



MONGOOSE

PRO CLASS 24-INCH

If you can find one, buy it!



It doesn't matter if you're a dirt monger or a full-on racer, the Pro Class 24-inch will respond to your every command.

□ "In one sentence, it's the best cruiser ever made." That's what you'd expect a Mongoose factory rider to say about the 24-inch 'Goose. But when that rider happens to be Eric Rupe, the current leader of the Pro Cruiser points battle in both the ABA and NBL, you might want to believe him.

In the past few years, the Pro Class 24-inch has been offered mainly as a frameset; however, complete bikes are still available on a limited basis. Luckily, we were able to get our hands on one of the few complete bikes still floating around the Mongoose warehouse, and believe it or not, it was almost identical to Eric Rupe's National-caliber race bike.

With all the new advances being made in freestyle and with racing's main technological focus on mini frames and light-weight components, cruisers seldom get any publicity. This is especially true with the 'Goose. One reason for this is that the Pro Class cruiser hasn't undergone any changes or improvements for the last several years. Why? you might ask. There simply hasn't been any need.

GEOMETRIC JIVE

While today's race bikes tend to be quicker handling than in the past, the 'Goose still sports a more relaxed 71-degree head tube. This angle proved to be more than effective in both responsiveness and stability, and might be considered the ultimate steering angle for a cruiser.

Another feature found on the Pro Class 24-inch is the traditional Mongoose single-tube rear triangle. In case you've never noticed it, the rear triangle consists of only one chromoly tube, which starts at the seat tube/top tube junction, bends at the rear dropouts and then continues to wrap around at the bottom bracket. This bend connects to the bottom bracket via a large rectangular-shaped piece of tubing which acts as an integral gusset. At the end of the rear triangle are some of the beefiest dropouts we've ever seen. The 1/8-inch thick plates allow for nearly two inches of wheel adjustment and include a 1/16-inch spaced ruler engraved into the dropouts for precise wheel and chain alignment.

Up front we had no problem with the 'Goose's straight-drop forks. Quite contrasting in appearance, the forks have a beautiful tapered bottom cap that meets a terrible fate by way of an ugly dropout. Don't let this discourage you, though, because we didn't tweak, squeak, bend or break the tabs in any way.

LET THE FUN BEGIN

To test the true capabilities of the Mongoose 24-inch, we took it to one of our favorite thrashing zones—"Roscoe." Located at the west end of Roscoe Boulevard in Chatsworth, California, Roscoe encompasses an area about the size of a city block and is filled with some of the raddest obstacles known to man. After a few minutes of warming up, our test riders started raving about the jumping abilities of the 'Goose. Consulting editor and part-time test rider Scott Towne went so far as to say that the bike jumped better than his own 20-inch race bike.

During our photo session we moved to one of the berm-bustin' sections at Roscoe and again the bike came through with flying colors. When we asked Mon-

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goose team members Eric Rupe and Travis Chipres if there were any changes they would make to the overall design of the bike, both felt a slightly shorter rear triangle would help. We also recommend a longer-reach stem for taller riders (six feet and up).

DAMAGE REPORT

One of, if not *the*, most positive aspect about this test is that not one single item bent or broke. The 'Goose even managed to survive the deadly Roscoe doubles—a set of huge double jumps roughly 25



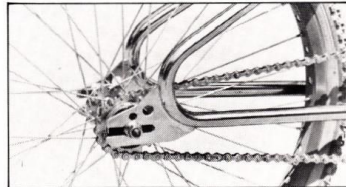
Able to leap tall buildings in a single bound. The 'Goose's jumping ability rates right up there with the best of 'em.

OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST

PROS	CONS
Good handling for ground and air	Lame seat
Quality components	Outdated graphics
Winning reputation	
Beefy dropouts	

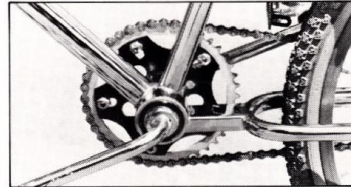


feet apart with a giant four-foot high takeoff. The scary part of the jumps is that if you don't clear them, you slam straight into the face of the second jump, which slightly resembles Mt. Rushmore. While Eric was preparing to launch over this crater, talk turned to some of the tragedies that had taken place here. Rumors had been heard of how one Mahlon Abrams nosedived into the second lip, his bike exploding on impact. It was also told that upon approaching the jump, your heart beats with such ferocity that some claim to have seen their lives pass before their eyes. Anyway, you get the idea. As we looked to the right, we could see Eric coming full speed ahead with his eyes focused on the jump. A few feet short of



Single-loop rear triangle and beefy dropouts are Mongoose trademarks. The engraved wheel alignment guide also adds a nice touch.

the takeoff, he locked up the brakes and aborted any thought of making the jump. Two warm-up attempts later, Eric had made up his mind that he was going to do it. Sure enough, on his fourth attempt he sailed over the twin towers and landed as though he had simply rolled over a speed jump—smooth as glass. Now having the time of his life, Eric proceeded to clear the jump another ten or 15 times without fail. As we left our test site, we checked the bike over and couldn't find even a slightly tweaked rim. Later that night, as we were shooting our cover shot, we managed to destroy the rear Pro Class rim. This was the result of jumping onto a flat concrete landing area and was truly cruel and unusual punishment.



The tubular rear gusset provides riders with a good, solid ride. Minimal flex makes the bike a quick accelerator and a berm-carving machine.

SPECIFICATIONS: MONGOOSE PRO CLASS 24-INCH

I. FRAME AND FORK

Type: Racing, age range 12 and over.

Frame design: Single top tube and down tube, top 1-1/8" O.D., down 1-1/4" O.D. Frame construction: 4130 chromoly.

