

BMX ACTION
OFFICIAL TEST

MONGOOSE PRO CLASS

MOTHER GOOSE'S FAVORITE SON

Gibey just finished putting the Mongoose Pro Class together and it's sitting out in the warehouse right now. It sure is pretty just sittin' there. Great gobs of chrome. One of the nicest show chrome jobs we've seen in quite awhile. The bike is absolutely shimmering and glimmering under the glare of a lone 60 watt bulb.

But sparkle aside, it has one purpose. Max speed around a BMX track.

It's ready and waiting for someone to hop on and put it through its paces. It looks like the kind of bike that, if left alone in the garage too



The show chrome finish on the Pro Class is HOT! You'd better have on your Vaurnets or a pair of Oakley's new sunglasses when you check it out.

Yipes! Eric Rupe divin' down The Wall backwards. Now that's spooky!



Photo by Bob Osborn

BMX ACTION TEST
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MONGOOSE PRO CLASS

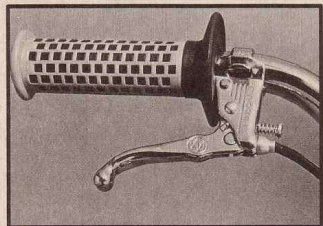
long, would take off and go riding by itself.

This is the one. Mongoose's top-of-the-liner. The Pro Class.

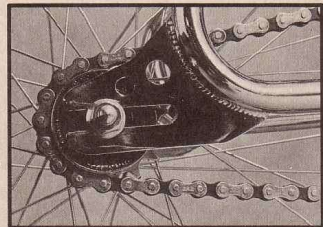
DRESSED TO KILL

The black chrome hasn't disappeared — it's just that now you have a choice between show chrome and the shiny black stuff.

The folks at the 'Goose factory have slipped a few black and silver components on for good measure.



The Mongoose Soft Block grips are surprisingly comfortable for vinyl grips. They don't eat your hands alive.



Check the welds. Nice, huh? The rear dropouts give you lots of room to work with when you're changing gearing.



The 'Goose flies most comfortably. Our test woobies were gettin' mucho air. That's an honest eight feet!

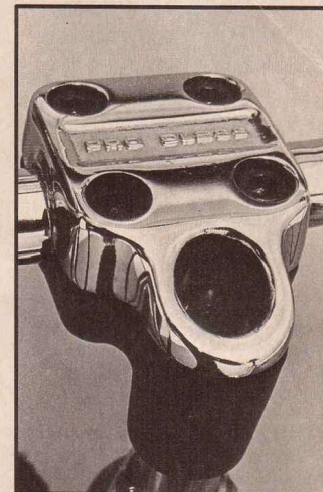
Mother, I'd like to introduce three boys I met today. . . . Mother???



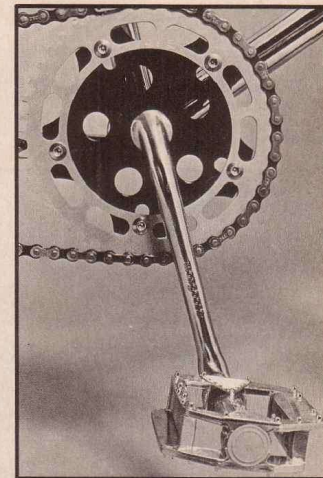
NBL Numero Uno and Mongoose factory pro, Eric Rupe, tucked and truckin'.



Photo by Steve Giberson



The Pro Class stem does a first class job of keeping the bars in place. We tried using a longer stem up front to gain a little more room, and ended up going back to the stocker.



Check out the new Mongoose Power Plate aluminum spider. See the slots for the chainwheel bolts? You can use either bolt pattern chainwheel with no probs. Other trick goodies here include the SR platform pedals, and Mongoose 180mm forged chrome-moly cranks.

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Exactly which components are silver and which are black depend on whether you pick the chrome or black chrome version.

TORTURE TESTING TERRAIN

We packed up the BMX factory van and did some freeway flyin' out to The Wall in Irvine. This place is RAD!

