



A CAR TRIP TO AUNT NEL'S NEVER WENT BY SO FAST!

KUWAHARA BRAVO TEAM ISSUE

\$500 worth of high tech
& high prestige

◀ The Bravo was hot! We kept trying to figure just WHAT could be bogus about a \$500 bike.



◀ The Kuwahara was impressive on all dimensions: ramp antics, flatland foolery and street sessioning. In school I think they call it "straight A's"!



Ramp airs on the Team Issue were a breeze. Steve Broderson hittin' gale force!

□ Dear Tommy,

Man, these car trips to my Aunt Nel's house in Texas really bum me out. The drive from Los Angeles, California, is about 24 hours and, of course, my dad insists we drive straight through, stopping only for gas. If you even *think* you have to go to the bathroom, you better go when he pulls in for gas, or else! At least my sister didn't come along this year. She's just starting to get into guys, and last year she smiled at every guy who drove alongside us the whole way there and back.

Dude, I'm so stoked! Remember how I was complaining about going on this trip because Sis got to stay at her friend's house the whole week? Well, my dad made it up to me by pulling the shocker of a lifetime before we left. He said he was going to gas up the car, and when he came back, there was a bike rack on

the car and a brand-new bike on the rack! Remember that new Kuwahara Bravo we saw at the bike shop downtown? The one for 500 bucks? With all the trick parts on it? My dad went there, plopped down the greenbacks, and now I'm the proud owner. You know, Aunt Nel's isn't so bad after all . . .

OFF THE WALL

DECADE PRO

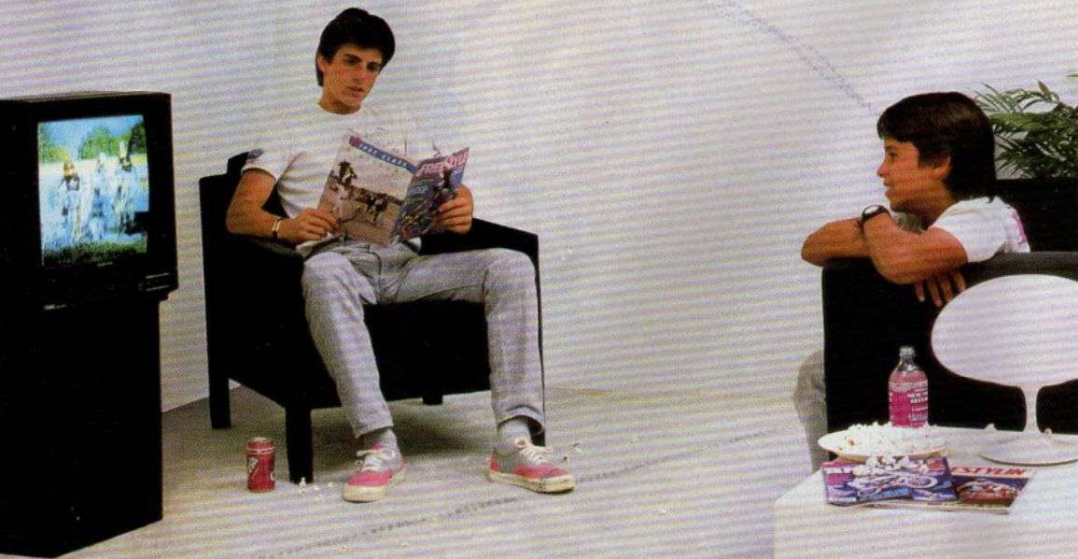


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■ Check out the trick parts, like the new 48-spoke Pro Class® Series VI hard anodized wheels, or the deep knurled top tube platform for foot-gripping frame stands.

■ How about the new SR Spintech rotor stem and Suntour XC Roller Cam rear brake for wheel-skidding stops. Or the Dual Freewheel so you can become an expert at both fixed hub and freewheel tricks!

■ Show your friends what you can do with the new Mongoose® Decade™ or Decade™ Pro from your neighborhood Mongoose® Dealer.



Factory Radsters: Rick Allison, Trevor Hernandez and Marty Schlesinger. Always wear proper safety equipment when performing or practicing.

KUWAHARA BRAVO

We're just going into New Mexico now, and I am so stoked I can't control it anymore. The bike is killer! Everyone who drives alongside us checks it out! The paint-splattered paint job is the ultimate. It's got Peregrine HP 48s, those trick new Peregrine cranks—you know, the ones that are just like Red Line Flights. Remember the compact disc sprockets we were looking at? It's got one of those, too. It also has an Odyssey Gyro, screw-in fork pegs, stylin' new Kuwahara handlebars, roller-cam rear brakes and lock levers. I mean, this bike is ready for a contest right out of the box! I haven't gotten to ride it yet; the second my dad got home with it, we left. Listen, guy, I'm dozin' off, so I'm gonna stop writing for a while and pick up after a little shuteye.