Fork construction and design: 4130 chromoly, 1-1/8" O.D. tubing, straight dropout design.

Wheelbase: 39" to 41"

Bottom bracket height: 11-1/2" (center to ground).

Chain stay length: 17" (center of bottom bracket to midpoint of rear dropouts).

Steering head angle: 71°

Seat tube angle: 70°

II. WHEELS

Rims: Mongoose Pro Class

III, hard anodized, 24" x 1.75"

Spokes: Steel, 80-gauge.

Hubs: SR, low-flange, alloy, sealed bearing.

Tires: Cheng Shin type, Comp III, 24" x 1.75", front and rear.

Freewheel: Sunfour 18T, chromoly.

III. DRIVE TRAIN

Pedals: SR speedtrap, alloy platform, chromoly shaft, sealed bearings.

Crankset: SR, tubular chromoly, 180mm.

Front sprocket: Mongoose Pro Class alloy, 42T, Mongoose Pro Class spider.

Bottom bracket: Steel, loose ball.

Chain: DID, 1/2" x 1/8".

IV. STEERING

Grips: AIVE III.

Handlebars: Mongoose Pro Class, chromoly, 28" width by 5" rise.

Stem: Mongoose Pro Class, alloy clamp, chromoly shaft.

Headset: Steel, retained ball.

V. SEATING

Seat: Mongoose, nylon, sealed bearing.

Seatpost: Mongoose, chromoly, straight.

Seatpost clamp: Mongoose, alloy.

VI. BRAKES

Callipers: Dia-Compe 901s, front and rear.

Lever: Dia-Compe Tech-4, alloy.

VII. ACCESSORIES

C.P.S.C. equipment Mongoose pad set.

VIII. WEIGHT

25 lbs., 5 oz.

IX. PRICE

\$400.

X. COUNTRY OF ORIGIN

Taiwan.

XI. ADDITIONAL INFORMATION

BMX Products Company

P.O. Box 575

Moorpark, CA 93021

C.P.S.C. equipment included but not shown. Always wear proper safety equipment.

AIR-UNI

Odyssey rotor • Odyssey RX3 levers & brakes • Spin Tech rotor • An Lun 3-pc. cranks w/ sealed bottom bracket • 48-spoke alloys sealed system

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'GOOSE HUNTING

The 'Goose is definitely one of the premier cruisers available today. Quality components and a good ride more than make this bike a value package. The only problem you might have is trying to track one down. □

Who says you can't get rad on a cruiser? Skater, freestyler and pro racer Scott Towne migrating on the 'Goose. ▶

An Interview with Dennis McCoy

Q. "What's the most important part of your bike?"

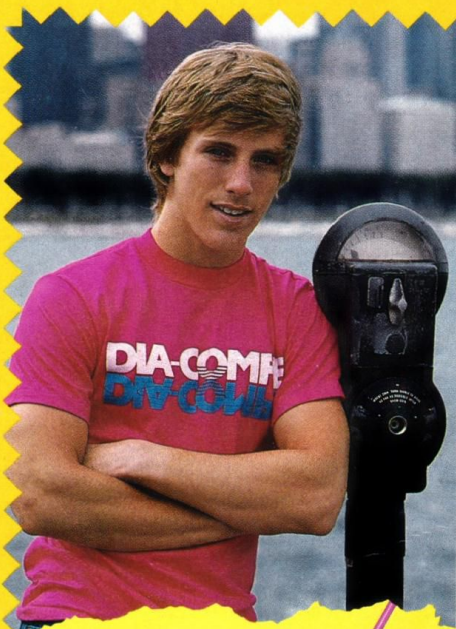
Dennis: "Me." (laughing)

Q. "Okay... how about components?"

Dennis: "I'd say brakes and levers, definitely."

Q. "You're the number one freestyler in the country. You could pick any component you want as a sponsor. Why Dia-Compe?"

Dennis: "Very simple. Quality. Dia-Compe's what I've always used. No reason to change. You guys make the best stuff out there."



DIA-COMPE... The real McCoy

Dia-Compe, Inc. Cane Creek Rd. Fletcher, NC 28732

SO YOU WANNA BE A STAR

INSIDE ERIC RUPE'S PERSONAL SCOOT



Mongoose factory ace, pro class vet and all-around nice guy, Eric Rupe.

• One of the coolest aspects about the Mongoose factory racing team is that there is very little difference in the bikes they ride and the bikes that you can buy at your local shop. When we were planning this month's test, we thought there might be a problem comparing the stock 'Goose with Eric's racer, so you can bet we were surprised to find out how similar they are.

The most obvious and expensive additions to the stocker are the Profile cranks and sealed-bearing bottom bracket which Eric uses. Since almost every pro in the sport today uses a heavy-duty set of three-piece cranks, it's no wonder Eric has remained loyal to the strong and dependable Profiles.

Besides the cranks, there are only a few small items separating the two bikes. Eric uses a DK cruiser stem, ODI Mushroom grips, Trog pedal cages added to the SR speedtraps and no front brake. Eric also mentioned that he has been using different bars but is going to switch back to the stock Mongoose bars. •

PRICE LIST

180mm Profile cranks	\$132.95
DK cruiser stem	19.50
Trog pedal cages	12.00
ODI Mushroom II	6.50
TOTAL CONVERSION	\$170.95

o d y s s e y

Howdy Partners.

Much obliged for the LEADING EDGE saddle. Won every rodeo this summer and still ain't wore this bugger out.

This fancy gadget in front sure works fine and them extra rear ends kept me lookin' good. Just slap on a new one and you can't tell I drug it all over.

Best thing since blue jeans. you can quote me on that.

XAX



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