

PRO CALIFORNIA

BY MONGOOSE

WORDS — GORK / PHOTOS — SPIKE

A totally redesigned bike priced at an ultra cool 350 dollars automatically makes the '89 Mongoose Californian Pro an early leader in the "New Age" BMX battle. At first glance, it's evident that many mountain bike features have crossed over...

WE INTERRUPT THIS TEST FOR AN INDUSTRY OVERVIEW:

Something's happening in BMX right now that is going to have a major effect on us all.

Newer and younger blood has made its way to the heart

and brain of the BMX industry. Up 'til now, pioneers of the sport have been putting out basically the same bikes year after year, mostly just changing stickers and paint schemes. Perhaps that's why some "experts" figure BMX got boring three years ago, presumably explaining why kids turned to freestyle — which offered fresh, innovative frame designs and wild neon colors.

But now comes along what is being called the "New Age" of BMX technology. During this past year, some of the more conservative manufacturers stepped aside



and let retired-but-still-young BMX pros and legends handle much of the designing and specing of BMX bikes. This young blood isn't afraid to experiment and change, thus, it'll force everyone to follow or be left behind.

Auburn started it off by introducing a two piece frame. Under the leadership of Todd Huffman, a past pro/current cruiser ace, the Auburn frame has now been accepted by the BMX world.

When Diamond Back put Harry Leary in charge of their juvenile line and Byron Friday in command of mountain bikes, it was the best thing they could do for a stagnant bicycle market.

Minus Linn Kastan, Red Line can and will finally rid themselves of the 5-inch head tube and update their bikes with the rest of them. And now on his own, Linn has re-entered the charts as a leader in the new wave of BMX technology with his own company — Kastan Engineering.

GT/Robinson has a good thing going with current cruiser racers Austin Steele and Leighton C. Hubbell heading up their art/design department. Along with the always imaginative minds of Harold (McGoo) MacGruther and Root Girl Slim, you can expect GT to keep up with all this innovation.

And without Skip Hess in charge of Mongoose, and with early 70's BMX legend/lex-factory Mongoose rider/current road cyclist Kevin Jackson behind the wheel, some very sharp steering is being done at BMX Products!

Yup. It's out with the old and in with the new — '89 is here, and with it, a completely fresh line of race bikes that will shake the entire twenty-inch market.

AND NOW BACK TO YOUR REGULARLY SCHEDULED TEST:

Mr. Spec of Mongoose, Kevin Jackson, used a simple formula when redesigning the Cal Pro. By taking the efforts which, last year, most feel were concentrated completely in the wrong direction (F-1's), and combining them with the current trends of the mountain bike industry, Kevin and Mongoose ended up getting a fancy painted, wishbone-frame designed BMX bike with new and improved componentry.

About the only thing that remained the same on Mongoose's Californian Pro is the name. . . well, maybe the cranks and pedals, too. But let's focus on what's new. . .

Starting with the frame, you've got the traditional looking 'Goose rear end, now beefed up in tubing and connected to a wishbone rear stay. Some say the reason for the wishbone design is purely for looks. Others will tell you that the single tube doesn't flex as much as the common four piece rear. Our test riders have found it to be about the same. Test ride one and decide for yourself.

Kevin Jackson, the mind behind the Californian Pro, told us that the extra tube inside the front triangle is just cosmetic. It serves no purpose except good looks. And speaking of looks, you can't help but notice the elaborate "marble" paint job. The process goes like this: 1) paint the frame grey, 2) load the spray gun with a stringy spray of blue, 3) sprinkle it with black, and 4) top it off with a final clear coat.

Cable braze-ons are also a nice touch and placed properly. And for those who prefer not to run top tube pads, Mongoose even added a decal up there for more cool detail.

The new 'Goose forks are VERY unique. At the top of the crown, the tubing starts round. Near the bend of the legs, it ovalizes for strength. Going down toward the axle, the tubing is tapered — similar to Red Lines. The traditional Mongoose dropouts



underneath remain unchanged. We found the forks to be slightly steeper than past forks, which made it very likable.

Other crossover features from the mountain bike world are the headset and seat post. For sitting purposes, Mongoose got bold and went all out with a 17 inch long, 1 inch diameter aluminum post. Your average seat post is 7/8ths of an inch and sometimes short. 'Goose's Delta post is lighter and stronger, similar to the old Shimano DX posts, with a sturdy built-in clamp replacing the normal seat guts which generally tend to strip easily. This is such a good move that in a couple of years, all BMX bikes may have one inch posts. We'll see. . .

