

**BMX
ACTION**

OFFICIAL TEST

MONGOOSE ERIC RUPE

*Signature
Edition*

“THIS THING FEELS LIKE A LIMO!”

There's a new Mongoose in town, and you're gonna dig it. This pup is quicker than greased moose poop — in fact, it's better handling and more dialed than any 'Goose we can remember, and our staffers have been racing, thrashing, and testing the scoots rolling out of BMX Products ever since the BMX Stone Age.

Nothing is prehistoric about this new moto-mobile, though. See, the honchos at BMX Products locked their mega-quick factory hotshoe, multi-time National No. 1 Pro, Eric Rupe, into the Mongoose R & D department and wouldn't let him out 'til he'd come up with the design for the bike of his dreams. They kept on slipping pizzas under the door until Eric had complete plans for THE Mongoose of Mongoose. It's called the Eric Rupe Signature Edition,

but we're going to call it the E.R.S.E. for short. We also call it rad.

IS IT REALLY NEW?

Yup, they started with a clean sheet of paper when this dude was on the drawing board. You'll recognize a few of the traditional Mongoose design features like the in-line front dropouts and the classic rear dropouts, but everything else — including ALL the measurements — is brand-spankin' new.

We'll save most of the comments for later, but just for the record, this thing flat cooks. But HOLD EVERYTHING! Don't flip to the back of the story to find out the conclusion just yet. First we're going to run through some of the things that make this bike tick.

Compared to the last pro-sized of-



Mary Lou Retton, eat your heart out. What grace, what style. The ace amateur half of Team Mongoose, Billy Griggs, blasting skyward at Colossus.

fering from Mongoose, the Pro Class, the E.R.S.E. has a WAY higher bottom bracket height. At 10 13/16 inches, the Pro Class was in low-rider range. The center of the E.R.S.E.'s B.B. shell resides at a much nicer 11 3/8 inches, which may not sound much higher, but the 9/16 inch difference makes it much easier to pedal into corners and over jumps.

The new steering head angle is something in the neighborhood of 2 1/2 degrees more kicked out than the Pro Class, but there's 3/8 of an inch less fork rake, so things about equal out. The steering is pleasantly neutral without getting too slow or heavy. You never have to argue with the bars about which way you're going. They KNOW who's in command.

Overall, the wheelbase is about an inch longer, and even extra-long-legged galoots will find plenty of room aboard.

The 1 1/4 inch diameter top and down tubes eliminate the need for gussets up front, and beefy 3/4 inch diameter tubing is used to form the sano single loop tail section. Of course the totally chrome-moly frame and fork are made in the U.S.A.

Are you ready to check out the componentry? Good. So are we.

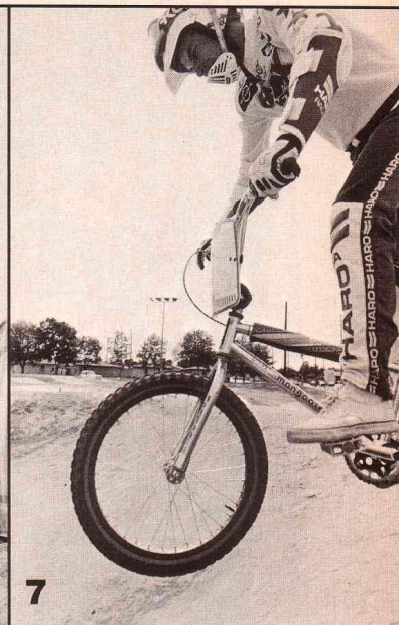
BITS 'N PIECES

The high zoot Pro Class rims mounted on the E.R.S.E. have been improved. They're still pierced all the way 'round with lightening holes that make them unbelievably feather-weight while still retaining gobs of strength, but did you happen to notice the new grey finish on 'em? That's what's new — and no, buckaroos, it isn't just a coat of paint slapped on. It's a hard anodized finish that helps make the rims even TOUGHER than before! Amazing!

All technical mumbo-jumbo aside, this finish is around six times more dense, and four to five times thicker than normal anodizing, which makes it a MUCH longer lasting finish and helps beef up the rims at the same time without adding loads of weight.

In research Mongoose did on the hard anodizing, they came across the results of a study done on 10-

Recipe for a footplant. One R.L. Osborn, one E.R.S.E., a heavily banked Ascot berm, and one very sturdy fence. Mix repeatedly until thoroughly radical.



speed rims that showed after hard anodizing, those rims were 21 percent more rigid than non-treated rims! Trick indeed.

SR MP-470 pedals give your hooves plenty of surface area and traction to make sure all that horsepower gets fed into the cranks.

