

SUPERGOOSE II



Dean Crisp, Team Mongoose dude showing some style in this speedway slide.

FASTER THAN GREASED LIGHTNING! . . . ABLE TO LEAP CANYON JUMPS IN A SINGLE BOUND! . . .

MORE POWERFUL THAN STU THOMSON MAKING HIS WAY TO A HAMBURGERSTAND! . . .

NO, IT'S NOT A BIRD! IT'S SUPERGOOSE TWO! AFTER READING THIS TEST, YOU TOO WILL BELIEVE A BIKE CAN FLY, AND SURVIVE.

for durability, handling and finish before its production.

BMX Products "Mongoose" is the largest selling dual purpose BMX bike in the world.

This test is on the Supergoose II, the serious full chromoly racing bike in the Mongoose 20 inch range. The testing site was the Mirage Grand Prix track at Factory Road, Oxley, Brisbane.

The Supergoose II gave no indications of getting spooky. I felt confi-

This bike is designed to BMX race though it's capable of doing almost anything you wish. I'm not promising you magic as you can see from the photographs. If the rider has the skill to jump whoops in one leap or freestyle he hunts for a bike he likes and assembles it to suit himself. The bike won't win races for you just because a superstar does, it's up to you to improve.

This Supergoose needed more effort than normal to power-slide, but I'd put that down to the snakebilly pattern tyres gripping (resists slipping). I'm six foot tall, yet had no discomfort to cross up or make sudden changes of direction. The "SS" (stainless steel) handlebars fitted are suitable for the approximate five foot three inch down to the three foot six inch rider. If you are smaller these handlebars would be too high for you to pull up on them for power.

I prefer taller, wider bars to suit my lengthy arms and so I won't be too crouched forward. Handgrips are too small for my long fingers, but then this is a personal item.

Lord behold! BMX Products have woken up to the gooseneck situation. They've opened their eyes and come up with a beefy clamp that actually holds the handlebars still. Unlike the first Goldstem. Also unlike its predecessor, you don't need to be an octopus to put the clamps on the stem and tighten the allen screws and nuts.

To loosen the Gooseneck out of the steering a 13mm socket spanner is needed.

The seat is built for racing and not for comfort. Stainless steel seat post is of too thin gauge. This will crush in when a person overtightens his seat clamp. Plus, when extended for the tall riders, this pole will bend if the bike cartwheels down the circuit or lands upside down.

Steel seat clamp is a simple one bolt nut type that will see out the majority of alloy clamps as it is less prone to fracture.

Tourney rear caliper brake is plain, simple, light and stops fine — eventually. It's not totally the brake's fault but that of the hand lever which offers little leverage. DX, SX Shimano levers or levers with longer blades would improve braking immensely.



Crisp and Wayne Wilmott haulin' their Supergooses around the track.

Skip Hess and "BMX Products" have been around for many years now and together have seen opposing brands born and die during that time.

Skip created the firm which was the first sole mass producer of bicycle moto-cross bikes. Every product is thoroughly tested and examined

dent the wheels would hold to the berms which they did.

On straights power is transferred directly to the earth with no unnecessary front lifting. Weight of rider is evenly distributed to front and rear wheels. Lean back pedal and the Supergoose will speed-jump with ease.

Abnormal for Mongoose is a 88-link chain preventing the change of stock 39-14 sprockets to larger.

Probably one of the best BMX inventions is the one-piece chromoly peddle arm. I've heard of riders bending them but fail to understand how. The steel KKT pedals hold your feet good without preventing slight repositioning while riding.

Both pedals and Mongoose pedal crank are first class parts. I've crashed, slid, jumped, done a million (well I don't know exactly) gate starts with my own; they're still as true as the day I bought them.

Decals on the seat stay near the brake caliper soon peel and do the show (see myself) chrome no justice. The Supergoose frame's Herli-arc welding is one of the best available.

The three millimetre thick dropouts are welded to both sides of the chain stays and seat stays. There are two large holes drilled above the rear axle slots. This looks exciting on the shop floor, but you'll find they will not cut seconds off your lap times. Even with the holes, these dropouts stayed in line and fitted the width of the rear hub perfectly.

A sad point though, because the axle nuts have no washers or chain



Supergoose II are built strong to take the most radical jumps.



The bike built with an excellent attention to detail.

adjusters, tightening the wheel causes problems. The nuts squeeze the metal and chrome, pressing into the axle slot. This causes rough pushing and shoving to position the wheel for change of gearing or tyres. Riders, for a couple of dollars one can purchase chain adjusters or pick up a pair of large flat washers. You can save yourself a mad fit when in a hurry and give your frame some love and tender care.

Chromoly front forks are race tough and built for the geometry of Supergoose, not a last minute thought. Mongoose frames and forks are created with a reputation of being strong. This test bike, "Supergoose II", frame and fork follow those lines.

If the opposition wants to put together and sell the lightest bikes in the solar system, "BMX Products" won't follow.

So racers, if you ever snap a featherweight frame, don't be surprised if there's a Supergoose II owner grinning at you at the finish line.

Test bike courtesy of Phil Thewmoto, 124 Wellington Road, East Brisbane, Qld. (07) 391-6817.

