURES OF MAD DOG ⁰⁰⁰

AKA. THE CW Z-1500 TEST.

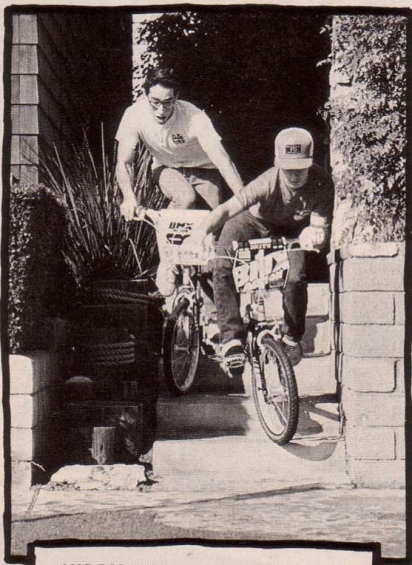
THE UPS MAN HAD DROPPED OFF TWO CW BOXES ABOUT AN HOUR EARLIER. THE INVOICE FROM BMXA INSTRUCTED OUR HERO, CHRIS MOELLER (MORE AFFECTIONATELY CALLED MAD DOG FOR UNKNOWN REASONS), TO PUT BOTH BIKES TOGETHER AND HAVE THEM AT THE TEST SITE BY 4:00.

THEY HAD SENT TWO BIKES SO THAT PART-TIME THRASHER/FULL-TIME STOCK BOY AT VONS MARKET, MIKE SMITH, COULD TRY OUT THE BIKE AND HAVE HIS NAME AT THE END OF THE ARTICLE UNDER "TEST INPUT."

THE BIKES WERE CW Z-1500'S . . . '86 MODELS. WE HAD HOPED TO GET THE BRAND NEW SUCKERS BUT TAIWAN WAS TOO SLOW. THE STOCKER STRAIGHT SEAT POST WAS ONLY GOOD FOR RIDERS UNDER 13 YEARS OF AGE, SO BOTH GUYS THREW ON LAYBACK POSTS. DESPITE A NUMBER PLATE, THE REST OF THE BIKE WAS KEPT BONE STOCK. THEIR FIRST THOUGHTS OF THE \$189.00 BEGINNER/INTERMEDIATE LEVEL MACHINE WAS THAT THE 165 MM CRANKS WOULDN'T LAST BUT AN HOUR. THEY WOULD FIND OUT SOON ENOUGH.

MEANWHILE...

OVER AT LAX, CW'S BRAND NEW '87 Z-1500 MODEL WAS JUST ARRIVING FROM TAIWAN. THE NEW BIKE WOULD HAVE 175 MM CHROME-MOLY CRANKS AND A WHOLE NEW LOOK. ROGER WORSHAM AND MCGOO WERE ANXIOUSLY AWAITING IT BY THE CONVEYOR BELT, HOPING TO GET THE BIKE TO ORANGE IN TIME.



MAD DOG AND MIKE SMITH HOPPED ON THE Z-1500'S, JAMMED THROUGH THE LIVING ROOM, AND TORE OUT THE FRONT DOOR IN TYPICAL BMX FASHION—DOWN THE STAIRS, ELBOWS IN THE SIDES, ONTO THE SIDEWALK.



THE FIRST NEAT THING THEY DID WAS FORMATION X-UP WHEELIES AROUND THE CORNER. THEY DO THIS EVERY MORNING ON THE WAY TO SCHOOL. SO FAR, THE BIKES FELT GOOD—THE LAYBACK SEAT POSTS HELPED TONS!

SUDDENLY, MAD DOG STOPPED IN HIS TRACKS. LOOK! . . . A GUTTER FULL OF PERFECTLY AGED SLIME. WITH JUST THE RIGHT MIX OF WATER!



RIDING AWAY FROM THE ROOST, IT WAS OBVIOUS HE WAS BUMMIN' THAT THERE WASN'T A LIL' KID ON A BIG WHEEL OR AN OLD LADY WITH A SHOPPING CART STANDING ON THE SIDEWALK AS A TARGET!



LUCKY FOR THEM, IT WAS TUESDAY . . . AND YOU KNOW WHAT THAT MEANS, DON'TCHA? TRASH DAY! FOR THREE BLOCKS STRAIGHT, MAD DOG KICKED-OUT INTO GARBAGE CANS AS MIKE SMITH FOLLOWED, BUNNY-HOPPIN' EACH ONE. FROM SMITTY'S FACIAL EXPRESSIONS, IT LOOKED AS THOUGH THE BIKE WAS A BIT TANKISH. ACCORDING TO OUR CALCULATIONS, IT WAS ONLY 26 POUNDS.