Speaking of cranks, did you spy the new Pro Class units mounted aboard the E.R.S.E.? We thought so. The tapered arms slip onto a 10-speed style spindle, and they accept 1/2 inch shaft pedals. They're also tubular chrome-moly like all the killer high performance cranks, and a complete set of these dudes — we're talkin' the whole enchilada including bottom bracket set, spindle, and crank arms — will be available separately for right around \$95.00 (BMX Products is still finalizing the price). Not shabby at all.

Hotsy-totsy Dia-Compe MX calipers are fitted front and rear and provide their usual outrageous stopping power. We removed the front one for testing 'cause we flunked out of The Harry Leary Front Brake Academy.

The seat post and handlebars on the E.R.S.E. are both chrome-moly Mongoose Pro Class units. The seat

post did its job with no trubs, but we didn't dig the bars 'cause they're only 26 1/4 inches wide. That means less pull — and less power — than the 28 inch plus bars that we're used to. After pounding in a pair of Galindo bar plugs to extend the stock bars, the Mongoose bars were passable.

You can bet we totally loved the REAL Oakley O-Wing grips. "Look ma, no blisters!"

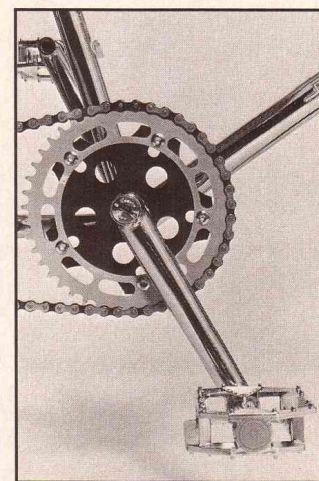
The new Mongoose Pro Class stem passed with flying colors in its first time under the scrutiny of the Nerd Herd. No creaks, slips, or trubs. That's cool.

SR low-flange sealed-bearing hubs find happy homes in the center of both wheels, and the spiff Pro Class rims are shod with Cheng Shin replicas of Comp III knobs — a 2.125 up front and a 1.75 in the rear, which are the same sizes as Eric uses on his personal bike.

HOW DOES IT HANDLE?

In a word, great. After we finally got R.L. off the thing, we whipped out

Here it is, 24 pounds, 3 1/2 ounces of lean, mean racing machine. This is by far the best handling Mongoose ever — and that's no small feat, sports fans.



The new Mongoose Pro Class cranks felt plenty sturdy. Keep an eye on the spindle bolts, especially during the first few hours of riding. We unknowingly let ours get loose, and the edges of the spindle started to round off.

the trusty BMXA mini-cassette recorder and snagged his comments (when he stopped panting, of course).

"This is like the first Hutch we tested a long time ago. It doesn't ride anything like the Hutch, it's just that it's radically different from all the other bikes out there. This bike definitely feels like it has its own design."

"The bike's just stable — TOTALLY stable. The first thing I did when I got on it was clear a set of doubles, and then fly down this banzai jump. In all the riding I've done on it I haven't even come CLOSE to getting out of shape. You'd think the bottom bracket was low by how good this thing handles, but it isn't. It's got to be the most comfortable bike I've ever ridden."

Hmm. Pretty impressive words there.

Cornering is deluxe. Long-time Mongoose pilots will be used to keeping their bods up toward the front end to keep the front end tracking straight and true, and newcomers will quickly discover the advantages forward weighting gives to front end tractability.

Sliding is confidence-inspiring — even at totally-scary-funny-feeling-in-your-stomach speeds. The back end sweeps out slowly and sweetly — totally progressive.

1



2



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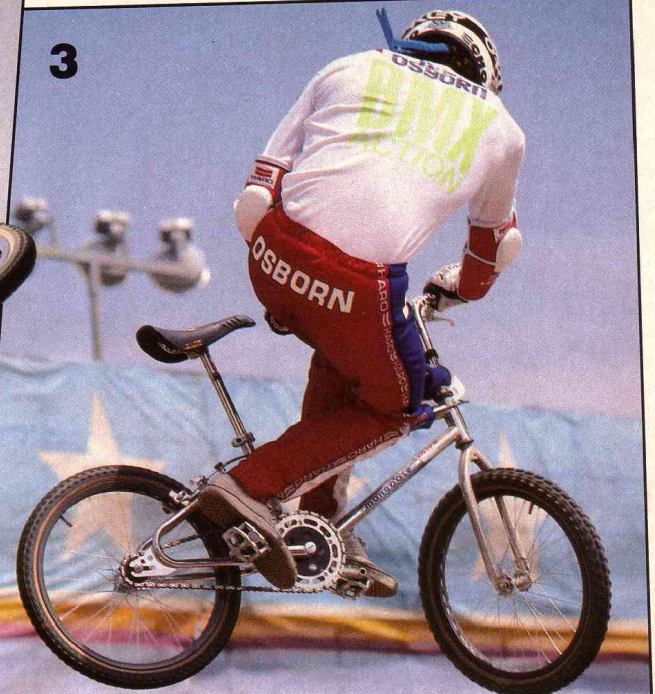