I'm back. Man, I was asleep for seven hours! We're almost out of New Mexico, and you know what that means—only a few more hours until we're at Aunt Nel's. **BOBBY, SOMEONE SPILLED PAINT ALL OVER YOUR BIKE!**

Sorry, Tom. After that last paragraph, my dad took a break from listening to Willie Nelson and let me slide in some Black Flag tapes; I couldn't resist.



Steve was more impressed with this Kuwahara model than any other in history. A nice roomy machine with ample space for X-ups, or basic bio-air blasts.

We arrived at Aunt Nel's about three hours ago. Of course, the first thing I did was take that pup off the rack and explode into a rock-walking frenzy down my aunt's street. I gotta admit, this bike

is killer! Wanna hear something funny? When I brought the bike into Aunt Nel's house and she saw it, she shrieked and said, "Poor Bobby, you just got a new bike, and somebody spilled paint all

SPECIFICATIONS:

KUWAHARA BRAVO TEAM ISSUE

I. FRAME AND FORK

Type: Freestyle.
Frame design: Double top tube with seat tubedown tube platform.
Frame construction: 100-percent 4130 chromoly.
Diameter of top tube: 58" O.D. each.
Diameter of down tube: 1-3/8" O.D.
Diameter of chain stays: 5/8" O.D.

Fork construction and design: Tubular, 100-percent 4130 chromoly-welding tube design, and holes to accept screw-in axle pegs.
Diameter of fork blades: 1-1/8" O.D.
Fork platforms: Screw-in pegs (fold up).

II. GEOMETRY

Wheelbase: 34.5"±36"
Steering head angle: 73°
Seat tube angle: 70°
Bottom bracket height: 11"

III. DRIVE TRAIN

Pedals: Victor VP-783, plastic body, chromoly shaft.
Crank: Peregrine 3-piece hollow, 4130 chromoly, splined spindle.
Front sprocket: Peregrine Compact Disc, aluminum.

Bottom bracket: Peregrine, sealed bearing.
Chain: KMC, 1/2" x 1/8" plated.
Rear sprocket or freewheel: Sunflower, chromoly, 16T, plated.

IV. WHEELS

Rims: Peregrine HP-48, alloy.

Hubs: Peregrine 48-hole, alloy.
Spokes: Generic, stainless.
Tires: Peregrine, High Pressure.

V. STEERING

Grips: Tri-type, rubber w/alonut.
Handlebars: Kuwahara Bravo, 4130 chromoly w/flat crossbar.
Stem: Kuwahara Bravo freestyle, alloy w/chromoly shaft, hollow bolt.
Headset: YST, steel, chrome plated.

VI. SEATING

Seat: Viscount freestyle, plastic.
Seatpost: Kuwahara, laid-back, 4130 chromoly.
Seatpost clamp: Peregrine Round, alloy.

VII. BRAKES

Front: Dia-Compe FS-880, 160mm.
Rear: Dia-Compe AD-990, 160mm.
Lever: Dia-Compe Aerial w/locking mechanism.

VIII. EXTRAS

Bolt-on platforms: Fold-up front fork standers.
Rear cable detangler: Odyssey Gyro.
CPSC equipment included: Yes.

IX. MISCELLANEOUS DATA

Weight: 31 lbs.
Suggested retail price: \$495.
Country of origin: Taiwan.

X. ADDITIONAL INFORMATION

Kuwahara
1250 Mahalo Pl.
Compton, CA 90220



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1250 Mahalo Pl.
Compton, CA 90220

★ stickers ★

50¢ Each

WARNING: If you use this product on a bicycle, it may damage the paint. Don't use it on anything else.

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NO POBERS

JANTA FLIZ

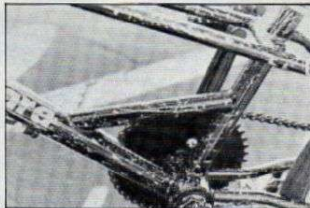
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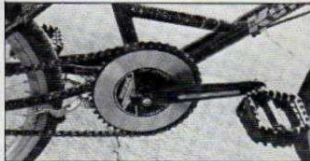
KUWAHARA BRAVO



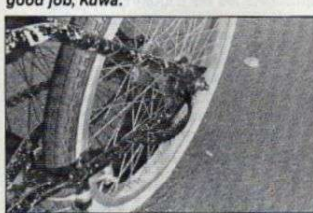
The Schwinn-inspired step between the seat tube and the down tube looks good, but our guys couldn't find any tricks that would use it!



Hot trend number 44,619—put little indentations in the nose of freestyle seats in order to make hand-on-the-seat tricks more comfortable. Successful trends never die—good job, Kuwa.