Picture this. A 40 foot wide chasm that's about 15 feet deep. Now make one of the downhill sides of this

Buff behind the bars, and Oz behind the Nikon. When you're shootin' at close range with a fisheye lens, you need LOTS of mutual trust. Most successful cornering tactics for the 'Goose include keeping plenty of weight on the front end.

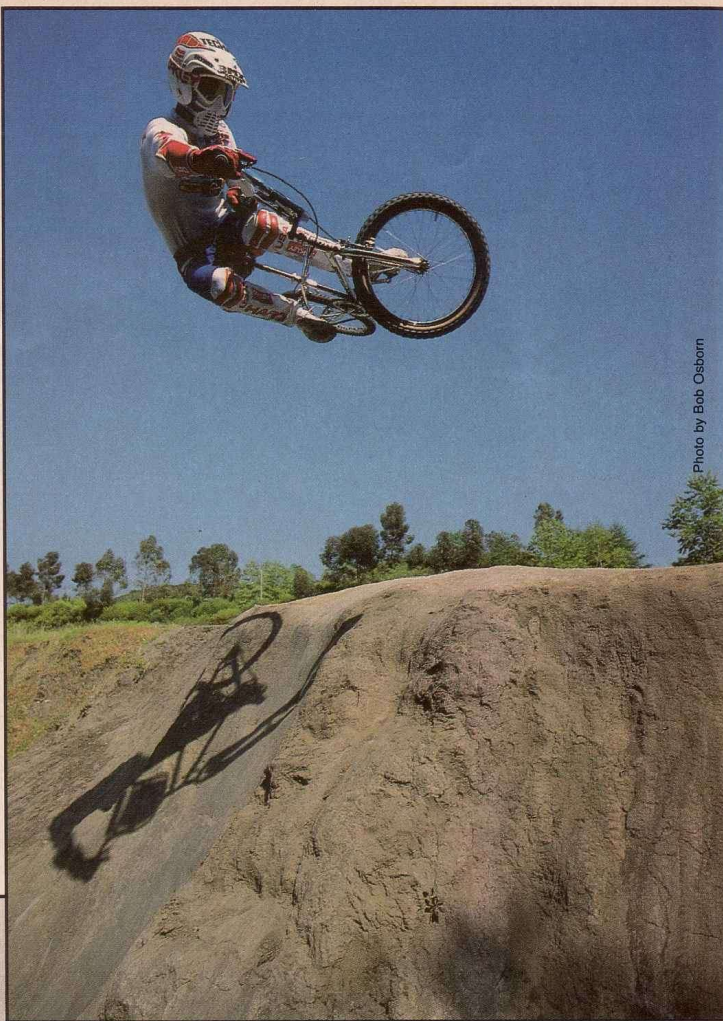
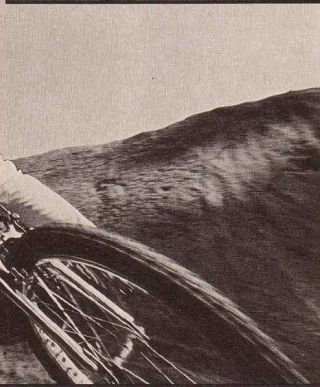