HUNTINGTON BEACH IS KNOWN FOR THEIR GREAT CURBS. MINI-TABLE-TOP JUMPS ARE LOCATED AROUND EVERY CORNER . . .



SUDDENLY . . . THERE SHE WAS! A BLONDE BETTY? NAWW! THE 19TH STREET DRIVEWAY JUMP. WHEN HIT JUST RIGHT, IT'S CAPABLE OF GIVING A PERSON AN EASY TWENTY FOOT LAUNCH. A SEMI-FLAT ONE-FOOTER WOULD HAVE TO DO FOR NOW . . .



THE DRIVEWAY JUMP WAS ALMOST GOOD ENOUGH TO TURN AROUND AND HIT A FEW MORE TIMES, BUT MOELLER DIDN'T WANT TO WASTE THE CRANKS SO SOON—THEY STILL HAD PLENTY OF RIDING TO DO. MOVING ON, THEY LET THEIR PRIMAL INSTINCTS LEAD THE WAY.



UPON ARRIVAL AT THE BEACH, THEY SPOTTED A LAUNCHABLE LIP. AFTER ARGUING FOR FIVE MINUTES OVER WHO WOULD TAKE IT FIRST, MAD DOG WENT FOR IT. OH, THE FEELING OF BLITHELY SAILING THROUGH THE AIR, WORRY FREE . . .



A HOW-TO ON CARVING WALLS—THE BMX VERSION OF SKATEPARK RIDING. FIRST, FIND AN ALMOST VERTICAL WALL. NEXT, BUNNY-HOP UP ON IT, THEN CARVE A LINE, WHEELIE AROUND 180 DEGREES, LEVEL OFF THE BIKE, AND PREPARE FOR IMPACT. FREESTYLE HAS NUTHIN' ON STREET THRASHIN'!



. . . LANDING IN THE NICE, SOFT SAND. INSERT LAUGHTER HERE.



FROM THE BEACH, THEY HIT THE REPUTABLE, YET REPULSIVE RIVER TRAIL—SO, CAL'S FINEST BIKE LANE TO GET YOU FROM POINT A TO POINT B.

MEANWHILE...
 BACK AT LAX, THE BIKE HAD ARRIVED. THEY OPENED THE BOX UP REAL QUICK TO MAKE SURE EVERYTHING WAS RIGHT. IT LOOKED HOT! TOTALLY NEW DECALS AND COLOR SCHEME, 175 SUGINO CRANKS, AND EVERYTHING ELSE PRETTY MUCH THE SAME AS THE ONES THAT WERE BEING RIDDEN BY THE TWO FEARLESS RADSTERS AT THAT VERY MOMENT.



TYPICAL OF MOST BMX'ERS, THEY GOT LOST . . . THIS TIME, WINDING UP IN DUGAN NEIL'S BACKYARD—HOLLYWOOD. NOTE THE STARS ON THE SIDEWALK? HERE, ON THE CORNER OF HOLLYWOOD AND VINE, MIKE PREPARES TO HOLESLOT THE LIGHT, WHILE MAD DOG LAYS ON US JUST ONE OF MANY TRICKS IN HIS FREESTYLE REPERTOIRE. YES FOLKS . . . A CRITICAL BALANCE MANEUVER!



BACK AT THE RIVER TRAIL, MAD DOG AND SMITTY FOUND THE NEW AND IMPROVED "MOUNDS" ALONG THE WAY. THE ORIGINAL "MOUNDS" USED TO BE FREQUENTED BY BIG NAMES SUCH AS HULL, GRIGGS, AND MILLWEE, UNTIL SADISTIC LEVELERS PLOWED IT DOWN. BUT THAT HADN'T STOPPED THE LOCALS—MAD DOG FOUND THE NEW DOUBLES TO HIS LIKING. CLASSIC CREWS STYLE!
 UP TIL' THIS POINT, THE Z-1500'S CRANKS WERE PRETTY STRAIGHT, IF YOU GET OUR DRIFT . . .