Take a long look at the newest entry in the escalating crank war! The Peregrine tubular chromoly cranks are hot, and will be in the stores by the time you read this. As for the plastic pedals—we didn't have any real problems with them, but the guys weren't impressed with plastic pedals on a \$500 bike!



A totally redesigned rear stander makes for more standing room than ever. The addition of axle pegs would even enhance the performance of these great weld-ons.

over it. We should call the police." I busted up!

It's pretty cool around here. I met up with some locals when I went on my "test ride." They told me about a ramp that's only a mile from here. I'm going to make the scene tomorrow! The locals were blown away with this scoot, too; they haven't seen the '87 Kuwies yet, so they were stoked. Aunt Nel's calling me—she's serving her killer barbecued ribs. I need my strength for tomorrow's ramp session. I'll pick up tomorrow after the ramp session.

RAGIN' IT UP!

Tom, I just got back from "Evan's Ramp." It's 10:00 p.m. Dude, you wouldn't believe this ramp! It's just like Doug Randazzo's, only a little wider, and it's got full-on spotlights for night riding. I guess Evan's dad is a big oil tycoon—they've got a lot of bucks. The locals here can get pretty rad, but not as rad as the Camarillo locals. They were blown away that Todd Anderson, Dino DeLuca and Steve Broderson were local to our area and hung out at Doug's ramp. My best air today was about eight feet, and I was pullin' decent variations. The bike is a little big for me on ramps, but it feels like I'll get used to it. I'm going to head over there tomorrow around 9:00 a.m. They have a ramp jam every Saturday. Everyone pitches in five bucks, and the guy who blasts the highest air wins the purse. I'm ready! I'll pick up after I get home tomorrow (Friday). C-ya!

TO AIR IS HUMAN!

Now that I've gotten used to this bike, I'm ragin' on ramps. I've never felt more comfortable with a bike on ramps. I was still only hitting about seven feet today, but the variations were easier to pull off, and I felt smooth. They decided to cancel the ramp jam tomorrow because there's a contest about 60 miles from here. My dad decided that we're going to leave a day early, so instead of Sunday, we're leaving tomorrow. Fortunately, the contest is on the way home, so I think I'll be able to talk my dad into stopping.

ON THE ROAD AGAIN

We just got back onto the freeway after our stop at the contest. It was a biggie! There were a lot of hot guys on the scene. I had the only '87 bike at the contest, and everyone was fully droolin' over how trick it was. Kuwaharas are popular here, especially among the ramp riders. This was really the first chance I got to use this bike in a full-on combat atmosphere, and I gotta say, this thing really held up. My ground run was pretty cool. They screwed up my music, but I was rippin'! The rear standers on the bike were hot, and the little bar that stretches between the seat tube and the down tube was useful. The low crossbar on the Bravo handlebars was perfect for bar hops, although it was a little narrow for bar rides. The fork pegs worked well, even though they were a little higher than I'm used to. Oh, cool, we're stopping to eat. Let me pick this back up after chow!



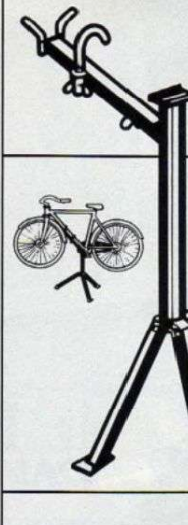
This was Steve's first photo session after breaking his ankle a few months back. The Team Issue was a responsive pup—Steve felt free to step right in and wire all his old variations on the test bike. Broderson and bike survived the day's events!

MORE ABOUT IT

Ugh! That was the most full-on meal I've ever had—a giant 48-ounce steak called "The Big Texan." It was gnarly! Anyway, back to the bike. The pedals that came with the bike are okay, but I think I'll replace them once I get some bucks together. They grip well, it's just that there's something about plastic pedals that turns me off! They didn't grip too well when wet, either. The brakes on the bike worked great! The Dia-Compe AD-990s came pre-adjusted from the bike shop. It's a good thing, too—I have no clue on how to adjust them (see "Tech Tips" in this issue). The new "Aerial Lock Levers" worked great, and the locks were easy to activate.

It was well endowed in the air, too. I like my ramp bike to have a lot of room in the front, but I also like a bike I can control on the ground. That's almost an impossible combination, but this Kuwahara has what I like! Dude, if you're still thinking about getting a new bike, talk your dad into getting this one for you! With the cash we make off doing shows this summer, you'll be able to pay him back. Anyway, the bike is rad. It's got all the stuff I'd want if I were building a bike from scratch. Man, after all that riding and eating, I am one tired guy. I guess I can give you this letter when I get home; I was planning to mail it from Aunt Nel's. Oh well! I can't wait to hit Doug's ramp with this thing! Call me after you read this! Later!

Radically yours,
Bobby ☐



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