



MOOSEGOOSE



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ACTION**

OFFICIAL TEST

A MOOSEGOOSE BEGS TO BE NOTICED. IT HAS ABOUT THE SAME EFFECT AS IF A REAL MOOSE MOSEYED BY AND ASKED, "WHAT'S COOKIN'?"

WRITING MOSTLY BY WEED
PHOTOGRAPHY MOSTLY
BY OSBORN

Moose. Dwell on that image for a moment. A gigantic, lumbering, not too graceful looking pa-looka with antlers, stumbling around the north woods scaring the bazoobies out of campers. Definitely clunky.

That's what the marketing whizzes at the Goose Farm thought too, while trying to come up with a name for the latest BMX Products two-wheeler. So they huffed and they puffed and finally gave up trying to come up with a flasheroo name to call the thing.

So how's come they designed a bike peculiar enough to be called a Moosegoose in the first place? How about because factory rider Danny Oakley is such a gangly

Dangerous Danny Oakley, who is about 12 foot 6 inches tall and rides for BMX Products, is the main reason for development of the Moosegoose.



Check out the super suede seat in Buff's chest. If he got any lower he'd have gumwall buns.



A mystery moto-kitty appeared at the test track. We named him Semi. Then he threw a full hammerlock on Steve, so we started calling him Main.



Little Buff climbing all over a big Moose.

bull goose. Six-four in his underwear. Danny kept trashing his knees on his bikes. So the Goose Group decided to build him a special oversize 20-incher.

First time out, all they did was made the bike taller. Then they started messin' with the geometry. In all, the bike went through six generations before being finalized for production.

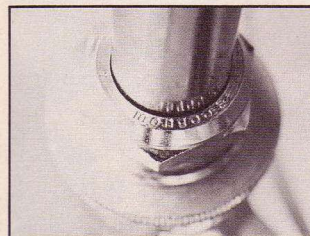
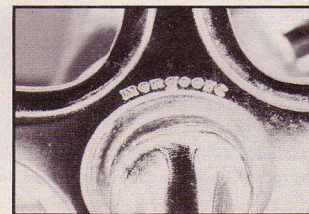
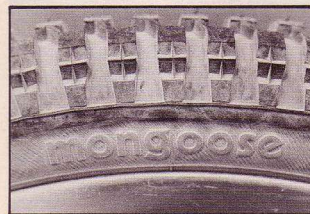
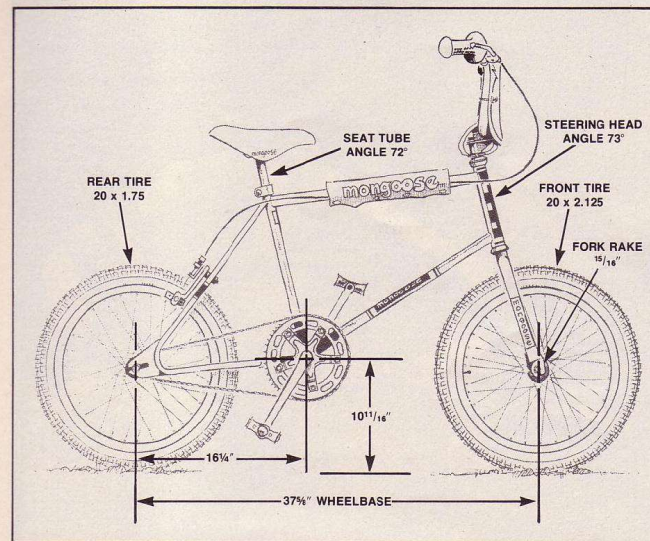
During development the bike was referred to as the Moosegoose, giggle, giggle, hardy har har,

just to keep track of what they were talking about. They finally had it ready to go and still didn't have another name for it. After all, a moose is not such a light and agile creature. They were concerned that the name would give the bike, designed for racing, the wrong image. As if anything with goose stuck on the end of its name is exactly white-tie-and-tailsville to begin with.