Photo: Windy

1. Eric Rupe, headed for loftier heights. Critical action at The Lot in Simi.

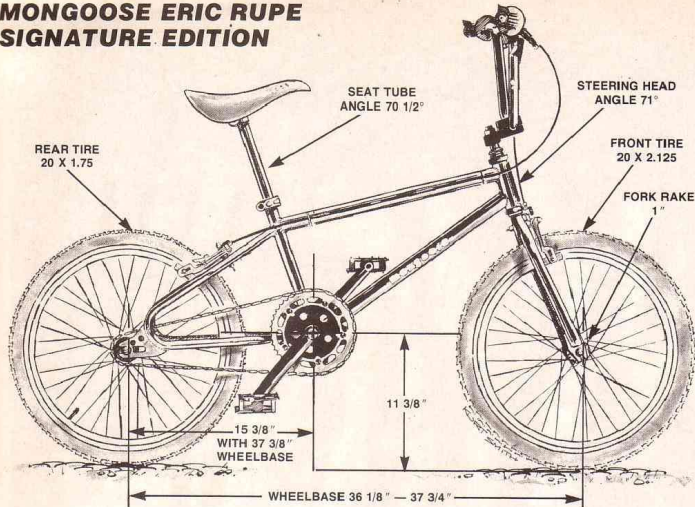
2. B.G., crossed-up stylin'.

3. R.L., checkin' the flight characteristics of the Eric Rupe Signature Edition. No prob - this thing handles.



It's true, the Eric Rupe Signature Edition loves knifing through berms at WFO speeds. In fact, there's not much of anything the newest 'Goose DOESN'T like doing.

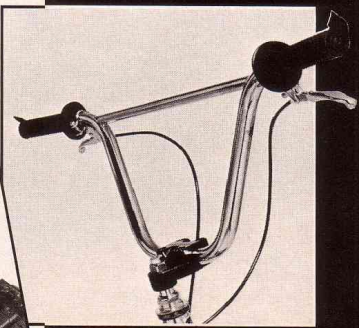
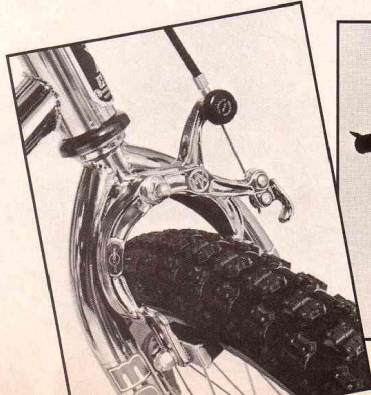
MONGOOSE ERIC RUPE SIGNATURE EDITION



Performance Evaluation

PURPOSE: Racing (up to and including pro), high-falootin' street bike.
AGE RANGE: 13 and up racing, 12 and up street.
QUALITY OF FINISH: Excellent. Very clean chrome, no thin spots and good polishing.
QUALITY OF WELDING: Very good to excellent. Nice, but honestly it seemed like there was something missing. Welds that came out of BMX Products in the past looked like art — we're talking perfectly even beads that looked like they were punched out at exactly the same size and then laid out one on top of the other.
 That kind of precision was absent here.
QUALITY OF COMPONENTRY: Very good to excellent.
GEOMETRY: Excellent.
HANDLING: Mega-excellent. "This thing's so solid. If there's a rider out there who always gets squirrely, I'd highly recommend this bike." It can also make a fast rider who knows what he's doing even quicker.
MISCELLANEOUS COMMENTS: Both wheels slip into place with a minimum of hassle . . . The seat post is plenty long if you like running it skyward . . . The seat is very soft and comfortable, and the material it's made out of is sticky enough that you never have to worry about slipping around on it. R.L. liked the aero shape for the support it gave him, while Gibey thought it was just a tad hard to move around on . . . Both brakes worked excellent . . . Great

grips . . . You WILL have to extend the bars, no doubt . . . The new Pro Class stem even has a hollow stem bolt . . . The rims were amazingly straight when we were done pounding on the bike. Strong stuff.
TEST INPUT: R.L. Osborn, Steve Giberson, Ed Action, Eric Rupe, Billy Griggs, Capt. Kirk, Windy, Don-Boy, and last but not least, the ever-fearless A.J.
MANUFACTURER:
 BMX Products, Inc.
 5152 North Commerce Avenue
 Moorpark, California
 93021-1797
 Tel: (805) 529-7000



