

OFFICIAL A B C TEST

TEXT: DAILY
PHOTOS: SPIKE



It was the best chase of my life. Basically how it happened was me and a couple friends of mine were just hangin' out on some street talking and just messin' around with some tricks, and some lady drives by and just totally loses her cool because we were near the edge of the road. She started freakin' out on us, so we kind of returned the favor and called her a few names. She then decides to drive

home and call the cops.

A couple of minutes later we're just riding down another street, and these cops come flyin' up with their lights blarin', which meant to us that we had to run because in the past, everytime we'd stop we'd end up getting our bikes impounded for a week or so. That became kind of old so it became a tradition that if the cops came after you, you just bailed.

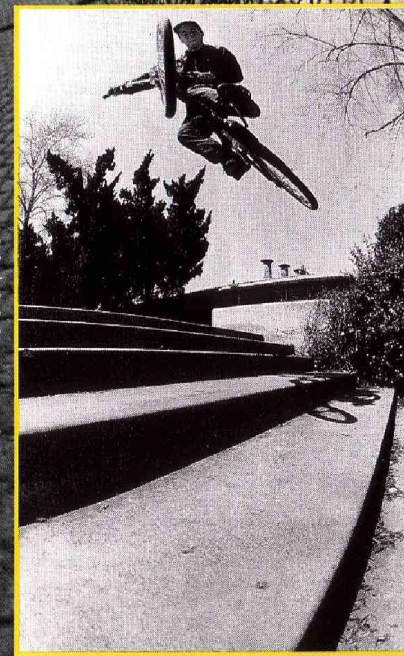
We took off and everybody went a different way, and the cops followed me. I went up between these two houses and up this cul-de-sac street. As I peek around this corner, there's this cop—"Ponch" I called him because he looked like that dude from CHiPS—runnin' after me on foot. I lost 'em. I was hiding behind these people's van and I see all the cops drivin' by. I decided it was gettin' kind of risky where I was stayin' so I was gonna book to my friend's house and hide out there. I was all the way up to the driveway and ready to knock on the front door, and I heard that "bbbbvvvvvv . . .," that low-pitched cop car sound, and my heart just dropped because I knew it was gonna turn into a big ol' chase.

(COLOR SPREAD)

Espike Jonze, trading in his camera for a navy blue mechanic's uniform, the Mongoose Hooligan, and some good vibrations. Fence laKie. Photo: Tremaine

(INSET)

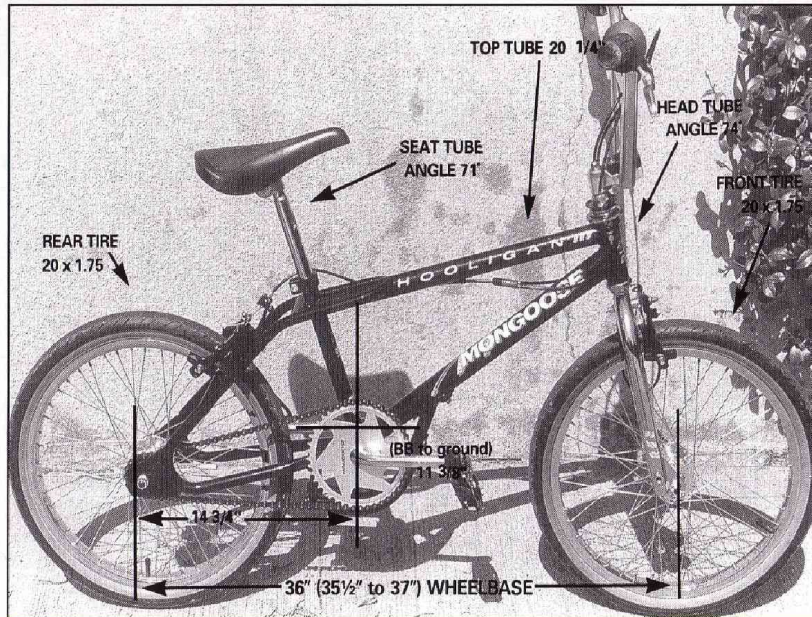
Tabled 180 down five stairs? No sweat. Huh Brett?



mongoose hooligan

mongoose hooligan

continued from page 33



COMPONENTRY

FRAME: Mongoose Hooligan, 4130 chrome-moly.

FORK: Mongoose Hooligan, 4130 chrome-moly with integrated 26 thread axle peg bosses.