BACK ON THE TRAIL, THEY REALIZED THEY WERE LATE FOR THE TEST. IT WAS CLOSIN' IN ON 4:00 AND SOME PRETTY DARK CLOUDS WERE STARTIN' TO ROLL IN . . . THEY SHOULD'VE LISTENED TO FRITZ THE WEATHERMAN WHEN HE SAID THERE WAS A RARE TROPICAL STORM FLOATING OVER FROM KANSAS . . .



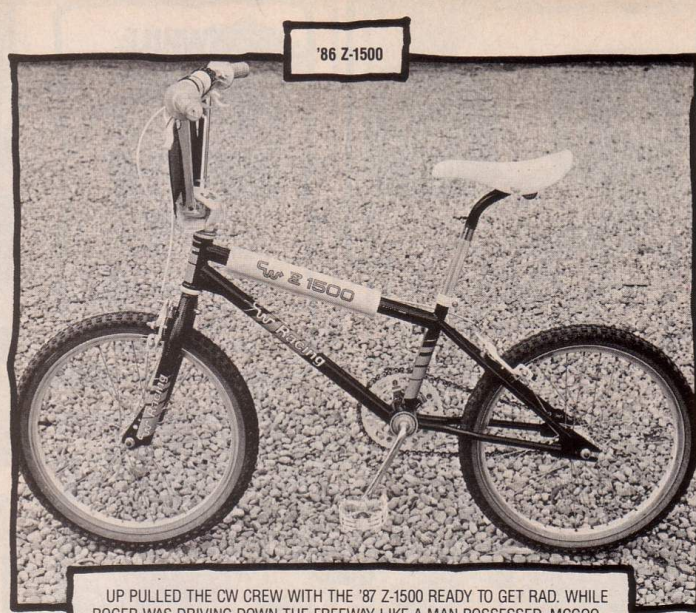
AFTER BLASTING A FULL SPRINT WHILE MAKING FUNNY FACES FOR THE NEXT FIVE MILES, BOTH GUYS AGREED THE 44-16 GEARING WAS A BIT HARD. IT'D BE THE PITS FOR RACING, BUT ONCE THEY GOT RIP-PIN' DOWN THE STREET, THEY GOT RIPPPPIINNN!

MEANWHILE...
 OVER AT ORANGE, IT WAS 4:00 AND EVERYBODY WAS LATE. CW GOT STUCK IN TRAFFIC BY THE AIRPORT, CHRIS AND MIKE GOT TIRED AND STOPPED AT A 7-11, AND GORK AND WINDY GOT A LATE START, GOT LOST, GOT STUCK IN TRAFFIC, GOT (ETC) . . . STEVE DILLARD AND SEAN RIBLETT, CW'S FRESH NEW OLDER EXPERTS WERE THE FIRST GUYS TO SHOW UP. THEY YANKED OUT THEIR OWN PERSONAL UNITS AND BEGAN DIALIN' IN THEIR SYNCHRO'D HELI'S BEFORE IT STARTED RAININ' . . . WHICH WASN'T TOO LONG.





BELIEVE IT OR NOT, 16-YEAR-OLD STEVE DILLARD HAS ONLY RACED FOR TWO YEARS! WITHIN THAT SPAN, HE'S RIDDEN FOR SCP (SCOTT CLARK PRODUCTS) AND BC (BICYCLE CENTER) . . . MAYBE BEING BUDDIES WITH SAM ARELLANO HAS HELPED. PRACTICE FOR HIM IS RIDING AN OLD THRASHER BIKE EVERYWHERE! HE IS A NAME TO CONTEND WITH.



'86 Z-1500

UP PULLED THE CW CREW WITH THE '87 Z-1500 READY TO GET RAD. WHILE ROGER WAS DRIVING DOWN THE FREEWAY LIKE A MAN POSSESSED, MCGOO HAD BEEN IN THE BACK OF THE TRUCK PUTTING THE BIKE TOGETHER. MAD DOG AND MIKE RODE UP NOT TOO LONG AFTER THAT AND AUTOMATICALLY FELL IN LOVE WITH THE NEW BIKE. IT WAS A BEAUTY—BLUE WITH MOST OF THE BOTTOM PAINTED WHITE. CLEAN GRAPHICS, COURTESY OF MCGOO HIMSELF.

COMPARED TO THE OLD Z-1500, CW HAS IMPROVED THE LOOKS BY ABOUT 50 PERCENT! COMPONENTRY ON THE OTHER HAND, HAS PRETTY MUCH STAYED THE SAME . . . GOOD, QUALITY STUFF FOR A \$189 BIKE.

