

The T-stance. Ceppie invented it, Ceppie polished it, Shing stole it.



official Scoot review 3

MONGOOSE, HARO, AND CW

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PICS BY WinDy

The following is a true story. Mostly.

It all started with a bike ride to Venice Beach in hopes of participating in some flatland festivities. Shing and I were enroute when disaster struck. My shirt got wound up in my front wheel (Andy DIED laughing when he heard that part). I ended up on the ground, semi-tweaked and smoldering. Dandy . . . I had a nice gash on my right arm. Further inspection revealed a broken watch and a snapped pair of Oakley shades.

But worst of all, my most prized possession was wasted. Uh huh . . . bent forks, cracked rear dropouts, and a folded front rim. My bars weren't in too good of shape either. After a LONG walk home, we headed for the doctor's office. Three stitches and a tetanus shot later, I was outta there. The next stop was the bike shop.

I asked the guy at the shop for an estimate on how much it would be to replace the trashed stuff on my beloved mount. He took a look at it and began humming "Taps". Great. There's nothing I appreciate more than a funny guy.

I could buy a car with the money I would be spending repairing my bike. So I was faced with no other alternative than to lay my unit to rest. I sold the seat and the hubs to Shing, then trash-canned the remains.

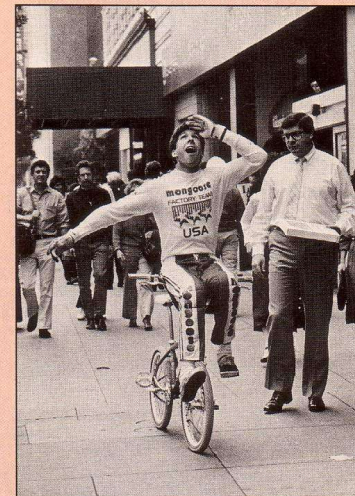
Next came the fun part . . . picking a replacement. No prob. I headed to the bank to see what I had for funds. According to the guy behind the counter, I had \$341.72 to my name. Time to improvise. I went home and pulled out my back issues of FREESTYLIN' to check out some prices. Hours later, I hadn't accomplished much except finding out just how tough it is to choose a good bike these days.

There are PLENTY of companies who are producing totally excellent scoots at ridiculously low prices. I can remember paying \$200 for a frame and fork a couple of years ago. Now you can get a complete bike for around that much. And the cool thing is, the more you pay, the more you get. Righteous.

I headed back to the local shop to check out what they had. I made sure to leave Shing home . . . at a time like this, I certainly didn't need him high-pressuring me into buying the wrong bike. When I got to the shop, the first thing I noticed was the same "funny guy" was there. He cracked a couple of funeral jokes about my ex-bike, then asked me if I was looking for anything.

I told him I was just browsing. I checked out what they had in the sticker showcase, then walked back to the bike showroom.

There weren't too many REAL scoots . . . could it be the shop owner was a dork and didn't care much about freestyle? Could be. By



There's nothing like a cruise around the block to open one's eyes to the environment.



Air like this comes from only one place—Camarillo, California. Broderson's a local, as you can plainly see.



Faster than a speeding bullet, able to leap like a... no, wait a sec, that's the wrong super-hero. This is Spiderman, aka Rich Sigur.



Rick Allison, getting happy with a backwards Miami Hopper.

fate or fortune, all they had in the freestyle rack were three bikes. And all three price tags were less than \$350. Phew.

One of the bikes was a Mongoose FS-1 . . . Momma 'Goose's new entry into the freestyle world. Not bad. It came stock with some good stuff, and it would cost me \$235.

At that price, it boasted stuff like Skyway six-spoke mags, an ACS Rotor, multi-position thread-in fork pegs, a chrome-moly frame and fork, rear cantilever brakes tucked neatly away behind the bottom bracket, Chen Shin Freestyle treads, the famed SR Cosmo-Lite cranks, a standing-loop thing on the rear triangle over the back wheel, a Dominator seat . . . need I go on?

Sure, I could nit-pick, but not much. I pulled it out from the rack and rode it around the showroom. The pedals were plastic and a little on the slippery side, but at least they didn't gouge holes in my shins. It also came with Lee Chi brakes. Hmmm. Not the real McCoy's, but they worked pretty good. The bars resembled Haro or GT bars, and had knurling on the clamp area and the center of the crossbar. Cool idea. For a stem, they had a Forklifter-type. It'd do the job. I remembered from their ad that the 'Goose came in four colors—lime green, gray, blue, or lavender with white components. The shop had the green one, and it looked excellent.