HANDLEBAR: Mongoose Pro Class, 4-piece freestyle design, 4130 chrome-moly.

STEM: Forged alloy stem with chrome-moly shaft.

GRIPS: Tri-type design, rubber.

HEADSET: YST standard issue, c/p ball bearing design.

RIMS: Araya 7X chrome-plated alloy, 48-hole.

SPOKES: Chrome-plated, cross-4 laced.

HUBS: High-flange, high-polished forged alloy with oversized sealed bearings and chrome-moly axles.

TIRES: Cheng Shin Baldo Waldo freestyle, skinwall.

BRAKES: Odyssey 2001 front, Pitbull rear.

BRAKE PADS: Odyssey stock.

BRAKE LEVERS: Forged alloy, two-finger.

BRAKE CABLES: Teflon-lined front, Gyro rear (top and bottom).

PEDALS: Mongoose forged alloy, platform, chrome-moly spindles.

CRANK: Forged chrome-moly 1-piece, 175mm.

BOTTOM BRACKET SET: YST standard issue.

FRONT SPROCKET: Alloy, 43T.

FREEWHEEL: Suntour 4-prong, 16T.

CHAIN: KMC chain, 1/2" x 1/8".

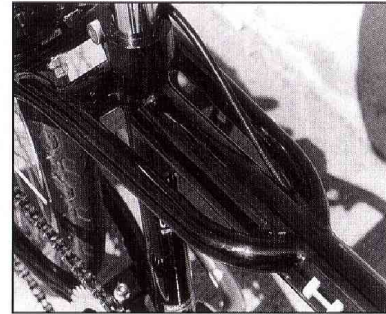
SEAT: Velo saddle with integrated krayton padding, chrome-moly rails.

SEAT POST: Mongoose straight, 26mm O.D., 16" length.

SEAT POST CLAMP: Extruded alloy with 6mm allen bolt.

ACCESSORIES: Removable bashguard with replaceable alloy skidplate, Odyssey Gyro detangler device, two-inch-long 3/8" chrome-moly axle sections for fork peg mounting.

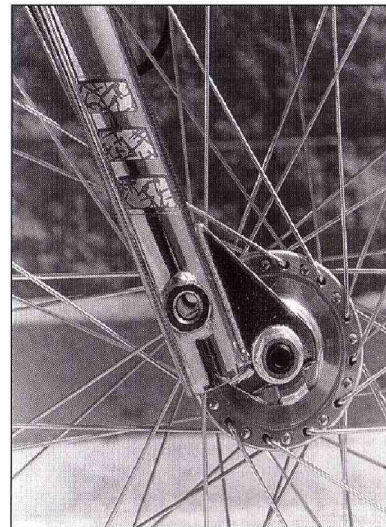
SPECIFICATIONS



COMPLETE BICYCLE PRICE: \$450.00 (suggested manufacturer's retail).

FINISH AVAILABLE: Black with chrome and black components.

COMPLETE BICYCLE WEIGHT: 27 pounds, 10 ounces (with bashguard).



FRAME WEIGHT: 5 pounds, 12 ounces.

FORK WEIGHT: 1 pound, 12 ounces.

STEERING HEAD TUBE LENGTH: 4 inches.

TOP TUBE O.D.: 1 1/4 inches.

DOWN TUBE O.D.: 1 1/2 inches.

FORK LEG O.D.: 1 1/8 inches.

BOTTOM BRACKET TYPE: American.

Within just a few minutes, they had a car horizontally blocking one street, another car blocking the other one, cars inbetween, a guy jumped out on foot... it was like I was playing dodgeball with 'em. One of the cops barely had my shirt and I got away. They even got on the P.A. and were tellin' people to come out of their houses and try and catch me. It was totally ridiculous. The chase lasted about 20 minutes to a half hour. It was the most physically gruelling thing I've ever done. It was just adrenalin bringing me through it.

Near the end of the chase there was this cop, this undercover dude, driving next to me trying to talk me out of it, saying how much trouble I was going to be in. I got away AGAIN. I went up this little hill and I'm hidin' in these bushes, and nobody comes. I'm like, "Is this it? Did I get away?" I was in the bushes maybe 20 minutes. I figured I had to get home, so I popped my head up and Ponch, the guy who was chasing me on foot, is walking down the sidewalk and he sees me. He ran over before I could get my bike out of the bushes. He puts my hands behind my back, another cop pulls up, and they load my bike into the truck about three or four times just to beat it up and thrash on it. We had to give Ponch a ride back to his car because he was seriously like two or three miles away from his car. We dropped him off and we're cruisin' along. The cop decides to ask me my name and I tell him. He calls it in to the dispatcher. He said, "Dennis McCoy."

