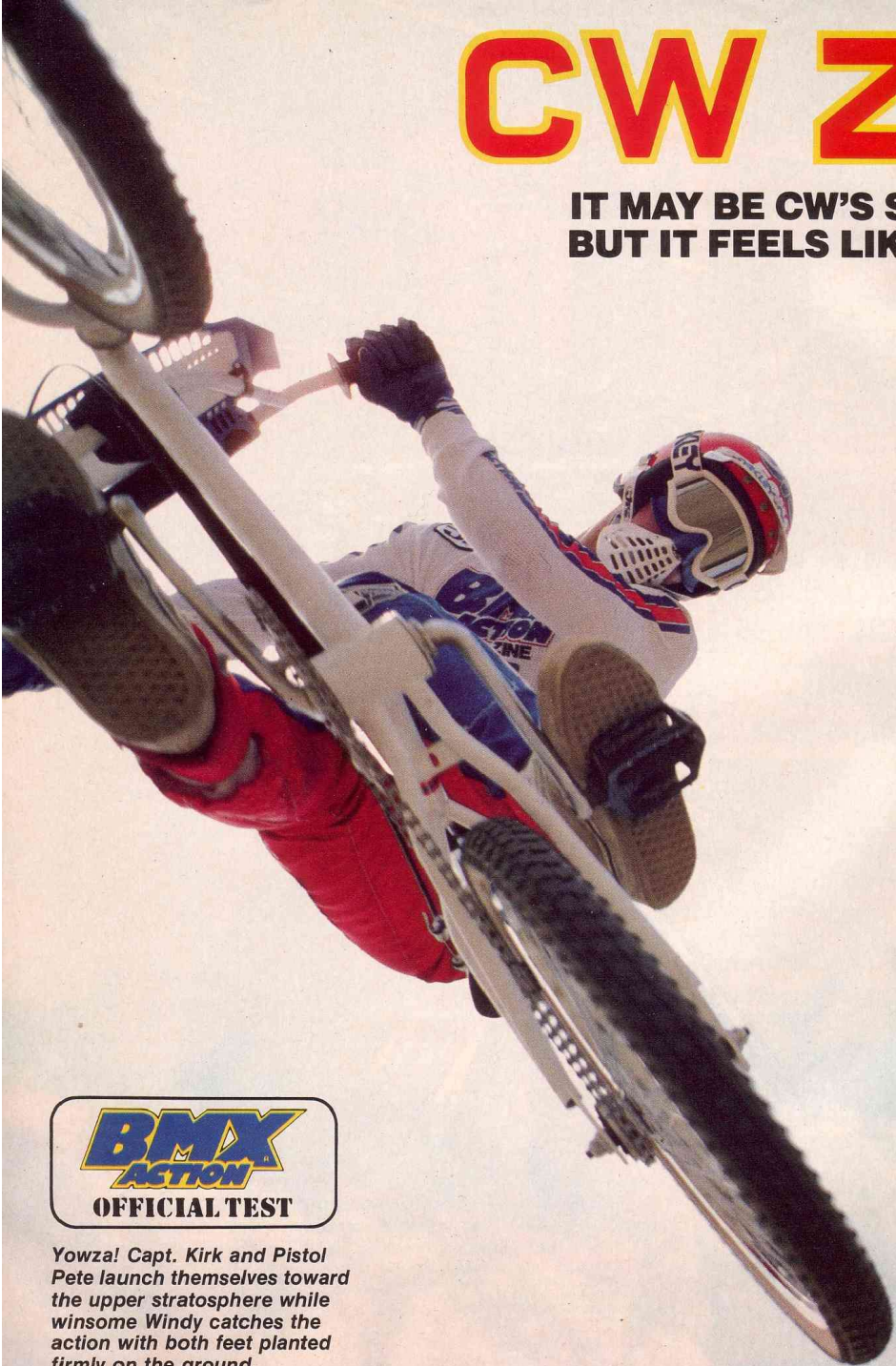


CW Z3000

IT MAY BE CW'S SECOND IN COMMAND,
BUT IT FEELS LIKE A TOP-'O-THE-LINER



Yowza! Capt. Kirk and Pistol Pete launch themselves toward the upper stratosphere while winsome Windy catches the action with both feet planted firmly on the ground.