Photo by Bob Osborn



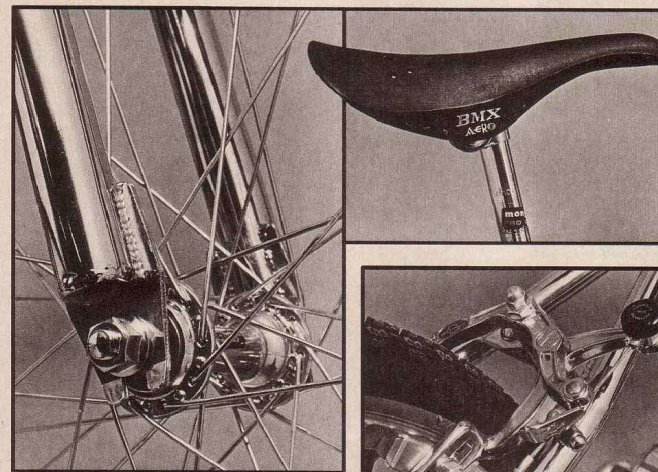
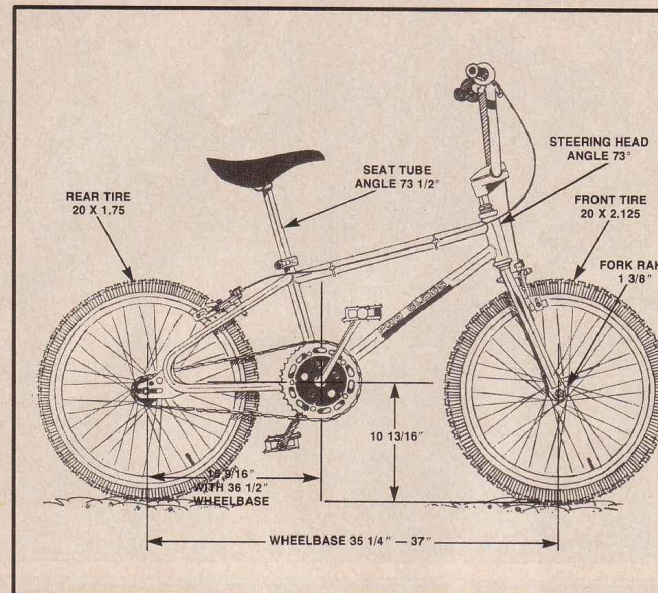
Aerial extravagonzo! R.L. using The Wall as a dirt quarter-pipe.

thing sort of mild so you can get a good run at (fiendish, sinister laugh) — The Wall. This sucker starts out at a nice gradual angle, and then proceeds to curve up 'till it's almost, but just a hair shy of, TOTAL VERT! In fact, if you looked at it from the side, it would easily remind you of a quarter-pipe carved into the dirt.

There's also about five different lines through the pit. Different lips and style jumps.

This is the perfect place to put the Pro Class through its paces.

MONGOOSE PRO CLASS



PRICE & SPECS

COMPLETE BIKE PRICE: Chrome \$440.00; black chrome \$450.00.

FINISHES AVAILABLE: Chrome and black chrome with black and silver components.

COMPLETE BIKE WEIGHT (without pads or plate): 24 pounds, 3 1/2 ounces.

FRAME WEIGHT: 3 pounds, 15 1/2 ounces.

FORK WEIGHT: 1 pound, 11 ounces.

STEERING HEAD TUBE LENGTH: 4 inches.

HANDLEBAR RISE (C/L of stem clamp to C/L of grip area): 8 1/2 inches.

HANDLEBAR WIDTH: 26 3/8 inches.

TOP TUBE O.D.: 1 1/8 inches.

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

FORK LEG O.D.: 1 inch.

BOTTOM BRACKET SIZE: Large.

COMPONENTS

FRAME: Mongoose Pro Class, chrome-moly.

FORK: Mongoose Pro Class, chrome-moly.

HANDLEBAR: Mongoose Pro Class, chrome-moly.

HANDLEBAR STEM: Mongoose Pro Class, aluminum and chrome-moly.

GRIPS: Mongoose Soft Block, vinyl.

HEADSET: Mongoose.

RIMS: Mongoose Pro Class, pierced aluminum.

SPOKES: 36, .080/.060/.080, with aluminum nipples.

HUBS: Suzue sealed-bearing, aluminum, low-flange.

TIRES: Cheng Shin.

BRAKES: Dia-Compe MX, aluminum, front and rear.

BRAKE PADS: Dia-Compe.

BRAKE LEVERS: Dia-Compe Tech 3.

BRAKE CABLES: Dia-Compe.

PEDALS: SR, aluminum and chrome-moly.

CRANK: Mongoose, one-piece forged chrome-moly, 180mm.

BOTTOM BRACKET SET: Mongoose, front sprocket: Takagi aluminum chainwheel, 44 teeth.

SPIDER: Mongoose Power Plate, aluminum.

FREEWHEEL: SunTour or Shimano DX, 16 teeth.

CHAIN: TYC, 1/8 inch.

SEAT: Viscount, aero style.

SEAT POST: Mongoose Pro Class, chrome-moly.

SEAT POST CLAMP: Mongoose, aluminum.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including pro), luxury street.

AGE RANGE: 13 up racing, 12 up street.

QUALITY OF FINISH: Very good to excellent.