Finally, they decided to stick with Moosegoose. That's kinda neat, really, because the bike really

does look like a moose. Big and awkward, but just like a real moose, it can flat pick 'em up and put 'em down once it gets rolling. But when it's just sitting there, you gotta admit—Moose fits. About the only thing missing is the antlers.

Where does the Moosegoose fit in BMX's lineup? Right near the top. The Team Mongoose (approximately \$310) is a ram-bam replica of the factory race bike. Both the Moosegoose and the Supergoose II (a show-chromed version of the



Everywhere you look on the Moosegoose you'll find the Mongoose brand . . . tires, spider, headset, crank, seat post clamp, etc.

BMX PRODUCTS MOOSEGOOSE SPECIFICATIONS

FINISH: Show chrome, black, candy red, candy blue. (Gold accessories).

WEIGHT: 27 pounds, 8 ounces (including three pads).

RETAIL COST:

Approximately \$275.

FRAME: Moosegoose competition racing frame, 100 percent 4130 chrome-moly, TIG welded.

FORKS: Moosegoose center line axle, 4130 chrome-moly.

HANDLEBARS: Mongoose SS, stainless steel, butterfly.

GRIPS: Team Mongoose factory grips, vinyl.

STEM: Mongoose Gold Stem, chrome-moly, double clamp goose-neck, alloy bar clamp.

RIMS: Araya C-type (box) aluminum alloy.

SPOKES: .080/36

HUBS: Shimano freehub set.

BRAKE: Shimano Tourney side-pull caliper, rear only, pre-bent Shimano lever.

TIRES: Mongoose skinwalls.

PEDALS: KMX chrome-moly, half-inch, chrome plated.

CRANKS: Mongoose (by Takagi) chrome-moly, seven inches.

FRONT SPROCKET: 39T, Mongoose (by Takagi) chrome-moly spider.

REAR SPROCKET: 14T, cassette for freehub.

SEAT: Mongoose black suede.

SEAT POST: alloy.

SEAT POST CLAMP: Mongoose steel.

MANUFACTURER:

BMX Products, Inc.
9621 Irontdale Avenue
Chatsworth, California 91311
Tel: (213) 341-5455

Supergoose) go for about 275 smackeroos. Then there's the regular Supergoose.

Next, the Mongoose, available with mags, alloys, or steel rims.

And for the young whippersnappers, the scaled down Mini-Goose and a 16-inch wheeler, the Mity-Goose.

The Moosegoose is such a dif-



R.L., who just ain't quite tall-in-the-saddle enough for the Moosegoose, tries carving a dusty berm.

ferent critter that it doesn't sport the same proven geometry shared by the Mongoose, Team Mongoose and Supergoose models. Those three have the same magic numbers: 71 degree steering head angle, 36 $\frac{3}{8}$ -inch wheelbase, 73 degree seat tube angle, and 1 $\frac{5}{16}$ -inch fork offset.

The numbers on the Mongoose are: 73 degree steering head angle, 37 $\frac{3}{8}$ -inch wheelbase, 72 degree seat tube angle, and the same fork rake.

Basically, what the Gray Flannel Goosers did was stretch the bike out 1 $\frac{1}{4}$ inches (mostly from the crank center to the rear axle), lengthen the steering head tube four inches, raise the top tube four inches, bring the steering head angle in two degrees to counter the wheelbase increase, and crank the

seat angle back a degree for big bodies.

You can't do all this without creating a strange looking animal—like a duck out of water or a moose out of whatever they play around in. A Moosegoose begs to be noticed. It has about the same effect as if a real moose moseyed by and asked: "What's cookin'?"

We heard comments like:

"Wow, is it ugly."

"It's kinda neat because it's different. Of course, it looks like it belongs in a circus."

"They ought to put antlers on the front and make a real moose out of it."

"It looks like a cruiser with 20-inch wheels."

"I can't get used to the looks."

"It's geeky."

What's interesting about that



geeky comment, is the identity of the speaker; Skip Hess, head goose at BMX Products.

Shortly after the Moosegoose showed up at the dark, lantern lit labyrinth we call home here, two or three viewers announced they were thinking of buying one. Maybe just because it was so unusual. Or because they could fit on it. Or both. Which means something. What? Maybe Edsel autos are due for a comeback.