We always dig getting a new CW in for a complete shakedown, mostly 'cause we LOVE to watch the reaction from our test crew when we tell 'em what's in store for them.

Immediately they get this glazed

look in their eyes, and the edges of their lips curl up in an evil smile as they start to drool in anticipation of the pure berm-bustin' heaven that's awaiting them. Massive skyshots. Gnarly roosts. High-speed

corner curves. Long-distance wheelies. Finessing through a slippery off-camber corner. (Pant, slobber, rant, rave!)

Yeah, a new CW will do that to ya.

WHAT HAVE WE HERE?

Well whadda ya know? It's the Z3000 — the newest addition to CW's lineup, and it slips into the second-in-command spot right below the Pistol Pete. Actually, the Z3000 designation is mostly to cover the components that come on the bike, 'cause you can get a Z3000 with either a Z3X frame (like we got on our test bike), or a longer Pistol Pete frame for the *really* long-legged galoots amongstst you.

Like we said, our test bike came equipped with a new CW Z3X frame, which just replaced the CW ZX Pro. You're no doubt wondering what's new, right? Well, O Fearless Readers, they've steepened the steering head angle, which makes it much easier to work with in the corners, and they've added a new little gusset behind the bottom bracket shell for a more rigid rear end. Also, the caliper brake bridge has been updated from a flat plate to a tube to make it more durable. Everything else is the

same. Total weight is a svelte 64 pounds, 2 1/2 ounces.

There are no gussets on the steering head, but the 1 1/8 inch top tube and 1 3/8 inch down tube handle the stresses of heavy-duty berm bashin' quite well and with a minimum of flex.

OTHER CW GOODIES

There are two kinds of people in the world when it comes to CW bars — those who love 'em, and those who hate 'em. There doesn't seem to be any middle ground. That's most likely due to the very unique concept in design that CW pioneered. They definitely look different with the 7/8 inch bar that runs straight across the top. (Obviously quite a few other companies dig the design considering the frequency with which they've been copied.)

Our test crew's verdict? They loved 'em 'cause they feel totally great. The bend is perfect for maximum pull. Kirk thought the ends could be bent up a little more, but everybody else liked 'em just like they were. Besides that, their uncommon design makes 'em totally stiff.

One final neat touch on the bar is the knurling in the center that pro-

for the front caliper, and one inch of rake for pretty quick steering geometry. Total weight of these dudes is 1 pound, 10 1/2 ounces, which is plenty light without getting too fragile.

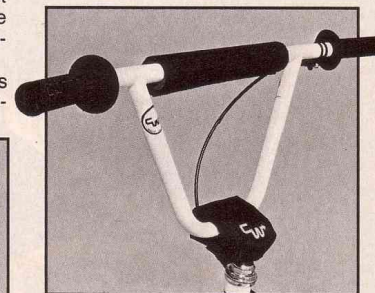
The CW chrome-moly seat post ranks right up there in the good stuff category. Even with the very laid-back seat tube angle of the Z3X frame, which provided lots of opportunity for the seat post to bend, it never tweaked.

TRICK STUFF CHECKLIST

The qual components are in abundance. We're talking masses of moto-fication.

In the steering department there are the A'me Tri grips, which your hands will love. And of course there are the CW Pro bars that we already mentioned.

The brake lever is a trusty Shimano DX number that works just fine, although the braking action from the Shimano caliper is a little on the



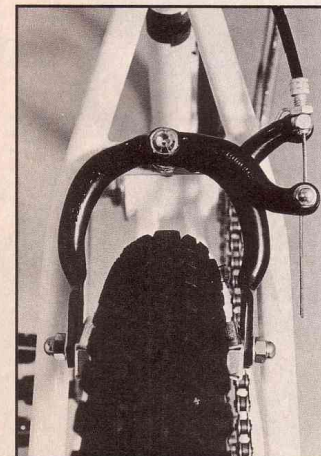
We love the CW Pro bars. Their bend is totally cool for grabbing a handful of torque. But then again, we don't exactly hate the A'me Tri grips, or the CW pad set, or the strong gripping Pro Neck II stem, or the Shimano DX lever, or . . .

mushy side. A larger set of brake shoes and a beefier caliper would be welcome additions.

Handlebar clamping duties are performed by a Pro Neck II stem, which never slipped or creaked once during the test.