The new Mongoose brakes, made by Lee Chi for BMX Products, are okay. They have great snap, but still they wouldn't lock up and skid. We figured it was mostly the fault of the brake shoes. Put on some Mathausers, Kool Stops, or Skyway pads and you could brake them in nicely. The levers, on the other hand, got rave reviews. They're too thick to bend but so good that you don't need to. The hinge-on system is ideal and the two finger slots felt great. Adjustment was easy and they snapped back perfect. The biggest complaint of Mad Dog's was, "Why a front brake?" A good question. It seems unnecessary and only gets in the way of full helicopters. Unless you want to freestyle on it, we'd recommend removing 'em.

Up toward the front of the bike we find brand new everything. . . bars, stem, and grips. Starting with the grips. They're cool. Very soft rubber compound with no flanges. Comfortable. The Mongoose stem got nick-named the "Tugboat" because of its looks, and held tight with no problems. It did have some hefty flex from side to side, which our man Jackson has already re-speced. On the second batch of Cali's, the neck will be a bit wider — "More like a DK," he says. The 8mm allen bolts were another minor but well thought out change.

With all of these praises, the Cal Pro didn't get by with zero complaints. The Mongoose bars were liked only about half the time. First off, the crossbar is a bit too high for low tucks and speed jumping. The thin width provided great knee room, but the bend was odd. Moeller hated them at first but said it took some getting used to. After a week of riding the 'Goose, he ended up liking them.

Shall we talk about wheels and tires? Rims are not the run-of-the-mill Pro Class you've come to expect. Kevin Jackson says they've done weight-saving/strength experiments on wheels. What they found was a 1.5 rim can be just as strong as a 1.75, but saves a pound. Their next top secret project has to do with spoke reduction. . .

So here we have thinner rims, drilled out with smaller holes in the Pro Class tradition, with a new Cheng Shin 1.95 tire inflated to the front. A peculiar story about the tire — when in Taiwan last year, Kevin took Eric Rupe's advice and checked with Cheng Shin on whether they could make a tire inbetween a 1.75 and 2.125. They went in the back room and came back with the 20 x 1.95 that Diamond Back had just finished specing on their bikes.

That about does it for scanning the entirely new '89 Mongoose Californian Pro. What you get for \$350 is amazing. With the money you save, you can buy some Red Line Flights or GT Power Series cranks and make the bike as trick as any \$550 to \$600 unit. . . not that it needs different cranks. It definitely needs different brake shoes. That's all.

What you see Mongoose doing now, along with what Diamond Back has already done, is what you can expect to see everyone doing within the next year or so.

Just watch! . . . 1989 is the year to finally buy a NEW bike.

PRICES
COMPLETE BIKE: \$350.00 to \$375.00.

COLORS
FINISHES AVAILABLE: Marble (grey coat, with blue and black spangle, then clear coated).

WEIGHTS
COMPLETE BIKE WEIGHT: 25 3/4 pounds.

FRAME WEIGHT: 4 pounds, 13 ounces.

FORK WEIGHT: 1 pound, 12 ounces.

MEASURES
HANDLEBAR RISE: 8 inches.

HANDLEBAR WIDTH: 27 1/2 inches.

TOP TUBE O.D.: 1 1/8th inch.

DOWN TUBE O.D.: 1 1/8th inch.

HEAD TUBE ANGLE: 71 degrees.

SEAT TUBE ANGLE: 71 degrees.

BOTTOM BRACKET HEIGHT: 11 1/2 inches.

WHEELBASE: 36 inches to 37 1/8th inches.

REAR END LENGTH: 13 5/8th inches to 15 inches.

CHASSIS
FRAME: '89 Mongoose Californian Pro, all 4130 chrome-moly.

FORK: '89 Mongoose, 4130 chrome-moly.

STEERING
HANDLEBARS: Mongoose Pro Class, 4130 chrome-moly.

HANDLEBAR STEM: Mongoose SMB (made by Polygon), aluminum head, chrome-moly shaft, 8mm bolts, a.k.a. "the Tug Boat."

GRIPS: Mongoose SN-2000 Pro Class (by Fu Yung), cryton rubber, no flange.

HEADSET: YST (10-speed like), sealed mech.

WHEELS
RIMS: Mongoose Pro Class, 20 x 1.5, aluminum, drilled out.

HUBS: Jou Yu, aluminum body, chrome-moly axle, sealed mech.

SPOKES: 36, 14 gauge, chrome.

TIRES: Mongoose (by Cheng Shin), 20 x 1.95 in front, 20 x 1.75 in rear.

STOPPING
BRAKES: Mongoose 999A (by Lee Chi), aluminum.

BRAKE PADS: Lee Chi.