The dispatcher goes, "What?," like he was all surprised.

The cop said my name again, "Dennis McCoy."

"You know who you got there?"

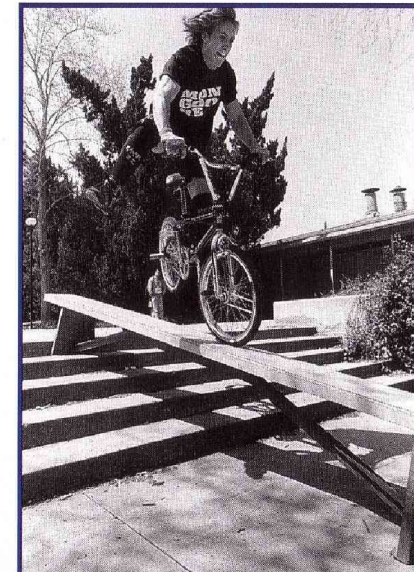
"Who?"

"He's the leader of the pack."

"What?"

"That's right—he's the leader of the pack."

So the cop drivin' me, straight out of a movie or something, just goes, "Was..." He hangs up the radio and I was tryin' so hard not to laugh 'cause I didn't want to get in too much more trouble...



Bike rack manipulation. Hernandez.



PERFORMANCE EVALUATION

PURPOSE: High performance street, ramps, and flatland.

AGE RANGE: 13 & up.

QUALITY OF FINISH: Good to Great.

QUALITY OF WELDING: Great to Excellent.

HANDLING: It was easy to get used to it... I didn't have to pay much attention to it... I got used to it in about two seconds... The bars seemed normal width... It doesn't loop out too easy on manuals—it's nice and gradual, probably because of the long front end... This is a good ramp bike. It's so stable in the air... Steering is right on the money... You don't even really need a layback. There's way enough leg room... Good standing platform for decades... The bashguard works good on most surfaces. It's not too slippery and it's not too grippy... Chrome rims rule—they make your brakes work so good... Responsive head angle is good for flatland, too.

MISCELLANEOUS COMMENTS: The back brakes worked good. The front ones needed

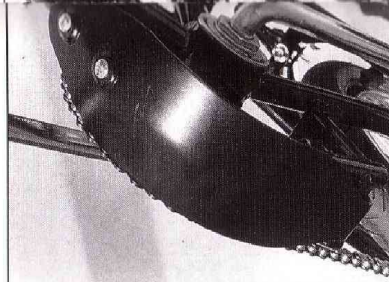
a little adjusting... The 48-spoked wheels actually made my lunch taste better. They made the day that much more happy... Feels real solid... The tires are great. Perfect. You can do scuff tricks on 'em too, and your feet stick pretty good... Keep doing that, Brett—you might chopper it (he didn't)... Hey Dennis—do a nose wheelie UP that bench and then I'll be impressed (he did)... In a gnarly endo from six feet, the stem loosened up... The gooseneck is the only thing that needs changing. The bars didn't slip, but the wedge bolt is trash... Grips felt good for A'IME imitations, but the left end ripped out when Spike bailed... As if these suits aren't gay enough, you want me to wear THAT (authentic Wing Thing)?... This is one of the lightest complete street bikes available... It's easy to pull up for bunnyhops... One bad bike.

TEST INPUT: Dennis McCoy, Brett Hernandez, Spike Jonze, dialin' in by McGoo.

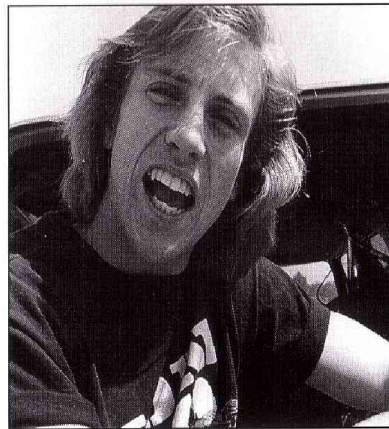
FOR MORE INFO: Check out your local authorized Mongoose dealer.

DISTRIBUTOR:

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23879 Madison St.
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Class is not dismissed.



Public hooligan #1: McCoy.

As if a high-speed nose wheelie down a bench isn't adequate, DMC does it one-footed.