The wheels use some slick-rolling Shimano Silver Series high-flange hubs that are totally classy looking.

Our test bike came with Araya 7X rims and real Comp IIIs, but since this is the next-to-the-top scoot in the line, CW is trying to keep the cost of the Z3000 down. Future models will be coming with Ukai aluminum rims, which are still plenty cool, and Comp III type (get it?) knobs.



The braking system could use a little beefing up. It was definitely down on power.

vides more bite for the stem clamps.

The CW Pro forks are the same trusty units that have been found on CWs around the world for just about forever. They've still got a leading-axle design, a hole drilled

Sharp-eyed readers have no doubt noticed by this time that our test unit had one-piece Takagi chrome-moly 175s, but an as yet undetermined brand of one-piece forged chrome-moly 175mm cranks will handle the power transmission duties along with the slightly small but fine-gripping Shimano SX pedals.

Miscellaneous goodies include an Izumi chain, a Tange headset and bottom bracket set, and an aluminum seat post clamp. Last but not least are the set of pads that will keep you out of the soprano section of your school choir.

WHAT'S IT LIKE ONCE YOU'RE ABOARD?

As you swing a leg over, everything falls right into place. Hands, feet, and seat — no problem. Once you commence to crankin', you'll dig the Z3000 even more 'cause it feels snappy, quick, and readily responsive, all without getting overly squirrely.

When you're standing up, your knees don't try to occupy an area somewhere on the other side of the bars. Even when you're sitting down you've got plenty of room thanks to the way kicked-back 64 1/2 degree seat tube angle.

Even though the bike's overall wheelbase is somewhat shorter than a Pistol Pete, none of our testers ever complained about it being too short, and it never got out of line or hard to control.

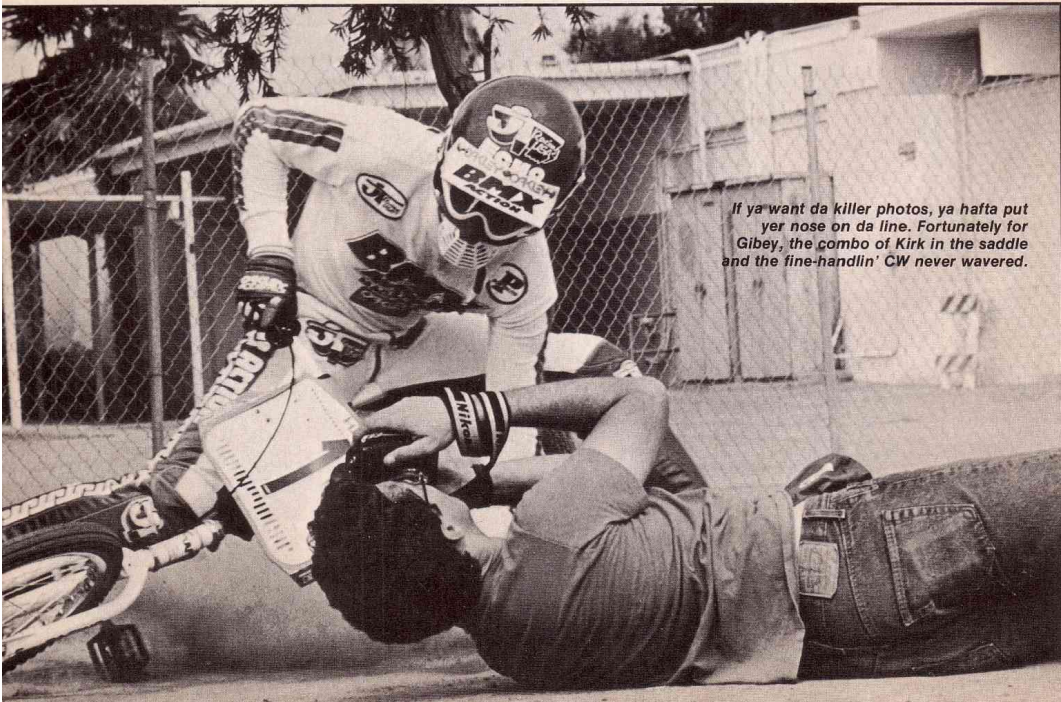
As far as power position and feel out of the gate, you couldn't ask for anything better. Well, you *could*, but you'd be wasting your breath.