QUALITY OF WELDING: Excellent.

QUALITY OF COMPONENTRY: Very good to excellent.

GEOMETRY: Good to very good.

HANDLING: Keep your weight forward in berms to keep the front tire biting . . .

Don't even worry about air time — no probs . . . Taking one link out of the chain helps the way it speed jumps.

MISCELLANEOUS COMMENTS: "These handlebars definitely (BEEP). They need to be wider" . . . "It feels too short — the front end is pushed back." . . . "Mongoose has always had a low crank hanger — forever." . . . Even though the grips are vinyl, they're not bad. Good gripton . . .

The stem never slipped — not even a bit . . . The SR pedals have plenty of traction . . . Except for the back rim getting a little kinkular, nothing bent or broke.

TEST INPUT: R.L. Osborn, Mike Buff, Eric Rupe, Steve Giberson, Bob Osborn, and a little bit from Scott Clark.

MANUFACTURER: BMX Products

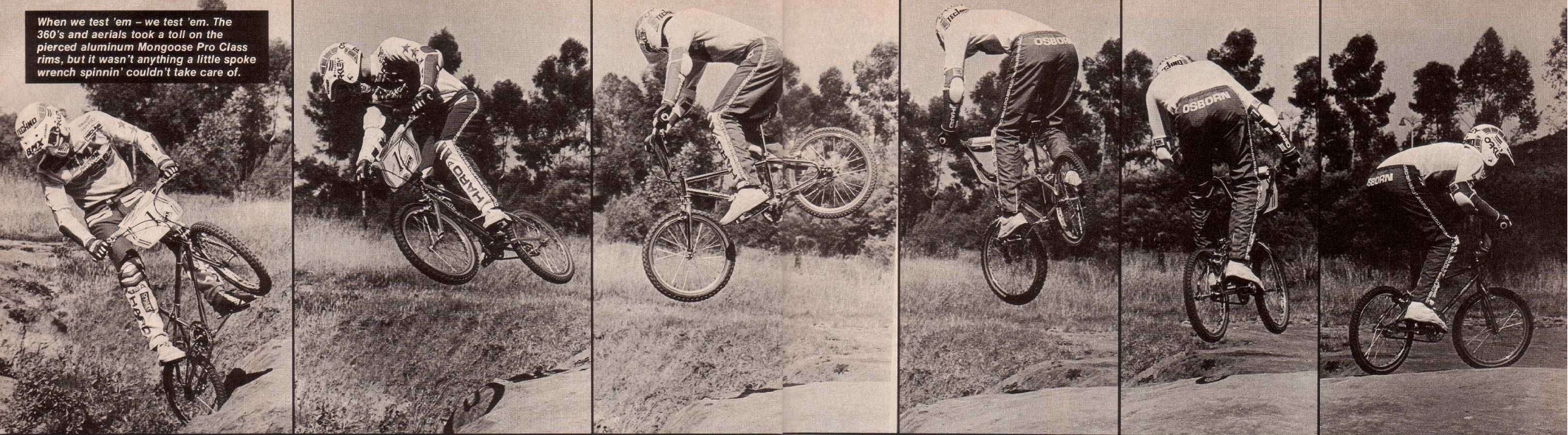
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When we test 'em — we test 'em. The 360's and aerials took a toll on the pierced aluminum Mongoose Pro Class rims, but it wasn't anything a little spoke wrench spinnin' couldn't take care of.



FIVE MINUTES WITH ERIC RUPE

AGE: 20
HOME TURF: Northridge, California
SPONSOR: Mongoose

HOW TOUGH IS IT GOING TO BE TO REPEAT AS NUMBER ONE?

"It's not going to be any harder 'cause it's always been super hard. All the same guys are there. They're all working harder, but then EVERYBODY'S working harder so most likely everyone's progressing at the same rate."



HOW ABOUT THE NEW CROP OF 17 EXPERTS THAT HAVE MOVED UP?

"It's going to be interesting to see how they do. I won't mention any names 'cause a lot of them are my friends, but I haven't been all that impressed with a few of those guys. A lot of them have done real good right at the beginning when they moved up, and most likely they'll continue to do so, but we'll just have to wait and see."