BRAKE LEVER: Mongoose 290A (by Lee Chi), 2-finger hold, hinge-clamp, adjusting barrels.



BRAKE CABLES: Lee Chi.

POWERTRAIN

CRANKS: Mongoose (by Sugino), 175mm, chrome-moly.

BOTTOM BRACKET BEARINGS: YST, sealed mech.

FRONT GEAR: Tracer chain ring, 43 tooth, and Tracer power disc, both aluminum.

REAR GEAR: SunTour, 16 tooth.

PEDALS: HTI Beartraps, alloy body, chrome-moly shafts.

CHAIN: KMC, 1/8th.

SEATING
SADDLE: Mongoose "Subliminal Lightning Bolt" by Velo.

SEAT POST: Delta, 1 inch diameter, 17 inches long, aluminum.

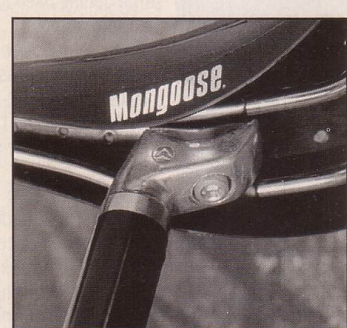
SEAT POST CLAMP: aluminum.

ACCESSORIES
PADS: Mongoose, grey, all three of 'em.

EXTRAS: A neat little bottle of touch up paint.

EVALUATION
PURPOSE: Race or street.

AGE RANGE: Easily 12 years and up. Large guys might have a hard time sizing the 'Goose without a layback post — which can't be put on 'cause of the 1 inch M/B post.



QUALITY OF FINISH: BITCHEN!!!

...with many exclamation marks. Mongoose and Diamond Back are leading the way in making BMX look trick. It's different. It's what we need!

QUALITY OF WELDING: Good... regular sized beads. A weld's a weld in this case. The extra "glamor tube" in the front triangle is a welder's nightmare but they did it right.

QUALITY OF COMPONENTRY: Cool. With everything being brand new, it's awesome on that point. The "Tug Boat" will be wider in the next batch. The Lee Chi brake pads could be replaced. The rims are great, as are the levers.

GEOMETRY: Awesome and slightly low. With the seat down, the 'Goose could fit younger riders PERFECTLY! It must've been designed for short, stalky guys like Eric Rupe. **HANDLING:** Killer and stable. Felt alright in and out of turns. Maybe a bit loopy in the air.

SUMMARY

MISCELLANEOUS COMMENTS: "I hated the bars at first but I surprisingly got used to them."... "This bike is the future — custom paint, wishbone frame, nice price."... "Why does Lew always hurt himself on test bikes?"... "Sam wishes he could put a layback post on."... "A 34 hour drive from Columbus?"

... "Eric Rupe is THEE pickiest pro in the world."... "The almost-fat front tire is getting pretty popular."... "These bars just don't look right."... "That extra tube seems unnecessary."... "Forks turned out killer... specially after those first proto-types. Heh heh!"... "Mr. Spec (Kevin Jackson) used his brains on this bike!"... "Why's it priced so cheap?"... "Why's it have front brakes?"... "The best bike for the bucks in '89."

TEST AREAS: "Red Devil" up north, Del Amo & Prospect down south.

TEST INPUT: Kevin Jackson, Angry K-9, Spike, Chuckles, Rosey, E., T.C. II, Super Dave, Mee-Chee, Foster the older pro, Rug-Bern, and Gork.

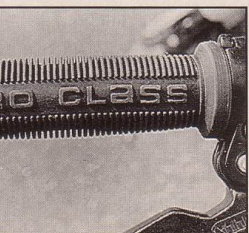
MANUFACTURER: Mongoose/BMX Products/Service Cycle/etc.