OF COURSE, MAD DOG BEGAN BRAGGIN' ABOUT 'TWEAKIN' THE 165'S ON HIS BLACK BIKE . . .



'87 Z-1500

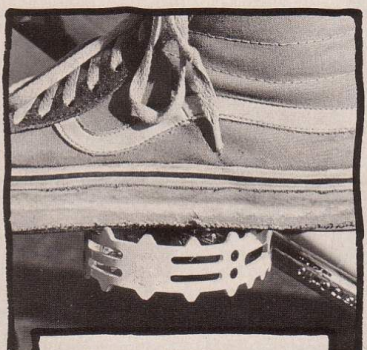


SEAN RIBLETT, ON THE OTHER HAND, HAS JUST ABOUT RACED HIS ENTIRE LIFE. HE STARTED RACING IN '81, AT THE TENDER AGE OF 11. BACK THEN HE WAS LIVING IN COLORADO. IT ONLY TOOK HIM TWO YEARS TO BE NO. 1 IN COLORADO. IN '84, HIS FAMILY MOVED TO ABA DOMINATED CALIFORNIA, BUT HE STILL KEPT WITH RACING NBL, TRAVELING BACK EAST A WHOLE LOT. SEAN TAKES HIS RACING SERIOUS, PRACTICING GATES TWO OR THREE TIMES A WEEK WITH TRAVIS CHIPRES.

WITHIN HIS SIX YEARS OF BMX, HE'S BEEN SPONSORED BY NEARLY EVERYBODY—SCORPION, PATTERSON, VECTOR, AND PROFILE (WELL, ALMOST EVERYONE . . .). YOU CAN BET THAT HE'S STOKED WITH THE NEW CW RIDE!



GORK AND WINDY DROVE UP RIGHT WHEN THERE WAS A BREAK IN THE RAIN. MAD DOG SWITCHED INTO HIS ARMORED SUIT AND BEGAN ABUSING THE NEW BIKE BEYOND THE LIMITS. HE DID A DOZEN HIGH-AIR TUCKS OVER THE CAMEL-BACKS, LANDING NOT SO SMOOTHLY. TO OUR SURPRISE, THE CRANKS HELD UP FINE.



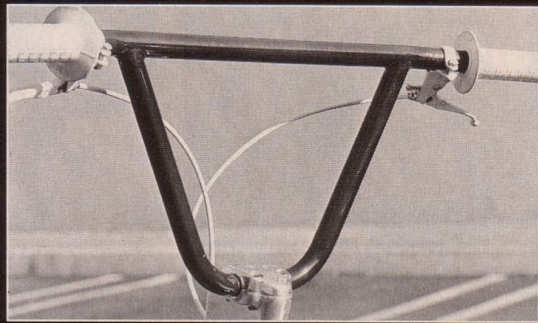
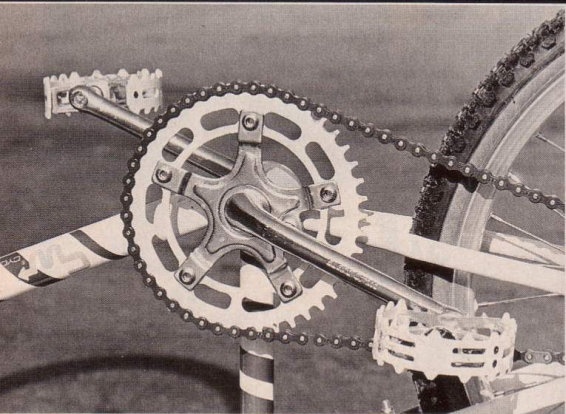
HE GAVE RAVE REVIEWS ON THE PEDALS AS WELL. 'DEM BEARTRAPS ALWAYS FEEL PERFECT! TO SUM UP THE REST OF THE BIKE, THE GUYS ALL AGREED THE CW BARS ARE POSSIBLY THE BEST BARS ON THE MARKET. HAVING BOTH FRONT AND REAR BRAKES WAS OKAY FOR STREET STYLIN', BUT EVERYONE SAID THEY'D TAKE 'EM OFF FOR RACING.