True, many of Dennis McCoy's well-intended pursuits ultimately lead to the occasional high-speed gumball machine chase, but he's a Kansas City Rogue original, their rolling ringleader, a street-spawned speed freak always on the lookout for his next fix. It's no accident that Mongoose's complete street bike for '91, which Dennis helped design, is called the Hooligan. Both live up to the name, and then some.

The heart and soul of the Hooligan, the frame and fork, contains just pure goodness—4130 chrome-moly tubing throughout, welded with an exclusive Taiwanese process known as TIG pulse. McGoo explained: "TIG pulse-welding is different than standard TIG welding. It makes the bead more consistently uniform because the weld is controlled by a man and a machine. TIG pulse has electronic currents that pulse through the weld to give it proper filleting. They don't TIG pulse-weld in America."

The down tube is 1mm thick and 1½" in diameter. What is so unique about the down tube on the Hooligan is that it is ovalized vertically where it meets the head tube, and ovalized horizontally at the bottom bracket shell. This double-ovalization process adds side-to-side stiffness at the b.b., an increased welding area at the head tube where many frames have a tendency to crack, and a very distinct look. The top tube is ¼" and has a thickness of 1.2mm (because it's a smaller diameter tube).



Spike, adding his own kind of flyer to the college boards. Photo: Jeff Tremaine

The beefiness carries over to the oversized seat mast, compatible with Mongoose's new 4130 chrome-moly seat posts (which are also available in layback). The special Mongoose posts employ the same tube thickness as standard seat posts, but are stronger because of their larger diameters—3.8mm larger to be exact, which is about equal with McCoy's Public Recognition Factor (*as stated in a V.I.P. promotional video a few years ago which McGoo will NEVER let Dennis live down). Say adios to bent seat posts and cracked seat masts.

Other luxuries incorporated into the Hooligan chassis include a removable bashguard with an alloy skidplate (complete with out-of-the-way allen bolts), a loop tail design, and integrated peg bosses on the forks with axle sections for peg mounting. The frame and bashguard come only in black, and the forks are available only in chrome.

"I'm a hooligan . . ." —Peter Criss, KISS solo album.

The **GO** test crew this time comprised Brett Hernandez, Spike Jonze, and two official **GO** Jump Suits (which are still in the prototype stages). We tried to get Spike to wear a real live Wing Thing, donated by Scot Breithaupt himself, but he and his left arm would have nothing to do with it. Watch for Wing Things to become an integral part of our production-ready Jump Suits in the future.

Everything was loaded up and we were off for the hills of Hollywood. Our first stop was the timeless campus of L.A. Pierce college, one of Brett's personal favorite places to amp out. We soon discovered why. Angled wooden stands holding scads of flyers were the first signs of test team/bike exploitation. They channeled the gap, shredded important school flyers, and made lots of noise. L.A. Pierce students peered somewhat bored over their backpacks as Brett and Spike tapped the versatile bulletin board stands for every last drop of potential. Spike had his fill after sustaining a bone-jarring endo-slam. He wasn't hurt, thanks to his Sears one-piece Jumper and ninja bail techniques. But the stem's wedge bolt loosened up and the bars turned upon impact. "The gooseneck is about the only thing that really needs changing," said Brett as McGoo tightened it back up. Dennis was working a bench set-up down some stairs nearby—manuals, nose wheelies, one-footed nose wheelies,

grinds, the works.

Me and Joe Johnson got caught once riding in the Fourth of July celebration downtown. They didn't want us on the street or something I guess, and they cornered us with these big ol' police dogs and cars and motorcycles. We would have easily gotten away had we just turned one block earlier. And Joe got a flat, so that's half the reason we got caught. I didn't want to leave him behind.

This is what the cop said when he caught us: "Did you seriously think that you could outrun a 1000cc police motorcycle? We can go anywhere you can go—even over railroad tracks . . ."

McCoy's personalized Hooligan had only a few changes made to it—Redline Flight Cranks ("One-piece'll do too, but I just got in a tricked-out mood so I put on Flights."), pegs on front and rear, R.L. Edge tires, a meat mallet of a stem, and Dia-Compe brakes. He also took off the bashguard. Brett brought his personal bike, which also happens to be a Hooligan, along on