Craftsmanship was good . . . no sloppy welds or thin paint. It even had brazed-on cable guides and a cool cable route through the fork leg. I was impressed. If the other bikes were this good, I was going to have trouble deciding which one to get.

The next bike I checked out was a Haro Sport—cross-breed of a Master and an FST. It looked factory with gleaming chrome on the tail section and lower fork legs. Blue paint and white components gave it a flashy appearance. Plus it had choice componentry—Haro tires, Dia-Compe Nippon brakes with locking levers, Peregrine Master wheels, THE most killer sprocket set-up known to man . . . a Haro Uni-directional jobber, unique black-chromed Sugino cranks, a lay-back post, Dominator seat, a Haro stem and bars, and MKS-type pedals.

I was drooling over this bike. The



Dizzaster strikes the T.O.L.

Here he is, folks. The infamous Steve Broderson. Trust us . . . he's smarter than he looks.

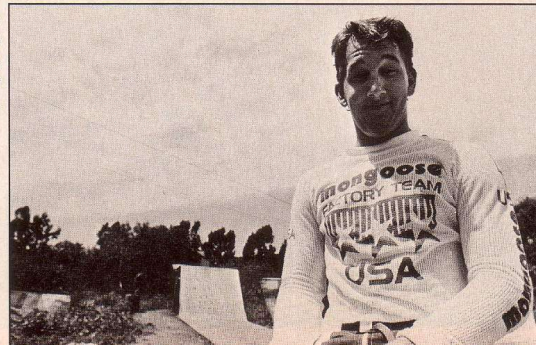




PHOTO BY WINDY

graphics were too much. Details like cable guides, flip-up fork pegs, and built-in standing platforms on the chainstays made me want to ride it. The \$339 price tag made me want to buy it. It definitely looked ready for anything I could do to it on the ground. And half the Haro team uses the Sport for airs. That was good enough for me. The only thing that bugged me about the Sport was that it didn't have a Rotor.

I've got to hand it to Haro . . . he pumps out some hot products. The details are what counts when he designs something. You can tell. I asked "funny guy" what colors the Sport was available in. He told me blue, green, chrome, or white.

Way down at the end of the rack sat the only other freestyle bike in the shop—a CW California Freestyler. It was \$325. It looked cool. REAL cool.

Right off the bat I noted the Odyssey brakes. These things are turning up on A LOT of bikes these days. The stopping power was good on the front brakes, but the ACS Rotor was in need of severe fine-tuning. It figured there'd be trouble with the good humor man (aka "funny guy") up front repairing and assembling all the bikes. Flatland freestyle just isn't the same without a good rotor device. Other ACS componentry included Z-Mags and a Rotor 45 stem. The mags aren't too bad . . . they flex a lot, but they also take a lot of abuse.

The overall look of the CW reminded me of a bulldog. Burly. Rugged. But clean looking. Somebody did a good job on the graphics. Innovations abound . . . the twin-crossbar handlebars make moves like barhops and surfers no problem. And the thread-in fork pegs . . . CW was one of the first companies to put that idea to use. They work. The pegs in the back are a little long, but all my friends who have CWs say they're prime if you saw about a half-inch off the ends.

The seat caught my eye. It's one of those new Velo Grippers. A flat surface on the top and a HOT built-in finger groove in the front make it both comfortable to sit on and easy to hold for side glides and switch stances.

I heard shuffling behind me. Shing ambled up.

"So what's the deal? Have you decided which one to buy?"

"Nope. All three are totally smokin' machines. I'm still thinking. Besides, I didn't bring my wallet with me."

"Aww, dude. I wanna ride. Hurry up and pick out a bike so we can hit the beach before all the Betties leave."

The last thing I needed in this critical situation was Shinglehead hovering over me. I had to get rid of him.

"Okay Shing, listen up. You go get my wallet off my dresser at home, and by the time you get back, I'll have one picked out."

Seconds later there was no trace of him left in the bike shop except for a slight, lingering odor. I got back to business and started to scope out the California Freestyler again. The cranks/sprocket/pedals combo was pretty deadly. Sugino chrome-moly cranks, a quick-change sprocket (generic, but quick-change none the less), and Victor bearclaw pedals. All were color-coordinated, thank you very much.

According to the CW catalog I found tied to the bars, lavender, gray, black, blue, and green were what I was lookin' at in the color selection. This one was lavender. Not too shabby.

I stood back away from the racks to take a good, long look at the bikes. Hmmm. Deciding on which one to get would be a toughy. I heard the screech of brake shoes out front. Great . . . Shing was back and I still hadn't decided on a new bike. He strutted in and started reaching for his back pocket. Suddenly he stopped dead in his tracks and reeled back in terror.