DO YOU FEEL EXTRA PRESSURE NOW THAT YOU'RE NUMBER ONE?

"No, but I've just realized that a lot of guys are being a little more aggressive than normal toward me. I've been thinking about putting a bullseye on the back of my jersey."

HOW MANY WEEKENDS OUT OF THE YEAR DO YOU GET TO STAY HOME AND NOT TRAVEL SOMEWHERE?

"Probably three or four."

WHAT DO YOU DO ON THE WEEKENDS YOU HAVE OFF?

"Ride my bike. It's not the racing that burns you out, it's the travel, so when you're home, you still ride your bike 'cause you're not tired of doing that, you're just tired of being gone all the time."

"Occasionally I'll get out there and play 18 holes of golf."

IS RACING STILL FUN FOR YOU?

"It's more fun now than it's ever been. Not just because I do good sometimes or I don't do good, I just love it. I love flying to races and racing. Just thinking about coming from a different part of the country and being one of the best guys there. Having people know you that live thousands of miles away."

DO YOUR NEIGHBORS KNOW WHAT YOU DO FOR A LIVING?

"Yeah. A lot of people are trippin' out on me 'cause D. David Morin came over to my house with his film crew and they shot a segment on me for this TV show that he's hosting."

"Kathy (Eric's wife) and I were just kickin' back out by the pool and they're filming us, and there's people walkin' by freakin' out. After that they were asking me, 'What were the TV people here for? What do you do for a living?' They always see me running around on my bike, and I told them, 'Well, I race these, and this is how I make all my money. I'm a popular guy and I'm one of the best out there', and they just freak. They'll say, 'You mean you never go to work?'"

DIDN'T YOU ENLIST TO GO INTO THE AIR FORCE A COUPLE YEARS BACK, AND WEREN'T YOU SUPPOSED TO BE THE FACTORY AIR FORCE RIDER?

"Yup. What my first recruiter told me was that I could continue racing and they'd pay for everything. I got lied to. Luckily I got out of it."

DO YOU EVER THINK WHERE YOU'D BE NOW IF YOU HAD GONE IN?

"Many times. I mean, I freak when I think where I could be 'cause I don't want to be where I could be, I want to be here, where I am now!"

"I kept racing and got number one, and right now I wouldn't even be half-way through, 'cause I was going to enlist for six years. By the grace of God and prayer, I got out."

IN A MAIN ARE YOU CONTENT TO SIT BACK IF YOU'RE IN SECOND OR THIRD, OR DO YOU GO FOR IT AND TAKE A CHANCE OF FALLING?

"Consistency is more important than hot and cold. I

won't go for it if there's a chance that I won't make it, I would rather get second than fifth or sixth or last."

"I've only caught myself going for it when it wasn't completely safe when it wasn't too serious. When I'm at a serious big race and I'm up there in front — well like at the NBL Grands — I could have tried to put a move on Toby in the next-to-last corner and we'd have hit, and I could have made it and got first, or I could have gotten fifth and missed getting the number one plate."

ERIC RUPE'S FACTORY MONGOOSE

FRAME AND FORK: Mongoose Pro Class prototype, chrome-moly.

HANDLEBAR: Galindo, chrome-moly with plastic crossbar and extruded aluminum clamps.

HANDLEBAR STEM: Pro Fit, aluminum and chrome-moly.

FLEX FIGHTER: California Racing Designs, aluminum.

HEADSET: Tioga with an SST Dirt Skirt.

RIMS: Mongoose Pro Class, pierced aluminum.

SPOKES: 36, .080/.060/.080, with brass nipples.

HUBS: Front, SR sealed-bearing; rear, Suzue sealed-bearing.

("They'll both be Suzue soon.")

TIRES: Mitsubishi Comp III; 2.125 front, 1.75 rear.

TUBES: 20 X 1.75.

BRAKE: Dia-Compe MX caliper, aluminum, rear only.

BRAKE SHOES: Mathauser finned.

BRAKE LEVER: Dia-Compe Tech 3.

BRAKE CABLE: Dia-Compe.

GRIPS: Oakley B-1B, rubber.

PEDALS: SunTour XC-1, aluminum and chrome-moly.

