



DON'T RIDE IT IN THE DARK

MONGOOSE CALIFORNIAN

Respect your elders



There are four things to be noted in this photograph: 1. The great-looking and great-handling Mongoose Californian bike, which is under... 2. Travis Chipres, Team Mongoose's semi-rookie pro, who is in front of... 3. Sam "Slam" Arellano (3) and Eric Rupe (5) on their personal 'Goose rides. All six of the above-mentioned objects (three guys and three bikes) are sailing over... 4. the killer triple jumps at the Irvine track.



□ Mongoose. To common man, that word is usually interpreted as the name of a meat-eating African mammal, but to anyone who has so much as sniffed the dust of a BMX track, it means one of the oldest and most respected BMX companies on the face of the earth. In fact, Mongoose brought the mag-type wheel to BMX in 1974 and introduced the first mass-produced, competitive racing bike shortly after. Mongoose's history since that time is incredible: It was one of the first companies to field a full-on traveling factory team, to sponsor major races (the legendary NBA Mongoose Grand-

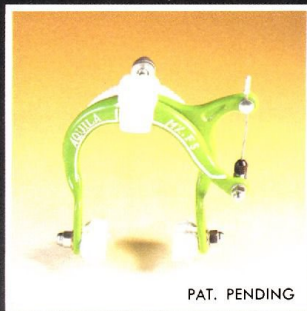
nationals) and to actually pay riders for their services. They presently sponsor pros Eric Rupe and Travis Chipres, and expert Sam Arellano (not to mention their freestyle team) and put out some rootin'-tootin' racin' machines. One of those is this month's torture-test victim, the new Mongoose Californian.

This bike looks totally killer, as long as you ride it during the day, that is. You see, almost the entire bike (minus a few nuts and bolts, the cranks, stickers and a few other items) is black, and you wouldn't be able to see it too well in the dark. A quick look at the bike told us that it was set up for the average-sized hombre; about 14 years old, under six feet tall—you know the type. Another thing we noticed is that for under \$250

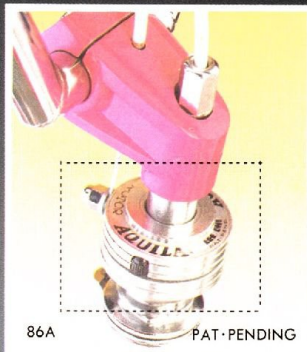
this bike features some pretty swell stuff. The frame, forks, bars, seatpost, cranks, stem and pedal shafts are all chromoly, and the top and down tubes of the frame are made from triple-buttet tubing. In case you don't know what that is, it's tubing that starts out thick at the weld area, gets thinner in the middle for lightness, and thicker again at the other end of the tube. High-tech for a bike in this price range, for sure. Some of the key components bolted to the frame include: Mongoose Pro Class III hard-anodized, drilled-out rims; SR chromoly cranks, pedals, alloy hubs and stem; a Mongoose alloy spider and sprocket; and a trick, drilled-out chain. Some of the less-cool items were the Dia-Compe look-alike (but not even close to as good) Lee Chi brakes and fake Mushroom grips. But what the heck, it only costs \$250.

◀The Mongoose Californian is one of the hottest bikes in the \$250 range. Long-time Mongoose pro, Eric Rupe, in command over the monster doubles.

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MONGOOSE

If a bike doesn't handle well, you don't even think about trying stuff like this. Eric Rupe, covering major distance over the monster, 30-feet-apart, first-straight doubles at Irvine. . . on the great-handling Californian.



RIDE THAT BABY!

The brand-new Irvine, California, race facility provided the arena for our race/thrash activities, and with Mongoose team terrors Eric, Travis, Sam "Slam," and Plus! Test Force maniac Dave Cullinan to ride the Californian, we knew that if this bike was still in one piece when we finished, then it was, in fact, one strong unit. Travis started things off on the wrong foot by riding the bike with the handlebars not quite as tight as they should have been, and thus making them slip in the stem. Cullinan added to the problem by adjusting the handlebars forward into the goon mode every time he wanted to ride the bike. As a result, the bars became crushed in the stem, and by day's end, slipped with

SPECIFICATIONS: MONGOOSE CALIFORNIAN

I. FRAME AND FORK

Type: Racing, age range 10 and over.
Frame design: Single top and down tubes, both 1-1/8" O.D.
Frame construction: Chromoly, top and down tubes triple-butted.
Fork construction and design: Chromoly, 1" O.D. tubing, inline axle design.
Wheelbases: 34-1/2" to 36-1/2"
Bottom bracket height: 11" (center to ground)
Chain stay length: 14-1/2" (center of bottom bracket to midpoint of rear dropouts)
Steering head angle: 73°
Seat tube angle: 74°

II. WHEELS

Rims: Mongoose Pro Class III, hard-anodized, punched & lightening holes between each spoke.
Spokes: Steel, 80-gauge.
Hubs: SR alloy, loose balls
Tires: Cheng Shin, Comp III type, 20" x 1.75" rear, 20" x 2.125" front.
Freewheel: Sunfout, 16T, chromoly.

