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FROM MOTHER GOOSE'S FACTORY

THE BRAND NEW SUPERGOOSE

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What can we possibly say about a Mongoose bike that every kid in the world doesn't already know?

That they corner like the Roadrunner? Or that they have the flight characteristics of a Lear Jet? Or that the frame and forks will probably outlast King Tut's pyramid? Or that in the BMX field Mongoose has replaced Schwinn as the standard of comparison? (Maybe not counting the new Sting.)

Or, on the other side of the coin, that the bottom bracket should be higher, or that the frame weight could be lower?

Of course, if Mother Goose raised the bottom bracket on her frames, it is possible that it might have some unfor-

BMX Products got their ducks in a row with this bike. (... Oh, I get it. Ark! Ark! Humor.)

seen detrimental effect on the otherwise almost perfect handling traits of the Goose family.

Or if she decreased frame weight it might not be the same dependable, long-lasting, bulletproof jobber that we have come to know and love.

So who are we to criticize such a nice old lady as Mother Goose; a warm-hearted soul who has become an institution in her own time.

'Course the plastic grips on this new

Mongoose are bogus. What happened to the Oakleys that the Team Mongoose bikes are supplied with? Or the new Mongoose grips?

But, sports fans, we seem to have wandered vacantly off our course, as is becoming more common since we switched to the hundred mile-an-hour pace of a monthly publishing schedule. Let's get back to the basics... like what is the reason for this new model?

Well, little critters, once upon a time, Mother Goose had four fine sons, of which she was justifiably proud: Mongoose, the first born; Team Mongoose, the sleek top-of-the-line racer; Mini-goose, for the little guys; and Mity-



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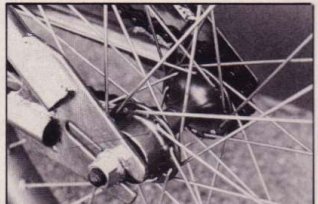
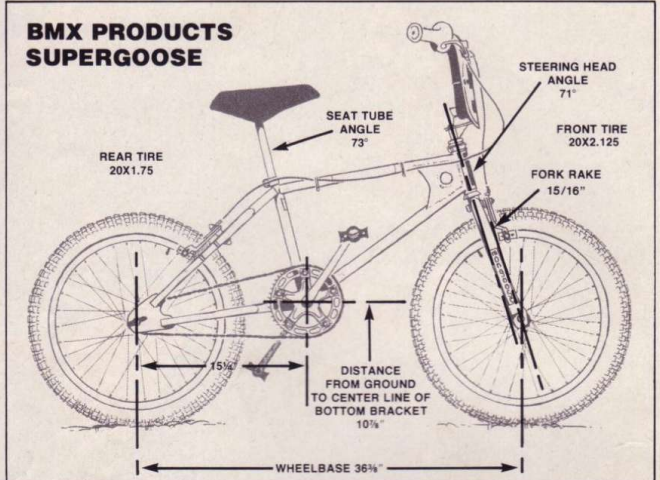
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SUPERGOOSE

goose, a 16-incher for the really little buggers. But, proud as Mother Goose was of her four sons, all was not well in Gooseville. Somehow things seemed incomplete. It was like they were losing part of

the market because they did not have a racing bike available for all the little kiddies in Motoland who were pretty hefty and wanted forged cranks instead of alloys, or who wanted a cheaper racer that would still haul bananas.



The Shimano Freehub set, which includes both the rear and front hubs, is primo racing equipment.



This is trick! It's a little clamp-jobber that holds the brake cables where they cross. What kind of mind invents stuff like this?

Sure, MG was selling an incredible amount of the other styles of Gooses, but this kindly warm-hearted old lady was not satisfied with this. She kinda had a hankerin' to jump on this final corner of the market too. In fact, it was more than a hankerin', she wanted CONTROL . . . power! She wanted BLOOD and DESTRUCTION! RUINATION! SMOKE and FIRE!

She wanted COMPLETE AND TOTAL DOMINATION OF THE WORLD BMX MARKETS!!! So she created . . . SUPERGOOSE!!! (Look! Up in the sky! It's a . . .)

Ugh! Grunt! Gnashing of teeth. Slapping of forehead. We did it again . . . wandered clear off the point . . . got totally carried away. Okay. Okay. Let's get down from the ceiling and back to the test.