A big bike calls for big riders. So long, lean, and lanky Steve Giberson, a recent addition to the MFM work force, came along to stretch out and get loose on the Moose'. The editorial OMs, Bob and Len, were jazzed. A 20-incher they



Moto-kitty wanted to ride the Moose'. We said okay, if he wore a helmet.

could actually fit on comfortably. R. L. and Buff showed up too, mumbling: "Where's the ladder?"

Steve's about 6-1, Len's almost 6-4, Bob's 5-11, Buff's 5-7 and R. L. only knows he's taller than Buff. And that was the long and short of it.

Big Steve, taking the bull by the horns or Moose by the antlers, let the Godzilla Goose flap its wings on some jumps. He thought it was right on in the air. He could pull up the front end and then push it down real quick. Steve, with about a year's time on a Mongoose, found the geometry to be, although taller, still right on the money.

Air time was kinda interesting for the smaller riders. R. L. was complaining because he couldn't get "squatted" enough. He likes to crouch low for jumps. Only when he

did that, the Moose' would sort of like goose him. "It's weird to be up high like that for racing. You can't squat. It feels like you're sitting straight up, trying to pedal."

Buff got his hair fluffed a bit. He was leaning way back for high angle launches. But one time, as he was trying to shift back over the bike for touchdown, the seat caught him on the inner thigh and held him back. So that's how he landed, and why he ate it. He conceded it happened simply because he was too short for the bike.

Which figures. Big guys feel peculiar on little guy's bikes. OMs, especially. So why shouldn't the shorty brigade feel awkward on a

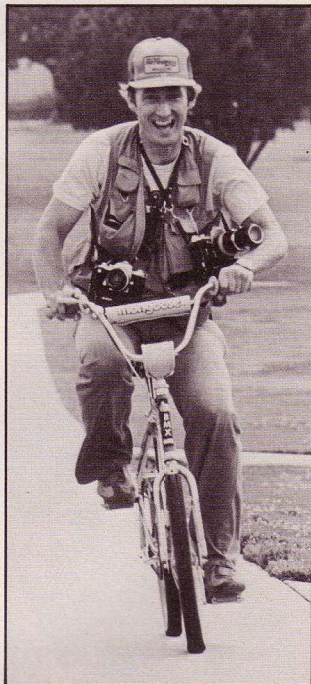
big bike, just like a jockey would on a real moose.

The little guys thought the bike had a light or loopy front end. Big Steve, who didn't agree, figured that was because the bars, being up so much higher, were pushing their body positioning back some.

Steve, at 6-1, would drop the bars a tad for racing, to get a bit more power pull. But with the Mongoose gooseneck, that isn't possible because of the gusset beneath the handlebar clamps. So the only solution is fitting a lower gooseneck or lower bars.

Ever watch a real moose try to run with a football? Them big galcoots can't cut sharply to fake out the sec-

Len and lenses. That's six feet, four inches of comfortable letting loose on the Moose. Len Weed, our new Associate Editor.



ondary. No way. That's why mooses run fullback, just plunging straight ahead, knocking down everything in sight. They leave the quick cut jukin' steps for the low-to-the-ground halfbacks.

It works 'bout the same with the Moosegoose. You put together a tall, long bike and it's going to turn slower than a scatback. But while the bike turns slower, nothing really strange happens. It's a very consistent direction changer.

The Moose' makes up for its cornering in the straights. The Goose Gang time-tested it with their factory riders against their regular sized bikes. The lap times were very close. Sometimes a Moose' pilot could turn lower times, depending on the track layout. Sort of like Corvettes and Porsches. The Moose' is a Stingray that pulls



SHIMANOIZED MOOSEGOOSE

While we were in the process of testing the stock Moosegoose, Bobby Encinas brought this Shimano cruiserized version of the Moose' by the MFM offices for us to scrutinize.

So we scrutinized.