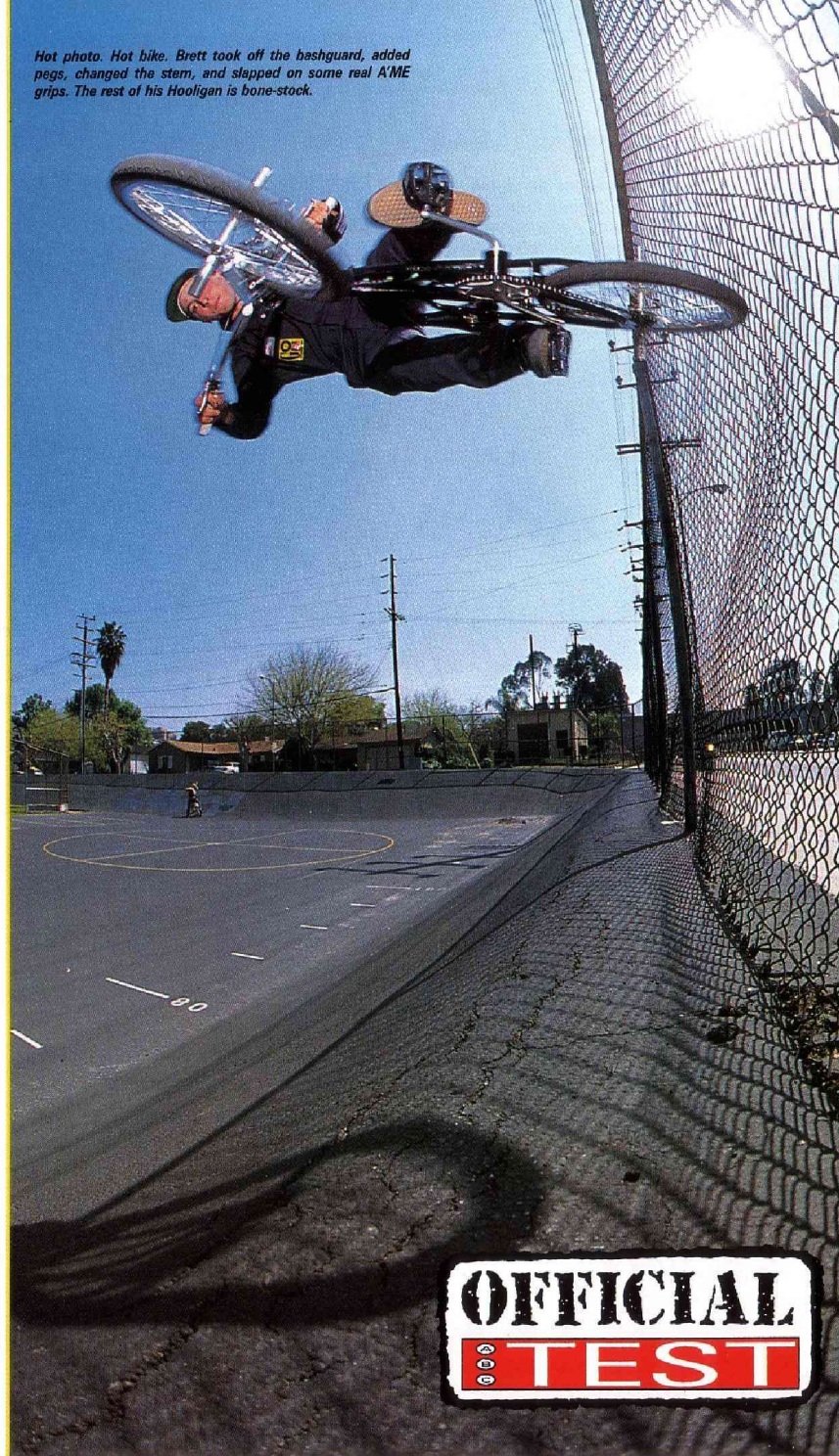
the test . . . and he made even fewer changes from the stock componentry. He switched to real A'ME grips (white), added some pegs, and removed the bashguard since he's not too into them ("Bashguards don't work for me. I don't think they're very street. You can do everything on your pegs that you can on a bashguard, I think.").

We moved onward to a schoolyard having the fringe benefit of an immense bank to fence. The ensuing spirited chain-link fence session had Spike, Brett and DMC ka-chonging all over the place. Hugo Gonzales would have been proud. Spike over-changed a fence ride at about six feet and leaped off the side of the test bike, which proceeded to pile hard enough to knock the stem out of alignment again. McGoo took the wrench to it again, but this time the wedge stripped out and we had to replace it. The bars didn't slip at all, but as Spike duly noted, "The stem bolt is trash." The right grip end tore out, which was understandable. Everyone thought the A'ME imitations felt great, but a switch to grips with tougher ends would be a wise one. Spike would agree.