RIGHT AS THE THREE DUDES WERE GOIN' ALL OUT OVER THE DOUBLES, THAT TROPICAL STORM TRIED TO OUT-DO NOAH'S STORM FROM WAY BACK WHEN . . . SO WHAT DO YA DO WHEN THERE'S STILL RIDING TO BE DONE ON A 26 POUND BIKE AND THERE'S MEGA PUDDLES ALL OVER THE PLACE? . . .



. . . SUBMARINE RACES!!
THE END.



PRICE & SPECS

COMPLETE BIKE PRICE: \$189.00
FINISHES AVAILABLE: Red and white, blue and white, or blue and chrome.
COMPLETE BIKE WEIGHT: 26 pounds even.
FRAME WEIGHT: 5 pounds, 2 ounces.
FORK WEIGHT: 2 pounds, 1 1/2 ounces.
HANDLEBAR RISE: 8 1/2 inches.
HANDLEBAR WIDTH: 27 1/4 inches.
TOP TUBE O.D.: 1 1/4 inches.
BOTTOM TUBE O.D.: 1 3/8 inches.
FORK LEG O.D.: 1 1/4 inches.
HEAD TUBE ANGLE: 76 degrees.
SEAT TUBE ANGLE: 73 degrees.
BOTTOM BRACKET HEIGHT: 11 1/2 inches.
REAR END LENGTH: 13 7/8 inches to 15 1/4 inches.
WHEELBASE: 34 1/4 inches to 35 3/4 inches.

COMPONENTS

FRAME: CW Pro Motion, tri-moly.
FORK: CW, chrome-moly.
HANDLEBAR: CW Pro, steel.
HANDLEBAR STEM: CW, aluminum head, chrome-moly shaft.
GRIPS: A&E Tri.
HEADSET: Steel, white.
RIMS: Sumo, aluminum.
SPOKES: 36, 14 gauge.
HUBS: Alloy, low flange.
TIRES: Kenda, 20 X 1.75 front and rear.
BRAKES: Chang Star, MX-900 type.
BRAKE PADS: Chang Star.
BRAKE CABLES: Chang Star.
BRAKE LEVERS: Chang Star.
CRANKS: Sugino, chrome-moly, 175 mm.
PEDALS: Victor XC-2 Beartrap type.
BOTTOM BRACKET SET: YST, steel.
FRONT SPROCKET: 44 tooth, alloy, quick change.
REAR SPROCKET: SunTour, 16 tooth.
CHAIN: KMC, 1/2 inch by 1/8.
SEAT: Velo/CW.
SEAT POST: Chrome-moly, straight.
SEAT POST CLAMP: Aluminum.
SEAT ACCESSORIES: CW pad set.

Performance Evaluation

PURPOSE: Beginner/novice type racer, or total street thrasher, as demonstrated.

AGE RANGE: 12 years to 13 years with a straight seat-post, 14 years to possibly 17 years with a layback.

QUALITY OF FINISH: Qual. Talkin' 'bout the '87 model, CW couldn't have done a better job! Great choice in color combos, good paint, and lots of stickers to separate the half/half paint job.

QUALITY OF WELDING: Pretty good. Of course, the one we had was a prototype, so we'll have to wait and see the stock ones.

QUALITY OF COMPONENTRY: Not bad, not the best, not the worst. Sugino cranks were a major improvement. The handlebars and pedals were excellent. Everything else was typical of a bike this price.

GEOMETRY: Surprisingly bitchen! It's the Pro Motion frame, only tri-molyized in Taiwan. The only thing we'd change would be the steep seat post tube... way too forward!

HANDLING: Too cool! A 76 degree head angle was sorta unusual, because it's so good. That's RACE bike geometry!

MISCELLANEOUS COMMENTS: "I like the new color combo A LOT. It's 'bout time, CW!"... "I betcha they'll sell tons of these!"... "Man, why'd it have to go and rain? Right when I was about to cut loose, too!"... "Doesn't that 'Cycles' on the head tube decal look similar to Haro?"... "Yeah... it does have a Haro-ish look to it."... "Wheels didn't give us any probs what-so-ever. I didn't even worry 'bout them!"... "I dig on the fact that CW ships loads and loads of real A&E grips to Taiwan so that all their bikes don't have to have lamo, cheapo hand floggers."... "Would you pay \$189 for this sucker?"... "Heck yeah!"

TEST AREAS: Everywhere. You name it, we went there.
TEST INPUT: Upset Puppy, McGoo, Lew, Big Rog', A.J., Gorkie, and the now legendary Mike Smith.

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