



FLYING RHINO

The Flying Rhino may possibly be the hottest BMX frame to come out of Japan. It represents the fusion of the latest technology devised by our buddies from across the pond. While many of the Japanese frames are designed with either a major amount of input or total direction from American sources, the Flying Rhino was produced almost 100% by the Japanese. Prototype frames were tested in America by Carl Burrell and Larry Ruiz before production, but for the most part the Flying Rhino is essentially a 100% Japanese effort.

Utilizing special Tange double-butted chrome-moly tubing the FR features some mildly radical departures. The top and down tubes are of a modified oval shape. Both ends of each tube are butted, meaning they are thicker at the ends than in the center section. The purpose of butting is to add strength to the working joints, the welds and other stressed areas. Butted tubing gives adequate strength where it's needed and allows for lighter weight by having thinner walls in its less-stressed middle section. Butted tubing has been developed exclusively for bicycles. Its consistency is extremely good, which is a tribute to Tange because it is difficult and expensive to produce. The seat post tube is round at the top, where the seat post inserts, then flares out into a wide oval section where it's connected to the bottom bracket. The chain stays start out as wide oval tubes at the bottom bracket then slowly and smoothly they taper into a round end, at the rear dropout. The seat stays are standard round



We've been getting many good test bikes lately, but Kirk adapted to the Flying Rhino faster than any other bike he has tested for us.

tubing. The rear dropouts are stamped from eighth-inch plate. They offer approximately an inch-and-a-half of rear axle adjustment.

All the welding is heli-arc. For the most part the beads are of good quality, but at the head gusset they get a bit sloppy. The penetration is good and the welds go completely around both sides of the rear dropouts and into the tight areas of the seat stays at the seat post: a sign of thoroughness.

The head gusset on our machine was the cause of some concern, mainly because it formed a sharp edge in the center of the frame tubes

where the two plates taper together. This design could be a potential problem as the frame fatigues. Larry Ruiz's factory bike has a completely different style. Larry's not only looks better, but more important, it eliminates any potential problems.

Our test frame came with a good looking, high quality chrome finish. We don't know what colors, if any, the Flying Rhino will be available in. The frame was released to us to evaluate with very little information of this sort available to us. The weight of the Flying Rhino is a competitive four pounds, six ounces.