1250 Avenida Acaso, Suite H

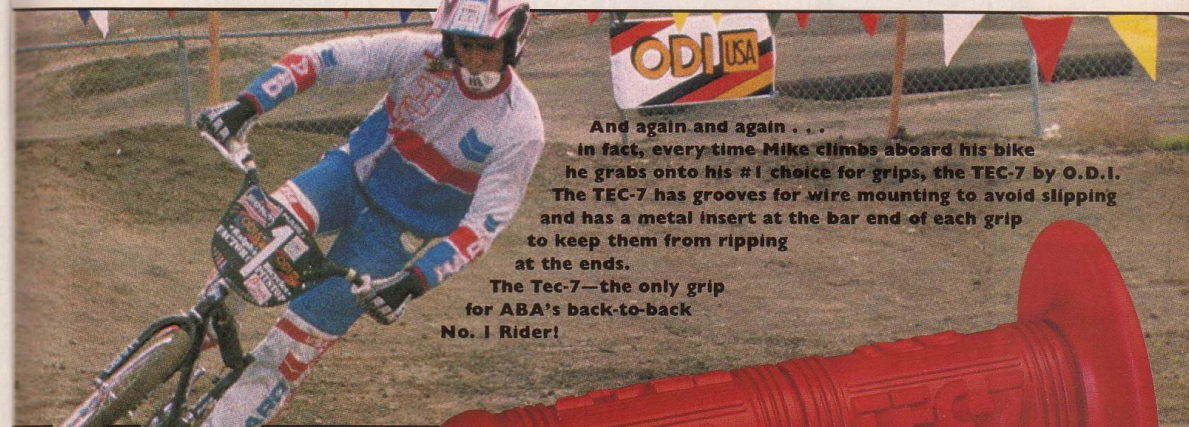
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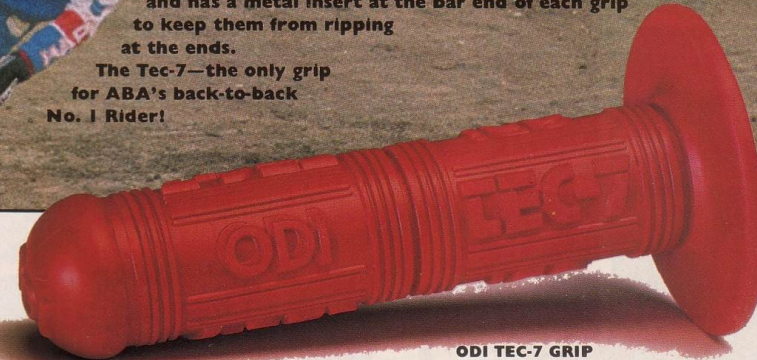
KING GRABS NO.1 AGAIN.



And again and again... in fact, every time Mike climbs aboard his bike he grabs onto his #1 choice for grips, the TEC-7 by O.D.I. The TEC-7 has grooves for wire mounting to avoid slipping and has a metal insert at the bar end of each grip to keep them from ripping at the ends.

The Tec-7—the only grip for ABA's back-to-back No. 1 Rider!

MIKE KING
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 88 #1 PRO



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Revolver Mini/Mini	34.00
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BRAKES

Dia Compe 901s Bk/Bl/Bk C/P	24.00
Dia Compe 990s Bk/Bl/Bk C/P	24.00
Odyssey 2001 Class (New)	19.00
Odyssey 2001 Class (Hot)	19.00
Bl/Bk/Wh/CP	24.00

NUMBER PLATES

Jive Plate (Hot) Mini/Pro	19.95
HARO Flo Panel	7.00
Dyno NL Plate	12.00
NEW! Zeronine Landing Panel	15.00

HANDLEBARS

Auburn	35.00
Free Agent	35.00
Powerlite	27.00
Revcore	35.00
Boss	44.00
Elf	35.00

PEDALS

Revcore Mini/Pros	99.00
Hutch Pro	75.00
SR MTP 100	65.00
SR MTP 100	65.00
DX Pedals (The Originals)	35.00
Suntour Beartraps	30.00
Odyssey VPX's	25.00

FRAMESETS

Auburn CR20	199.95
Auburn CROO (New)	179.95
Gold Rear Triangle	239.95
MCS - XL/Pro	179.95
MCS - Hurricane (Jr) 20"/24"	179.95
MCS - Mantis (Mini) 20"/F/F	189.95
Bottom Bracket	299.95
S & M C/P	199.95

WHEEL SPECIAL

Araya or Sun 20x1.75 Rims	89.00
Suzue/SR sealed bearing hubs	89.00
Chrome spokes	89.00

SPRING SPECIALS

ROBINSON

Jerseys	\$23.00
Seat Posts (Straight/Laid Back)	7.10
Handlebars	23.00

TIRES

Comp IV Tires 20x1.75	10.00
IRC Tires 20x1 1/4/20x1.50	10.00
hutch 20x1.75	10.00

MCS

Seatposts-Laid Back/Straight	7.10
Pro Bars - Chrome/Black	23.00

CRIT PLATES

Pro/Mini - Wh/Bk/Wh/Rd/Wh/Bl	9.00
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MISC.

Hadley Bot. Bracket 28T	35.00
Unit Seats Pro (White)	24.00
Hutch Urchin Cages - Chrome	14.95
DK Mini Stem (Wh)	24.00
Zeronine Sticky Finger Gloves	7.00
Boss Cruiser Bars (C/P)	23.00

CLOTHING

Robinson	89.95	Kegels (Hot)	26.00
Pants	26.00	Jersey	104.95
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