PRICE & FINISH

APPROXIMATE PRICE:

Retail \$399 for bike.

FINISH: Show chrome with blue or red accessories.

CONSTRUCTION: 4130 chromoly heli-arc welding frame and fork, American bottom bracket.

DIMENSIONS

BIKE WEIGHT: 11.36kg.
FRAME WEIGHT: 2.39kg.
FORK WEIGHT: .82kg.
WHEELBASE: 908mm.
REAR AXLE SLOT: 5cm long.
STEERING ANGLE: 72 degrees 30 minutes.
SEAT POLE TUBE HEIGHT: 67cm.
SEAT POLE TUBE ANGLE: 74 degrees.
BOTTOM BRACKET CENTRE TO REAR AXLE: 375mm. Axle in centre of slot.
BOTTOM BRACKET CENTRE HEIGHT: 282mm.
FORK HEIGHT: 310mm.
TRAIL OF FORK: 49mm.
FORK OFFSET: 29.6mm.

COMPONENTS

PEDALS: Kkt chrome steel with chromoly shaft.
CRANK: Mongoose one-piece chromoly 175mm, 28 thread to inch fitting.
CHAIN WHEEL SPIDER: Mongoose by Takagi.
STOCK SPROCKETS: 39-14 (54.4 ratio).
CHAIN: KHC 1/2 x 1/8 88 links.
WHEELS: Araya 7x alloy rim, Shimano AX hubs 36h, .080 gauge spokes.
TYRES: Mongoose gumwall snakebelly. Front 2.125 x 20, rear 1.75 x 20.
BRAKES: Rear only Shimano tourney sidepull, 50 degree bent lever, r/h.
SEAT POST AND CLAMP: Mongoose stainless steel, chrome steel.
SEAT: Mongoose plastic with steel frame by Kashimax.
HANDLEBAR AND STEM: Mongoose stainless steel 61cm wide, 21cm high, Mongoose new stem 2-piece clamp, 4 allen screws.
PADS: Nil, available separate.
HANDGRIPS: Mongoose 28mm thick.
EXTRAS: 2 frame cable clips.

TEST INPUT:

Carl Wilmott, Dean Crisp, Wayne Wilmott, Peter Ward.

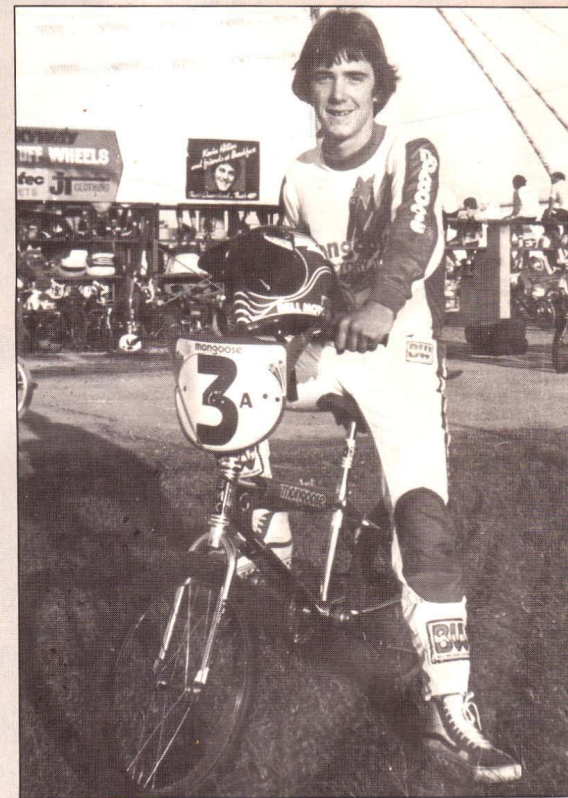
VALUE FOR MONEY

- POOR
 GOOD
 VERY GOOD
 EXCELLENT

QUALITY STATUS

- POOR
 GOOD
 VERY GOOD
 EXCELLENT

DEAN CRISP



Ultra-smooth, super fast, dialled to win and very consistent. Dean is probably the nation's most accomplished BMX racer. At the age of 12 he sold his racing mini bike to invest in a BMX bike which he began competing on in August of 1978. He won about 300 medallions before trophies were given out as rewards.

A friendship developed between Dean and a knowledgeable Colin Spencer who together produced a local bike named the "Team Sunshine". Dean and a couple of local hotshots including his older brother Darren rode the bikes dressed in "Team Sunshine" colours. Well, Dean was slaying the opposition and Phil Thew (Mongoose Australian Distributor) knew it. In February of 1981 Phil made Dean an offer to join the Mongoose factory team if he ever

decided to hang up his Sunshine colours.

Two weeks of riding a Supergoose and figuring what to do, Dean's decision was to ride for Mongoose. The sponsorship was attractive plus Dean liked the bikes.

He's been to and competed at most Australian top tracks and last year the USA.

His family now has a room near the house for the boys' trophies (Darren has retired, young Adam is now Mongoose sponsored). In fact Dean has won so many trophies he's having trouble finding more space for them. Therefore he's decided to give a trophy away occasionally to a Crisp fan.

An ambassador to the sport, Dean Crisp is still keen to train to compete, I'd say we'll probably see him race for a few years yet.