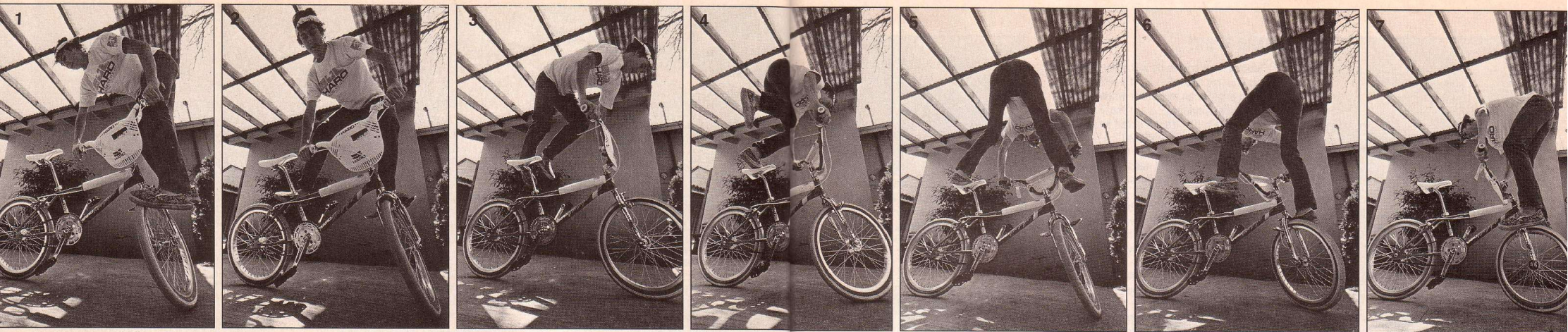
"What's wrong? Did you bring my money?"

" . . . Uh oh. Guess what I lost on the way over here?"

"No way! If you lost my wallet . . ."

Three weeks have gone by since then, and everything is pretty much back to normal. My arm is healing nicely, I've saved up about half of the money I'll need, and Shing's black eye is going away. The only problem is, the dude at the shop went and SOLD all three bikes . . . meaning I now have to wait SIX WEEKS before the new ones come in. I'm never gonna make it. Never.

High-speed seat grinding somewhere in Hollywood. Rick Allison aboard his FS-1.



And you thought he was only good on a vertical surface. Think again. Brian Blyther pulling off "the draino."

Greg Kove demonstrates his own move, the Kove. A combination tailspin and a Switzerland squeaker. Practicing with Woody and Martin does wonders to your freestyle capabilities.



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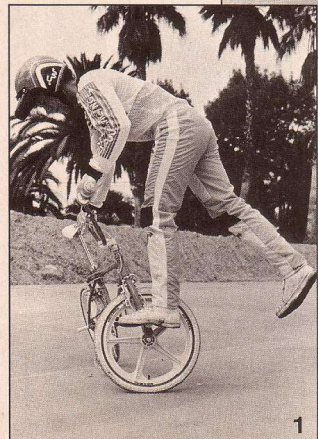
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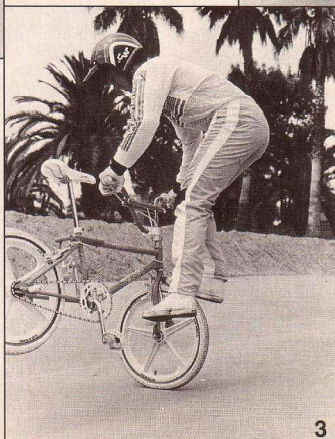
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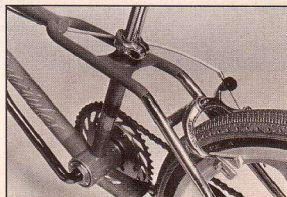
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HARO SPORT

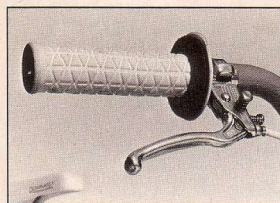
"Haro always comes up with killer stuff. The Sport is no exception." . . . "It's getting up there in price. I can remember when they cost like \$275 or something." . . . "Pretty heavy. 30 POUNDS!" . . . "It's too dialed for words. Those Dia-Compes work PRIMO." . . . "The 20 x 2.00 Haro tires seem to last forever and ever." . . . "The seat post needed to be trimmed down a tad, but once we did it, it felt sooo much better." . . . "A 36 to 38 1/2 inch wheelbase makes this a long bike. The 11 1/2 inch bottom bracket height gives it a low profile. Long and low." . . . "Those fake Ames feel as good as the real McCoy's." . . . "I must admit, it rides mighty good." . . . "Locking levers are fully cool. They're also stock on the Sport. Yeah." . . . "The fold-up pegs are hot. Haro certainly isn't getting left behind in the technology dept." . . . "The power disc/sprocket is THE set-up. If you haven't gotten one by now, go do it immediately!" . . . "The graphics are deadly, the chrome/paint finish is intense, and the componentry choice is excellent. How could you not like one of these bikes?" . . . "71 degree head angle is pretty mellow, but it doesn't do anything funny or unpredictable. It's really easy to adapt to."