III. DRIVE TRAIN

Pedals: SR SP-474, alloy platforms, chromoly shafts.
Crank: SR, chromoly, 175mm.
Front sprocket: SR alloy chain wheel, 44T Mongoose alloy spider.
Bottom bracket: Tange, retaining with 12 ball bearings.
Chain: KW, 1/2" x 1/8", drilled outer plates.

IV. STEERING

Grips: Fuan, Mushroom type.
Handlebars: Mongoose, chromoly, 29" width by 9" rise.

Stem: SR 427, inverted alloy clamp, chromoly shaft
Headset: Tange, steel, retained ball
V. SEATING
Seat: Mongoose M-1, nylon.
Seatpost: Mongoose, chromoly, fullback.
Seatpost clamp: Mongoose, alloy donut style.

VI. BRAKES

Callipers: Lee Chi, alloy, front and rear.
Levers: Lee Chi, alloy.

VII. ACCESSORIES

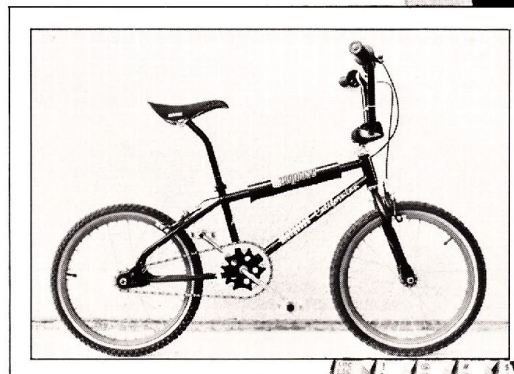
Pad set: Mongoose.
VIII. WEIGHT
25 lbs.

IX. PRICE

Just under \$250

X. COUNTRY OF ORIGIN

Taiwan
XI. ADDITIONAL INFORMATION
B.M.X. Products
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MONGOOSE

the most brutal part of the test process: We let Cullinan ride the bike!

THE CULLINAN MAN STRIKES

Other than the bike being a bit small for his six-foot-plus body, Dave totally dug the handling and feel of the Mongoose. Of course, the amount of punishment he delivers is more than enough for most bikes, and the Californian was no different. After a few harsh jumps, the bars were moving back and forth in the stem like Junior on his swing set, and the cranks were slightly tweaked. A chat with Russ at Mongoose a few days later revealed that the bike had been built especially for a catalog they were doing and the handlebars had been painted with a lesser quality paint than the normal production bikes. What that translates into is this: Normally painted bars tend to slip in the stem, but poorly painted bars will slip even more. Eric noticed the faulty finish and posed the question: "Who used the water colors to paint these bars?" But never fear, any Californian that is purchased from your dealer will have the heavy-duty paint, and you should have no trubs. The cranks, on the other hand, merely gave in to the

(continued on page 86)

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5. BOB HANNAH AT UNADILLA GP



6. DUNES-RIDING ON AN ATC250



7. JOHNNY O'MARA ON A 125 MUGEN

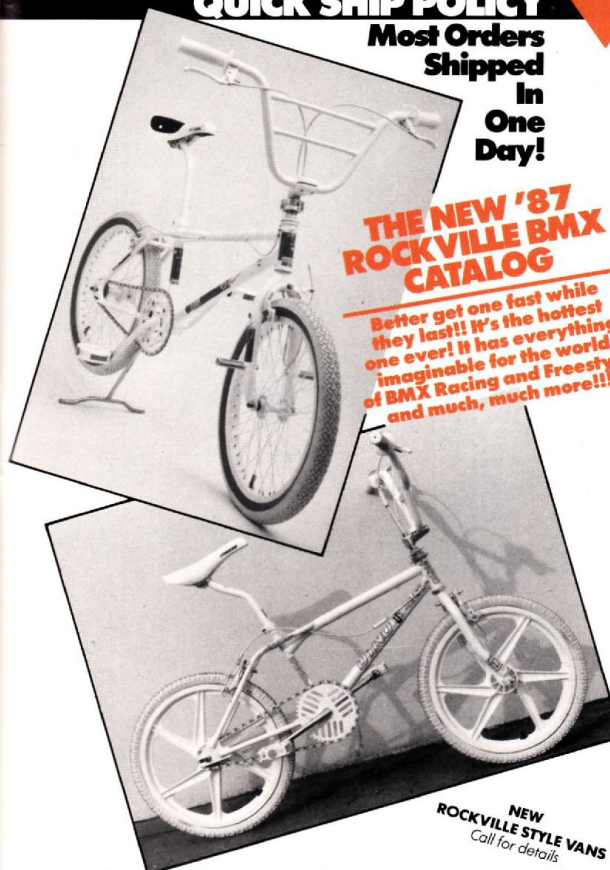


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MONGOOSE
(continued from page 66)

Culligan Man's immense thrashing. Under normal use you should hold up fine. **WHAT'S THE BEEF, CHIEF?**

The beef is that this is a swell bike. At \$250 it features some great components; all the important parts are chromoly, it handles in the air and on the ground; it's light (25 pounds) and it's pretty much race ready (it comes with pads but needs a numberplate). For the beginning racer it's ideal, and for the intermediate to expert rider it's great—as long as you remember that it was designed for people under six feet tall. Mongoose hasn't lost any respect with this bike; it's just as good as their past efforts—and they were killer. Mongoose is still at the top of the manufacturing heap in our book. □

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SHOW GOES ON
(continued from page 26)

between Billy Griggs and Travis McGhee almost the whole way around the track. Travis began moving up on Billy in the final straight, and Billy had to move over to block his line, which let Todd Corbitt make his move on the leaders. Once again the final moment was too close to call from anyplace but right at the finish line. Billy got the scorers' nod, and Todd ended up with second while Will Miller of Alabama snaked Travis for third.