CRANK: Profile, three-piece tubular chrome-moly, 180mm.

SPIDER: Profile, aluminum.

BOTTOM BRACKET SET: Profile, sealed-bearing.

FRONT SPROCKET: Shimano, 43 teeth.

FREEWHEEL: SunTour, 16 teeth.

CHAIN: Sedisport, 3/32".

SEAT: CyclePro Shotgun.

SEAT POST: Mongoose, chrome-moly.

SEAT POST CLAMP: Mongoose, aluminum.

SAFETY PADS: Haro.

NUMBER PLATE: Haro Flo-Panel.

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Stem is chrome plated Cro-Moly.

WIN-KUSUKI

Distributors contact: Kusuki Manufacturing Co., LTD
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BMX OFFICIAL TEST
MONGOOSE PRO CLASS

PRO CLASS HIGHLIGHTS AND LOWLIGHTS

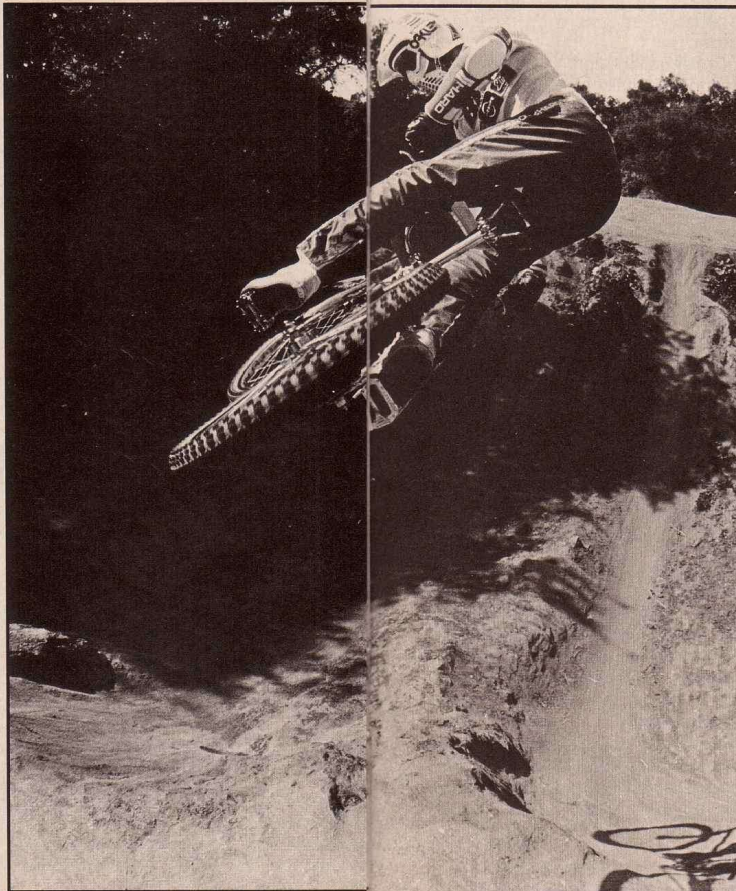
When you first sit on the bike it's easy to tell they did something to the bars. They're WAY narrower than before. Only 26 3/8 inches.

Can ya' dig it? A quarter-pipe carved into California adobe. T-rick! Re-entry was hairy, though.

We didn't have a spot for handlebar width on our spec sheet the last time we tested the PC, but judging by feel, they're probably two to three inches narrower than before. For the age range this bike is aimed at, 13 and up, they NEED to be wider.

The frame is a bit different from before too. The overall length has been stretched a fraction or two, and the bottom bracket has been raised a couple hairs.

Mongoose bikes have always had a low bottom bracket, and thus a low center of gravity, but the Pro Class is LOW, even with the slight raise. It's so low, we could actually lean it over and use one of the pedals as a kickstand!