These fold-up beauties are a freestyler's dream. The teeth on 'em are a kneecap's nightmare, though.



Check out the hot chrome/paint finish. The Haro rates WAY up there on the looks scale.



There are hundreds of different moves that are made possible with this innovation . . . the locking lever. Thanks, Dia-Compe.



MONGOOSE FS-1

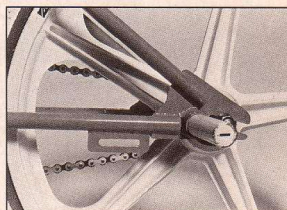
"The FS-1 is a SMOLDERING deal for \$235." . . . "At 27 pounds, 8 ounces, this puppy hangs in there." . . . "I like the colors—they're nothing really new, but they still look good." . . . "The 20 x 1.75 tires don't slip at all on the cement unless you need them to for a slider or something." . . . "Those new Mongoose grips might look a little better than the old ones, but they still feel the same." . . . "Good componentry. How many other bikes on the market come with a Rotor at a price like this?" . . . "The stem isn't all that red hot for a seasoned 'styler, but for a beginner, it'll do just fine." . . . "The levers are TOTALLY comfortable." . . . "With an 11 inch bottom bracket height and a 33 3/4 to 35 3/4 inch wheelbase, the 'Goose makes for a fairly short bike." . . . "The pedals look AND feel slick—meaning slippery." . . . "Not too shabby for their first freestyler bike. Not bad at all." . . . "I like the placement of the back brakes. It lets you put that standing loop-thing to good use." . . . "The seat and bars are WAY out of alignment until you dial the bike in. Shorter guys might not like it 'cause you have to move the seat up pretty far." . . . "The 74 degree head angle gives it pretty neutral steering."



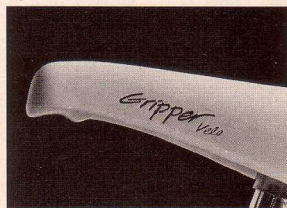
Ahhh, yes. There's nothing quite like a stock bike with a Rotor.

CW CALIFORNIA FREESTYLER

"It comes in enough colors to satisfy the whole crew." . . . "It has a machine-like look to it with all the cables and pegs and tubes and stuff." . . . "The Rotor is a great touch for those who prefer flatland." . . . "Whatever you do, DON'T put a lay-back seat post on the CW. It just doesn't work." . . . "31 pounds." 4 ounces isn't any problem as long as you don't try to race it." . . . "The pegs on the back need a half-inch trimmed off each one. Then they work bitchen." . . . "The standing platform is cool looking. WAY better than their old one." . . . "Braze-on cable routes are showing up on more and more freestyle bikes. Naturally, they're on this one." . . . "I really like the Odyssey brakes. The drilling makes 'em look so sano." . . . "A 77 degree head angle gives you super-quick steering, so be prepared for some fun." . . . "\$325 for a freestyle vessel is a good deal. Especially if you're talking about THIS particular freestyle vessel." . . . "This sucker is TALL. The bottom bracket sits 12 inches off the ground." . . . "33 1/2 to 35 1/2 wheelbase is pretty average, but the way the bike is set up, you have MORE than enough room." . . . "I think the CW tires are pretty cool. The size is 20 x 2.10, but they don't look bulky."



Even though they come with a freewheel, you coaster brake fans can rejoice. A built-in bracket on the CW makes life easier on you.



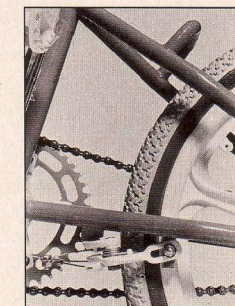
Probably the hottest seat out right now for flatland freestyle . . . the Gripper by Velo. You'll find one on the California Freestyler.



A couple of cool things going on here are the Odyssey brakes, the CW 20 x 2.10 Freestyle tires, and the rad standing platform. Pretty beefy looking, huh?



Fresh new graphics and some cool features like the bolt-in peg positions and braze-on cable guides make the FS-1 a decent freestyle bike.



Your not-so-basic drivetrain/rear triangle set-up. Note the standing loop-thing and tucked away cantilever brakes.