

MONGOOSE DECADE PRO

And you thought good bikes
only happened in fairy tales

□ The year 1986 was Mongoose's first in the world of freestyle. They basically started from scratch—when they made the decision to get involved, they didn't have a team or a bike or the amount of popularity they had been used to in the BMX circles. One thing they *did* have on their side, though, was a knowledgeable engineering staff who had been designing BMX bikes since the sport was around. They knew *how* to design a killer freestyle bike, all they had to do now was put pen to paper and hammer it out. A task that's a lot more complicated than it sounds. You see, in building a prototype from scratch, you have to experiment with literally dozens of different geometry combos until you get it right. Building prototypes isn't cheap, either—we've heard in the past that to build *one* prototype it can cost a manufacturer as much as \$2000!

FROM THE GROUND UP

So, while the engineers were spending every waking moment of their time at the drawing board, the Mongoose marketing people set about the task of finding riders to fill in the three-man freestyle team they had planned. Trevor Hernandez, who was a local in the Mongoose factory area and had also appeared in their scooter ads a few times, was the first guy to be picked up in November of 1985. Steve Broderson was a local shreddin' ramp rider from Camarillo, California (only about ten miles from the 'Goose offices). To round out the team, Mongoose was looking for a pro to tie the whole thing together. He didn't come on board until March 1986, but Rick Allison was the third Mongoose man. The team was assembled.

MEANWHILE, BACK IN ENGINEERING!

After months of 16-hour work days, missed lunch breaks, and No-Doz, the frame for the first Mongoose FS-1 was completed in mid-January of 1986. The



Mike was stoked on how the bike handled different situations. A gunfighter-serious Mister L. in a frenzied wheel run.



RAD TV THE SEQUEL



STARRING:
EDDIE FIOLA
MARTIN APARIJO
MIKE DOMINGUEZ
WOODY ITSON

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MONGOOSE

Steve mentioned how before this test, he was ridin his old FS-1 and planning to stick with it, even into the new year. His response after riding it for the test: "Dude, when can I get this bike from you?" It's no assumption, Mother Goose has done her homework, that's a fact, Jack!



FS-1 was a good bike—it had a Rotor, good frame, screw-in axle pegs, Skyway wheels and a few other elements of trickness.

MOVING RIGHT ALONG

Mongoose race bikes have been regarded for years as some of the best in the industry, and their goal was to be thought of in the same way in the freestyle wars. In order to improve the bike even further, Mongoose undertook a complete redesigning of frame, fork and componentry for 1987. We picked up the bike from Mongoose the day they were shooting it for their catalog. In fact, if you check out the Mongoose ad in this issue, you'll notice that the bike Rick is riding is our test bike. The bike we got was the first bike off the production line. We were totally stoked that we were the first non-Mongoose people to set eyes on this bike.

ENTER—THE NEW DECADE

Not only did Mongoose change the geometry, the specs and the graphics of their freestyle entry for 1987, they also changed the name. Instead of one model—the FS-1 like last year, they're splitting the line into two models: the Decade and the Decade Pro. We had the choice of either bike but opted for the Decade Pro because it's the top of the line. The

Test Force assembled in the FSS office in Mission Hills, California, once again, and the Mongoose was put to very close scrutiny. The Decade Pro was dripping with great gadgetry. Case in point: the ACS Freetrak rear hub. This allows you to go from a freewheel to a fixed gear in less than ten seconds. Although not many existing tricks use this feature, it gives you the opportunity to be famous—if you can make up your own tricks using the fixed gear, you might make it into the mag someday. Another component that was drawing a lot of positive feedback was the SR Spintech stem. The Spintech (in case you're in the dark) is a stem with a built-in rotor. It's one of those things that all of us have said, "Wouldn't it be cool if you could..." Well, SR did, and it's trick! Our guys were stoked about the choice of components that Mongoose used on the Decade Pro. The bike also has the new Pro Class "Series 6" 48s, which look too cool for words.

PEER PRESSURE

Once the bike was given the scanning-electron-microscope treatment at the office, the guys applied pressure on us to let them take it out for a ramp and thrash session. We approved. The bike came back three hours later with a flat tire, a ding in the wheel and three smiling test-

ers. When drilled on what happened, they burst out into uncontrollable laughter, as they explained how Steve Broderson had blasted a ten-foot air and hung-back wheel worse than anyone they had ever seen before. When asked, "Was that a fair test?" the crew responded, "Of course not... but it was fun to watch!" When questioned further about how the bike felt in the air, the decision was split: one "killer" and two "pretty rads." Were we impressed with the bike on the ramps? You bet!

GETTIN' GROUNDED

With a ramp report so favorable, the ground evaluation could make or break the bike. We summoned Larry, Jeff and Mike to perform the torture. Larry took the bike home for a week, rode it on the street, practiced his routine a few times, got to know the bike's personality (so to speak)—how it handled in certain situations, what it would and wouldn't do. Larry came back with mostly positive feedback on the Decade Pro with a few bits of criticism.

"The way the cable goes under the down tube kind of gets in the way of tricks like I-Hops, or tail whips, or any trick where you have to put your foot under the down tube. I got used to it, and kind of adjusted to the way the cable

MONGOOSE



Brand new from the labs of SR—Spintech. The stem/rotor combo worked killer. It didn't lame out the brakes, and it didn't set the bars any higher than the average rotor (with the exception of the Odyssey Gyro).