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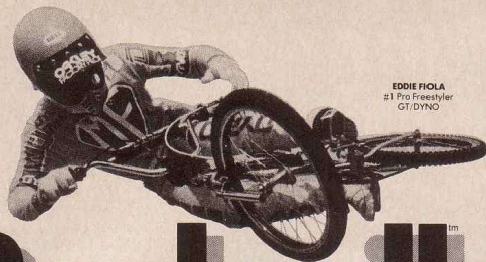
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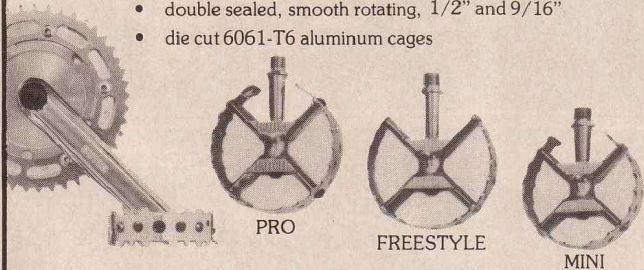
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MONGOOSE PRO CLASS

It was originally designed by Bobby Woods when he was riding for Mongoose, and since Bobby used 170mm cranks, the low bottom bracket height was no problem for him. But with the 180's that come on the Pro Class, you have to be a little more careful about spiking a pedal when you're diving into a corner.

Construction is primo. Mongoose's tradition of totally clean welds is still intact.

Let's see. There's also beefy chain and seat stays built into a single-loop tail section.

The frame weight is great. Only 3 pounds, 15 1/2 ounces. And the durability that Mongoose is famous for is still there.

The forks use Mongoose's famous in-line axle design. These things are bullet-proof.

There's some pretty cosmo-quality componentry hangin' out on the Pro Class. Stuff like the Dia-Compe MX calipers and Tech 3 levers for the front and rear. Suzue sealed-bearing hubs. The SR platform pedals. Mongoose 180mm forged chromoly cranks (that are made for the Mongoose factory by Takagi). And the Pro class stem (which is built by ACS).

Totally new is the Mongoose Power Plate spider. It's made from aluminum, and has slotted chainwheel bolt holes so you can use whatever brand chainwheel you want. Yea!

HANDLING

For some reason, the Nerd Herd wasn't 'zactly thrilled with the performance of the Pro Class. But the last time we tested it, they ranted and raved. So what changed, we wondered?

We gave a quick call to Mongoose's high-zoot new digs to see if

we could find the answer. No help there. Almost no change since last time. Just a very slight lengthening of the wheelbase and raising of the bottom bracket. Not really enough to make up for the difference in opinion from last time.

This brought on more discussion of the lack of rave reviews. About the only thing we could figure was that a good part of it was the handlebars. 26 3/8 inches is not exactly the hot set-up for a pro-sized bike. Maybe if you want to race on a track that has a bunch of trees set about 27 inches apart. But for a wide open BMX track where max pulling power is required, they're WAY too narrow.

We tried slipping on a couple of Galindo bar end protectors to see if they would help. They brought the width up to just a skosh under 27 1/2 inches. And they did help... a little bit anyways. The point is; change the bars. It will help tons.

Both R.L. and Buff thought that the addition of a lay-back seat post would help a bunch for really large dudes.

RACIN' AROUND

We were cruel. Inhumane. Brutal. Using The Wall as a launching pad, R.L. and Buff flew the Pro Class to new heights. They were up there.

Then, R.L. started doing aerials from the main line at The Wall to the line right next to it, which was a killer. But it did prove that the 'Goose is REAL stable in the air.

The back wheel got a little twinkled sometime during the aerials attacks, but it wasn't anything a spoke wrench couldn't cure.

For berm work, it is necessary to keep your weight way up toward the front to keep the front end from slip slidin' away. A real Comp III or Comp IV would probably work better than the Cheng Shin Comp III copies that the PC is shod with.

WHAT WILL IT TAKE TO MAKE IT A WINNER?

First off, the bars need to be widened. If you're gorilla-sized or larger, a lay-back seat post will be a welcome addition. But the components are cool. It handles good (after you get used to keeping your weight forward in corners). And the 44-16 gearing is good (though you'll probably want to go a 43-16 or a 45-17 for snappier starts).

After that the only thing it needs to be a winner is YOU. ■

THE INCREDIBLE LIGHTWEIGHT ELINA U.L. JUST GOT LIGHTER.

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The Elina U.L. is available in blue or black with the glass fiber post with checkerboard graphics or on a chrome plated cro-moly post.

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