THE PROS

Remember how we were saying back at the start of this story how last year was getting kind of predictable in the pro class, what with either Pete Loncarevich or Ronnie Anderson winning almost every race they attended? Well, guess what. Things haven't changed yet.

The guys who made the three rounds of the A Pro Main this time were Pete, Ronnie, Travis Chipres, Jon Anderson, Gary Ellis, Eddy King, Turnell Henry and Greg Hill.

Ronnie got the holeshot in the first one and led all the way to the line, with Travis Chipres in second the whole way. Pete went down in a crash and ended up with last.

In round two, Ronnie got the holeshot again, but this time Pete was all over him like a bad case of the chicken pox. There aren't many guys who can pass Ronnie Anderson down the last straight, but Pete made the clean swoop coming out of the last turn and did just that to beat Ronnie at the line. Man, the crowd went crazy over that one.

In round three, Ronnie tried for the killer start of all time and hit the gate instead, almost flipping it. Pete got that killer start and then led all the way to the finish. Ronnie finished seventh. When the points were all counted, Pete had gotten the overall win, Ronnie had gotten second, Travis had taken third, and Jon Anderson had gotten fourth. From there it went Hill, Ellis, King and Henry. The win was worth \$900 to Pete.

In B Pro, Charles Townsend made good his promising debut and beat Doug Jicha for top honors and the \$600 first-place money. It must have been a good day for the new rookies, because Kevin Hull then went on to win Pro Cruiser, with Jarrett Justice, another rookie pro, taking second, and Eric Rupe grabbing third.

Even the Girls Pro class was a big one here, with a fat \$900 purse up for the splitting. The awesome Gaby Bayhi did her usual thing and ended up going home with \$400. Robyn Desjardins and Tammy Willaver took home second- and third-place bucks.

All that's left is Pro Award. Who won that? Would you believe Pete? And who got second? Would you believe Ronnie? Some things will never change. □

SAN BERNARDINO
(continued from page 83)

possibilities at stake. At present, Stu Thomsen, Tommy Brackens, Shawn Texas, Richie Anderson and his brother Ronnie are at the top of the list of serious sponsor seekers. Speaking of Ronnie, where was that man? No one seemed to know, including Richie, but we do know that it costs a lot of money to travel from Pennsylvania to California.

Sunday's Pro Cruiser Main saw some strange results. Coming down the first straightaway, Kevin Hull and Todd Slavik were about tied; into the first turn, they still remained tied. Going through the first turn, however, things changed a bit. Kevin went over the back side of the berm in a cloud of dust; Todd came out in first place, and Eric Rupe moved into second with Rick Palmer in third. That was how they finished and that was how they were announced. Then a couple minutes later, the announcer came back and said that Slavik was disqualified and Eric Rupe was the official winner. Why was Todd DQed? He didn't know, Kevin didn't know, and no one else knew, except the first-turn official. He said Todd crashed Kevin and so he was DQed. Needless to say, Todd was steamin'. He protested to the ABA and had a shouting match with the official, but to no avail. Oh well, you can't win them all, but anger is a good motivator sometimes. Todd came back a few minutes later and killed the Pro Open class, leaving Shawn Texas and Gary Ellis in second and third in his wake.

BANG! BANG!

Heard that sound before? That's the sound a pistol makes. If you were in San Bernardino, California, this weekend, you heard that sound. Pistol Pete Loncarevich jammed through his motos and Semi and netted himself a slot on the gate for the Main. With three National Number Ones under his hat from the past year, the Pistol was loaded, cocked and aiming for the 1987 season. He dusted the first two of the three AA Mains and cruised to fourth in the last one, giving him the top spot for the day and a good start in this season's pro wars. Stompin' Stu took the win in the third Main, finishing third overall. Travis Chipres was cool and consistent and brought home the second-place bucks, while Mike Miranda (who's been flyin' lately) took fourth.

THE EXCITING CONCLUSION

Well, the whole two days were actually pretty darned exciting. The ABA ran the race smoothly and efficiently (Todd Slavik might argue that, however) and had everyone on their way homeward by 6:00 Sunday night. The weather was great (except for the full-on wind on Saturday), and the general atmosphere was that of a radical, fun event. As for me, I had a lot of fun watching the Mains. If only I hadn't slipped my pedals in that Semi. . . . □

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Freestyle or BMX, style or function, to get all these Pros to agree on anything is impossible, but they all agree on one thing . . . Dyno Shoes.