A new concept in rear brakes: a cantilever mutation, the Shimano roller cam was borrowed from the mountain bike sector and used on freestyle bikes with tremendous results. These brakes almost work too good! The Cheng Shin tires didn't even explode when we applied pressure above and beyond the call.



Extra cool: the Pro Class Series 6 hard-anodized 48-spoke wheels. We were stoked to see 'em, and even more stoked to ride on them. Although Broderson did ding the rear a little after a major hangup, we weren't totally bummed. A few minutes of spoke wrench craftsmanship, and they were back in commission.



For the most part, top tube platforms on freestyle bikes are about as useful as old gum wrappers. The Decade Pro isn't in the norm; the platform is highly functional!

routing worked. I'm sure if the routing on my personal bike went under the tube and I tested a bike with the cable going on top of the tube, I'd find it weird, too. You just have to get used to it." Larry also commented about the lack of rear platforms on the bike. "I do a lot of tricks using rear platforms, so I had to add some GT bolt-ons. A lot of riders don't use rear platforms. I know Randy Tischmann doesn't. Again, it's personal preference, but I think they should include them with the bike." Overall, Larry liked the bike and gave it an 8.5 on our scale.

Jeff Cunningham had the bike for a few days. While he didn't have as much to say about it as Larry did, he did mention that the lack of rear platforms was the bike's worst problem. He liked the fork pegs' positioning; the Spintech worked flawlessly; and he had fun with the Freetrak.

Mike Loveridge had the bike only a day but rode it around the street for the entire time, stopping only to break in to

some of his mini routines. Mike was impressed with the way the bike handled but was disappointed that Mongoose had spec'd the bike with Lee-Chi brakes instead of "more desirable" (to him) Dia-Compe brakes. We got him to admit that the Lee-Chi brakes worked fine and didn't give him any problems. We also got him to halfheartedly admit that he was being a "brand-conscious Bobby," and there really wasn't anything wrong with the Lee-Chi brakes. As Mike was telling us about how he does backwards acid drops off mail boxes and six-foot walls, he also brought up the fact that the right pedal had gone south during his possession of the Decade Pro. If he had told us about it while he was talking about his recent trip to Colorado, we wouldn't have been so suspicious, but the conversation was like: "Yeah, you should see. I climbed up onto this giant wall, and dropped off of it backwards. . . oh, that reminds me, check out this right pedal. . ."



SPECIFICATIONS:

MONGOOSE DECADE PRO

I. FRAME AND FORK

Class: Freestyle
Frame design: Single top and down tubes, top 1-1/8" O.D., down 1-1/4" O.D.; 5/8" O.D. chain stays.
Frame construction: 4130 chromoly throughout.

Fork construction and design: Leading axle, 4130 chromoly whistles to accept screw-in axle pegs, 1-1/8" O.D. fork legs.

II. WHEELS

Rims: Mongoose Pro Class Series 6, 48-hole, alloy.
Spokes: Generic, stainless steel.
Hubs: Mongoose, sealed-bearing, alloy ultrachromoly axles.
Tires: Cheng Shin, 20" x 1.75", skinnos.

III. DRIVE TRAIN

Pedals: Victor, beartrap type, nylon body ultrachromoly shaft.
Crank: SR Cosmoite, chromoly, 175mm.
Front sprocket: Toqa Compact Disc, 42T, alloy.

Bottom bracket: Tange, steel, semi-sealed.
Chain: KMC, 1/2" x 1/8".
Freewheel: ACS Freetrak w/ direct-drive feature.

IV. STEERING

Handlebars: Mongoose Pro Class, chromoly, knurled crossbars, 28" width by 87 mm.

V. SEATING

Seat: Viscount Dominator, plastic.
Seatpost: Mongoose, laid-back, chromoly.
Seatpost clamp: Mongoose, alloy.

VI. BRAKES

Front: Lee Chi 962 wirecassad boll.
Rear: Shimano MT161 roller cam.
Levers: Lee Chi lock mechanism.

VII. ACCESSORIES

Rear cable detangler: SR Spintech.
CMPC equipment included: Yes.

VIII. WEIGHT

28 lbs.

IX. PRICE

\$300

X. COUNTRY OF ORIGIN

Taiwan
BMX Products
1250 Avenida Acacia, Ste. H
Camarillo, CA 93010

XI. ADDITIONAL INFORMATION

BMX Products
1250 Avenida Acacia, Ste. H
Camarillo, CA 93010

AS PORKY PIG WOULD SAY. . .

. . . "That's all, folks." The guys and gals of "Goose deserve a standing ovation on their newest creation—it's miles above last year's. If the 1988 model is half again as good as this year's. . . nah,

that's probably not possible. As for our select few problems, we got a new pair of pedals and never heard a whimper out of them again, and we straightened the rear wheel. It stayed so straight, Sitting Bull himself would have been proud. As

for the platform problems, Mongoose said they make a killer set of rear stands you can pick up at your bike shop for only a few semolians. After all, what's a few bucks compared with having the hottest freestyle scoot in your zip code? ☐

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7. JOHNNY O'MARA ON A 125 MUGEN



8. FLYIN' FOUR-SIXTY-FIVES