Jumping was incredibly easy. No, it didn't try to pull any funny tricks on you. Yes, it was balanced very well from end to end with no loopage or ending tendencies.

Curiously, cornering feels best when you keep ALL your weight on the back wheel 'cause the front end sticks no matter how little attention you pay to it. Even with the small 1.75 front tire. Amazing.

If you get your weight too far forward, you'll put too much weight on the front end and it'll start to try and crab. We suggest that you just rest your outside leg against the seat as you whip into a berm, lean back and let the back tire take most of the weight. Point the front wheel where you want it and it'll go. That way the front end sticks, and sticks, and sticks, and . . .

Kirk, tucked in and truckin' at Warp speed over the first jump at Jammin' Jimmy Weinert's Van Nuys track.



If ya want da killer photos, ya hafta put yer nose on da line. Fortunately for Gibey, the combo of Kirk in the saddle and the fine-handlin' CW never wavered.

Yeah, the CW works in perfect harmony with you – even on maneuvers like a WFO grip-draggin' bermshot. It's a total gas to ride.

Photo by Windy



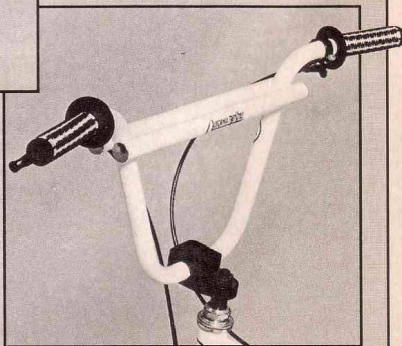
CW CALIFORNIA FREESTYLE COMPLETE BIKE — A QUICK PEEK

While we had ahold of CW's Z3000 and were busily running it through the mill, we had a real quick chance to grab a brand spankin' new, hot-out-of-the-jig second generation CW California Freestyle complete

bike for a quick look-see and photo session. It's been updated from the first production versions with a smaller standing platform on the top tube, and slightly slower steering head angle.



COMPLETE BIKE PRICE: \$389.00.
FINISHES AVAILABLE: Chrome and white with black and chrome components.
COMPLETE BIKE WEIGHT (without pads or plate): 28 pounds, 12 ounces.
FRAME, FORK & HANDLEBAR: CW California Freestyle, chrome-moly.
HANDLEBAR STEM: Pro Neck II, aluminum and chrome-moly.
GRIPS: A'me Tri, rubber.
HEADSET: Tioga Bear Trap II.
RIMS: Skyway Tuff II, Zytel plastic.
TIRES: Tioga Comp III.
TUBES: Tioga SuperLite.
BRAKES: Shimano calipers front and rear, in addition to the SunTour rear coaster brake.
BRAKE PADS: Shimano.
BRAKE LEVERS: 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.
REAR SPROCKET: SunTour coaster brake, 16 teeth.
CHAIN: Izumi, 1/8 inch.
SEAT: Kashimax Aero.
SEAT POST: CW, chrome-moly.
SEAT POST CLAMP: Tange, aluminum.



DOLLARS AND SENSE

Summing up all the impressions from everyone pretty much told the same story. They loved how it rode.

They were all trying to mooch it so they could race it, and they didn't have too many complaints on the componentry. Yeah, the brakes could

be better, but that was the only weak spot.

They also all agreed that it's tough 'cause it survived the test



The Z3000 was totally comfy in the air. It doesn't cause any funny feelings in your stomach while you soar amongst the clouds.



Well whadda you know? It's the long, lean, mean, and mighty quick Pistol Pete. He ain't just a popgun, either. We're talkin' more like .357 Magnum.

QUALITY OF COMPONENTRY: Good to excellent.
GEOMETRY: Excellent.
TIRE SIZES: 20 X 1.75 front and rear.
FORK RAKE: 1 inch.
STEERING HEAD ANGLE: 73 degrees.
SEAT TUBE ANGLE: 64 1/2 degrees.
BOTTOM BRACKET HEIGHT: 12 inches.
REAR SECTION LENGTH (C/L of rear axle to C/L of bottom bracket): 15 11/16 inches with 35 13/16 inch wheelbase.

WHEELBASE: 35 5/16 inches to 36 1/2 inches.
HANDLING: Excellent. High-precision jumping, turning, and powering are all accomplished with ease. Keep your weight off the front end in the corners — it doesn't need it. The real live Comp III's did their usual outstanding job of keeping everything in line.