If you haven't figured it out yet, the Supergoose was created as a slightly heavier-duty, less expensive version of the Team Mongoose. In other words, a next-to-the-top-of-the-line racer. The main differences between the two go like this: The Team Mongoose has a Dura-Ace alloy crankset and the Supergoose runs the new seven-inch Takagi forged chrome-moly cranks. The frame and forks on the Team Mongoose have a candy color-coating over a nickel plate job. The Supergoose frame

BMX PRODUCTS SUPERGOOSE SPECIFICATIONS

- FINISH:** Nickel plated
- WEIGHT:** 27 lbs. 12 oz.
- RETAIL COST:** \$250 (slightly higher in the east)
- FRAME:** Mongoose Team frame, all chrome-moly
- FORKS:** Mongoose chrome-moly
- HANDLEBARS:** Mongoose SS (stainless steel) medium butterfly
- GRIPS:** Winner's Circle plastic
- STEM:** Mongoose gold stem, chrome-moly
- RIMS:** Araya alloy box
- SPOKES:** .080/36
- HUBS:** Shimano Freehub set-up
- BRAKES:** Front and rear Tourney calipers
- TIRES:** Cheng Shin knobbies
- PEDALS:** MKS Bonzai with chrome-moly shafts
- CRANKS:** 7 in. Takagi forged chrome-moly, chrome plated
- FRONT SPROCKET:** Takagi 39T alloy chainwheel on a Mongoose 5-arm gold chrome-moly spider
- REAR SPROCKET:** 14T Shimano cassette sprocket for the Freehub
- SEAT:** Mongoose seat by Mesinger
- SEAT POST:** Stainless steel

and forks are nickel plated only. On the TM the bars and seat post are aluminum; on the Supergoose they're stainless steel. You're going to be hearing a lot more about stainless in the future.

Anyway, those are the major differences. There are a few minor ones like seats and sprockets and, of course,



Who is that dude in the Foster-Grants? Ah, that's our artist-woobie . . . Haro. Goosed.



Guest test rider for the Supergoose bashing was Kenny Nachman; 16 expert (just moved up) Factory Mongoose racer type fellow, and salty veteran of years of BMX jousting.



Is this class, or is this class? (The seat is made by Mesinger for BMX Products.)



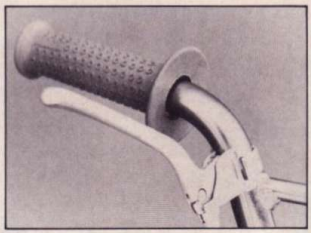
You can fly on the Supergoose. Buff at the stick.



What's this . . . the San Jose Mile? The 'Goose is a gas for flat trackin' down fire roads.



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The pre-bent levers on the Supergoose are great. The grips are bunk . . . so we switched to these Oakley Twos.

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SUPERGOOSE

grips . . . which we have already been raggin' on. The word we got from BMX Products is that as soon as their new Mongoose grips are in production, the whole Goose family will get 'em.

Oh, yes. There is one more slight difference. We hesitate to even mention so unimportant a thing to our big-bucks readers, but . . . there's a difference of 50 bones between the Team Mongoose



Nachman at full grunt . . . smokin' through the boonies.

and the Supergoose. The Team 'Goose goes for a shade over 300 dollars, and the new Supergoose costs . . . oh . . . around 250.

As far as how the Supergoose handles, if you haven't ridden a Mongoose yourself, ask anybody. The three full-size 'Gooses all come out of the same jigs, and they all handle the same. And there's gotta be somebody in your neighborhood that owns one or has at least cruised around on one. Ask your mother . . . she can probably tell you how good they are.

The steering is just a hair on the quick side because of the 71 degree steering head angle and the 15/16 inch rake Mongoose forks. The wheelbase provides a pretty much neutral tracking situation in the turns. In other words, you can slide the rear end but it won't whip.

The fore and aft location of the bottom bracket allows for total control off jumps. You will land neither on your nose nor

continued on page 68

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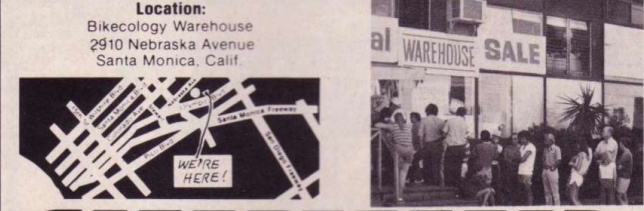
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SUPERGOOSE continued from page 60

on your buns, unless you muff it... the bike will hang in. The low ground-to-bottom-braket location gives the Mongoose bikes a low center of gravity which

makes the handling even more predictable and solid feeling in turns and in the air. But it causes the inside pedal to scrape in turns sometimes, which can

be pretty spooky when you've got the lead and are leaned over, flat out and blazin'. So the height of the BB is a trade-off.

Well, buckeroos and whippersnappers (that's inside cowboy talk), the old trail is a comin' to an end, and the sun is a settin' over yonder behind the rimrock, and it's a gettin' time for all straight-shootin' cowpunchers to hit the ol' sack and dream of them little doggies... or if you've seen "Alien," to do a little dreamin' about that dude too. Or, if you haven't seen it, and you like REALLY scary movies, go see it. That sucker would scare the beans out of Pancho Villa!

CONCLUSION

And in conclusion we'd like to say that the original Mongoose has sold in the jillions; likewise for the Team Mongoose; and we can't see a single reason why the Supergoose won't do at least as well... maybe even quadrillions!

Good night, Mother Goose. You're pretty cool.

Look! Up in the sky! It's a bird! It's a plane!
SPLAT!
Ugh... it's a bird. ★

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