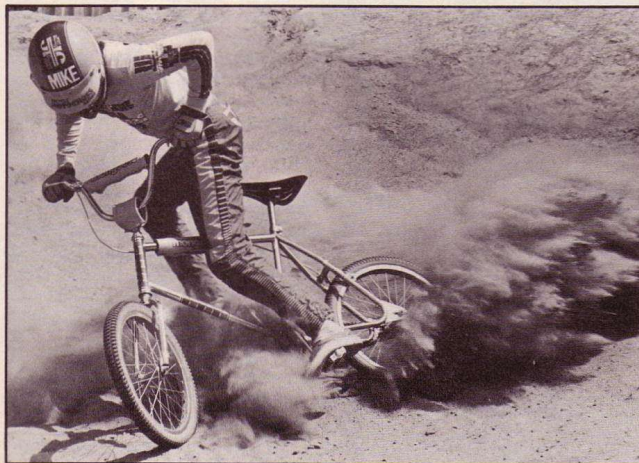
The main differences were, besides Shimano stickering, the addition of a front caliper brake and a Shimano two-speed rear hub.

But what became clear as we looked at it is the fact that BMX Products has come up with the Missing Link; they have bridged the gap between BMX bike and cruiser.

For tall gangly guys to race, it's great. But how about this: For fathers or team managers who want to mess around with their kids when they're practicing or thrashing or doing tricks or whatever . . . the Moose' is perfecto garcial! ■



Slim Steve with a sun spot sky shot.



Buff hangin' tuff, despite being a slightly undersized jockey for this oversized bike.

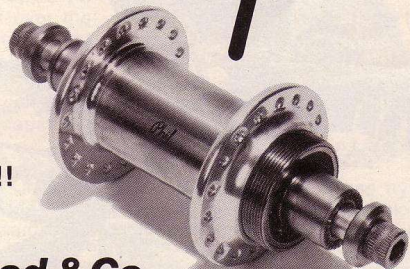
the straights, the Mongoose is a Porsche that makes it up in the corners.

Seat-of-the-pants doesn't always agree with the stop watch. For instance, R. L. thought the Moose felt boggish. That's probably just because the longer wheelbase helps to keep the rear wheel on the ground more. It's like a big four-stroke motorcycle chugging away compared to a light, whippy two-stroke bouncing around and accelerating like crazy when it's on the ground. But in the end, the two-stroke that feels so much faster, may be turning slower lap times.

Rider size is the key to evaluating the Moose'. R. L. and Buff were convinced that anybody much under six feet should forget it for racing. Now if R. L. can just

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MOOSEGOOSE

figure out how tall he really is . . .

The biggest problem for the shorties was the way the bike's size used up their leg suspension. They complained about not being able to crouch over the bike. Leg travel was used up just fitting onto the



If the Moosegoose is what you've been waiting for, then here's the guy to thank for being big enough and good enough to have a giant-sized Goose built for him. Danny Oakley.

bike. That meant they couldn't pedal or jump and use their bent legs as shock absorbers at the same time.

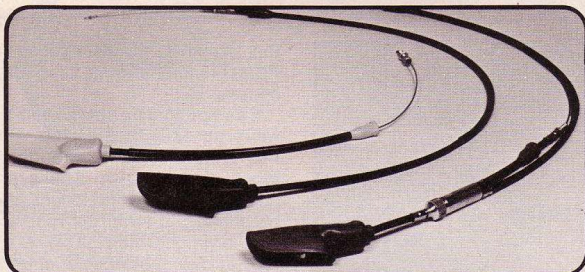
But the shorties figured the Moose would make a great cruiser for them—a lighter, sleeker alternative to a 26 inch balooner. And so they were soon throwing fingers trying to see who got to take the bike home. But they had to get in line behind the big guys.

The Moosegoose really is the first 20-incher that dads and big dudes won't feel dumb on. In fact, they'll feel right at home. Why not? The bike was designed as a big guy's racer and BMX Products got it right the first time.

As a big-guy racer, a cruiser alternative, or as dad's pit bike, the Moose' seems right on the juice, more than enough to goose the thrill button of any treetop-tall hauler or playbiker. ■

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