The wheels—chrome Araya 7X rims with sealed bearing hubs (chrome-moly axles) and 48 spokes (cross four laced for additional strength)—were praised by all. The Odyssey brakes worked a-killer, the front 2001 needing a

continued on page 60

Hot photo. Hot bike. Brett took off the bashguard, added pegs, changed the stem, and slapped on some real A'ME grips. The rest of his Hooligan is bone-stock.



OFFICIAL
TEST

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continued from page 36
mongoose hooligan

little more fine-tuning than the rear Pitbull. The tires, Cheng Shin "Baldo Waldo" street design skins, were also well-liked. Brett commented, "The tires are great. Perfect. You can do scuff tricks on 'em too, and your feet stick pretty good." Feet stuck to the Mongoose platform pedals just fine, and the cranks yielded zero problems. The bashguard was "just right" in terms of slideability. Bueno. Dennis got a flat on his bike, then took to the test scooter like it was his own—HIGH fence rides, fakies, 540 bank spinners... he was busting right away. "It was really easy to get used to," said Spike. "I didn't have to pay much attention to it." "Course Dennis helped design the thing, and the fact that he's practically lived on 20' wheels for the last ten years of his life does help. Some.

... and one of my friends was right there gettin' busted with me, right? This cop was so preoccupied with rubbin' my face in the dirt that my friend Timmy just scooted back like 15 feet and hid in the bushes where I was gettin' busted—helicopter up there and everything. He sat there until they booked me and I drove off. The funny thing is another cop pulled up like five minutes later. I'm standing there in the yard—cuffed, right? This guy pulls up, screeches on the brakes, jumps out, runs over, and just tackles me like he just caught me or something. I'm like, "Dude! I'm cuffed! What am I gonna do?"

I'm drivin' to the police station in the paddy wagon, and what happens? We pull up for a little stop. There's a telephone pole knocked over... a drunk driver. They open it up after throwin' me in and they're treatin' this guy like he's the coolest guy in the world—"Had a little too much to drink there, huh buddy? Don't worry, we'll get you a ride home..."

GO doesn't condone roguing for pleasure (is that like Bowling for Dollars?) or fighting the power (Johnny Law), but we can't say the same for the Mongoose Hooligan after testing the sucker. It held tough. We condone it. Are you on the look-out for an exotic all-around (street, ramps, and flatland) bike that will back you up every step of the way? Then the Hooligan could very well be your ticket to standing out like a "turd in a punchbowl", as Dennis McCoy would say.

continued from page 54

1991 REDLINE ABA SUPERNATIONALS EL PASO, TEXAS

- | | |
|------------------|--------------------|
| SATURDAY | SUNDAY |
| PRO OPEN | PRO CRUISER |
| STEVE VELTMAN | D.D. LEON |
| AA PRO | PRO OPEN |
| BILLY GRIGGS | BILLY GRIGGS |
| A PRO | AA PRO |
| SAM ARELLANO | PETE LONCAREVICH |
| PRO SHAVING | A PRO |
| LANNY CANLATHER | JAMES PRICHARD |
| 19 & OVER EXPERT | 19 & OVER EXPERT |
| BRYAN REUST | SHAN HATFIELD |
| 18 EXPERT | 18 EXPERT |
| DAVID MILHAM | DAVID MILHAM |
| 17 EXPERT | 17 EXPERT |
| MARTY CHRISTMAN | JUSTIN GREEN |
| 16 EXPERT | 16 EXPERT |
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| 15 EXPERT | 15 EXPERT |
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| 14 EXPERT | 14 EXPERT |
| IN HER LEE | CHRIS EUDALEY |
| 13 EXPERT | 13 EXPERT |
| TONY LOPEZ | TONY LOPEZ |
| 12 EXPERT | 12 EXPERT |
| CHRIS ACACCIA | CHRIS ACACCIA |
| 11 EXPERT | 11 EXPERT |
| KEVIN ROYAL | KEVIN ROYAL |
| 10 EXPERT | 10 EXPERT |
| GARY HOUSEMAN | LARRY CAMBRA |
| 9 EXPERT | 9 EXPERT |
| CHAD HERNAEZ | CHAD HERNAEZ |
| 8 EXPERT | 8 EXPERT |
| JASON REAM | JARROD KRISLOFF |
| 7 EXPERT | 7 EXPERT |
| DAVID PEARSON | CHRISTOPHER MCNABB |
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