Price & Specs

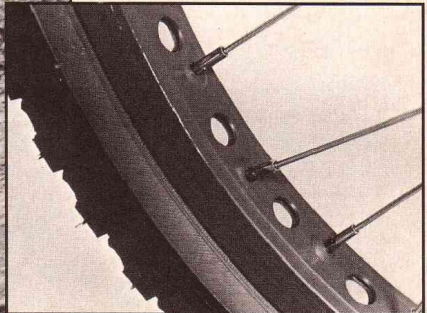
COMPLETE BIKE PRICE: \$349.00.
FINISH AVAILABLE: Chrome with black components
COMPLETED BIKE WEIGHT (without pads or plate): 24 pounds, 3 1/2 ounces.
FRAME WEIGHT: 4 pounds, 4 1/2 ounces.
FORK WEIGHT: 1 pound, 11 1/2 ounces.
HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area): 8 1/2 inches.
HANDLEBAR WIDTH: 26 1/4 inches.
TOP TUBE O.D.: 1 1/4 inches.
DOWN TUBE O.D.: 1 1/4 inches.
FORK LEG O.D.: 1 inch.

Components

FRAME: Mongoose Eric Rupe Signature Edition, chrome-moly.
FORK: Mongoose Eric Rupe Signature Edition, chrome-moly.
HANDLEBAR: Mongoose Pro Class, chrome-moly.
HANDLEBAR STEM: Mongoose Pro Class aluminum and chrome-moly.
GRIPS: Oakley O'Wing, rubber.
HEADSET: Mongoose.
RIMS: Mongoose Pro Class Series III, hard-anodized aluminum.
SPOKES: 36, .080, with brass nipples.
HUBS: SR sealed-bearing, low-flange.
TIRES: Cheng Shin.
BRAKES: Dia-Compe MX calipers front and rear.
BRAKE PADS: Dia-Compe.
BRAKE LEVERS: Dia-Compe Tech 3.
BRAKE CABLES: Dia-Compe.
CRANK: Mongoose Pro Class, three-piece tubular chrome-moly, 180mm.
PEDALS: SR MP-470, aluminum and chrome-moly.
BOTTOM BRACKET SET: Mongoose.
FRONT SPROCKET: Takagi aluminum chainwheel, 44 teeth.
SPIDER: Mongoose Pro Class Power Plate, aluminum.
REAR SPROCKET: Shimano DX, 16 teeth.
CHAIN: TYC, 1/8 inch.
SEAT: Mongoose M-1.
SEAT POST: Mongoose Pro Class, chrome-moly.
SEAT POST CLAMP: Aluminum.

Considering the number of times that R.L. flew off a TOTALLY gnarly banzai jump that we found (it's in the middle of a field that's used heavily for mo'sicle practice), we can say FOR SURE that nothing's wrong with the jumping characteristics of the E.R.S.E. It's just like the cornering. Stable.

Banzai bun-buzzin'. If the performance of the Eric Rupe John Hancock Edition had not been perfecto-mundo, R.L. would have been in deep yogurt.



The dull grey finish of the hard anodizing on the Mongoose Pro Class III rims helps beef up the rims without adding gobs of weight. And yes, the rims are still massively pierced with lightening holes. The hard anodizing isn't all that beautiful, but actually we kind of dig it. It's got that totally proto factory look.

MISCELLANEOUS COMMENTS

"The bars look a little bit strange with their real high crossbar, but when you're riding you don't notice it. The bars are also too narrow when they're stock. Those Galindo bar end plugs we put on there helped a lot."

"Nothing loosened up since the second we left. It's solid."
 "This seat's great. I could ride all day long with this thing, it's so soft."
 "Some bikes feel funny when you put on a big front tire. This thing's totally level. Now if you put a small one on here I don't know what it'd do."
 "The stem didn't slip, and the brakes worked bitchen."

FINAL QUOTABLES

Go for it, R.L.
 "You want to ride it. Some bikes are set up so racey, that you don't feel like you can touch it 'til Friday night. This thing feels like it's a limo. In no way do I mean it handles like one. You just want to get on it. It's got plenty of room to stretch out, everything's where you want it to be, and it feels totally cool."
 "This bike is perfect for a top pro if he wants to race it, for a kid who just wants to jump curbs, or for anybody in between. It's even great for getting around town. It's got a lot of room, it's real comfortable, and it's bitchen. It's good for everything except freestyle, and that's only 'cause the steering head angle isn't steep enough."
 Thanks, R.L. All right, gang, let's just say that the Eric Rupe Signature Edition wins the award for the best handling Mongoose ever. Hands down. That right there says a whole lot, sports fans. Hot bike.
 BMX Products, you guys done good. So go ahead and take a bow. You deserve it. ■