MISCELLANEOUS COMMENTS: The CW bars are great. Perfect power bars . . . The quality is evident everywhere — in the components, and the CW frame, fork, and bars . . . After the test we noticed that the bottom headset race was in the process of cracking in half from all the jumping and heavy-duty thrashing, but everything else held up incredibly well . . . The brakes need more oomph . . . The A'me grips left us blisterless again . . . The spokes didn't need any attention . . . The pad set is a nice touch . . . The wheel fit, both front and rear, is good . . . The headset and bottom bracket cups weren't too snug or too loose. Good bike.
TEST INPUT: Pete Loncarevich, Kirk Chrisco, Steve Giberson, Windy, Andy Jenkins, and Don Toshach.

CW Z3000 — VITAL STATS

PURPOSE: Racing (up to and including pro), way better than average street bike.
AGE RANGE: 11 up racing and street (Erin Salie, CW's 11 Expert hotshoe, rides a Z3X).
QUALITY OF FINISH: Very good.
QUALITY OF WELDING: Very good to excellent.

remarkably unscathed.

With that in mind, nobody seemed to think that the \$289 suggested retail price was too steep. The solid

feel, the quality, and the ultra-zoot handling all had their effect on the BMXA test woobies. It could have the same effect on you. Do whatever you have to do — beg, borrow,

but don't steal a test ride (especially ours, 'cause we'll pound you when we find you) and try it on for size. You'll dig it. ■

Price & Specs

COMPLETE BIKE PRICE: \$289.00.

FINISHES AVAILABLE: Chrome or white with chrome and black components.

COMPLETE BIKE WEIGHT (without pads or plate): 23 pounds, 10 1/2 ounces.

FRAME WEIGHT: 4 pounds, 2 1/2 ounces.

FORK WEIGHT: 1 pound, 11 ounces.

HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area): 8 1/2 inches.

HANDLEBAR WIDTH: 27 3/4 inches.

TOP TUBE O.D.: 1 1/8 inches.

DOWN TUBE O.D.: 1 3/8 inches.

FORK LEG O.D.: 1 inch.

Components

FRAME: CW Z3X, 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: Tange.

RIMS: Ukai, aluminum.

SPOKES: 36, .080, with brass nipples.

HUBS: Shimano Silver Series, high-flange, aluminum shell.

TIRES: Comp III type.

BRAKE: Shimano caliper, rear only.

BRAKE PADS: Shimano.

BRAKE LEVER: Shimano DX.

BRAKE CABLE: Shimano.

PEDALS: Shimano SX, aluminum and chrome-moly.

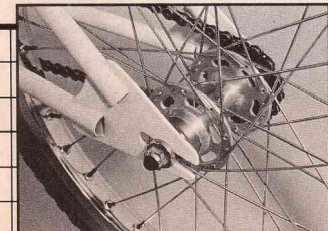
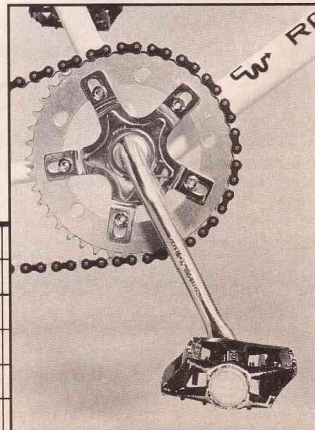
CRANK: One-piece forged chrome-moly, 175mm.

BOTTOM BRACKET SET: Tange.

FRONT SPROCKET: Takagi aluminum chainwheel, 44 teeth.

SPIDER: Tioga UV-1, chrome-moly.

REAR SPROCKET: SunTour, 16 teeth.



CHAIN: Izumi, 1/8 inch.

SEAT: Velo, aero type.

SEAT POST: CW, chrome-moly.

SEAT POST CLAMP: Tange, aluminum.

ACCESSORIES: CW pad set.

MANUFACTURER:

CW Racing

731 Melrose Street

Placentia, California

92670 Tel: (714) 996-1660

CHROMOLY IN THE CLUTCH



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want standard when you can have Shimano's new MX forged alloy hubs. Special dirt and dust sealing and machined axle flats make these racing hubs perfect for all frames and forks.

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