

BMX PRODUCTS FINALLY gave the Supergoose its long-awaited face-lift. The changes affected more than the looks. Now anyone can buy the same basic machine that the team riders race in the international competition.

SUPERGOOSE

BMX Products was the first company to mass produce a quality racing bike. They are considered by many to be the leader in the industry. Because their approach to manufacturing is to build bikes that handle well, are reasonably priced and won't break, they've built up a solid reputation over the years.

Although BMX Products hasn't set the world on fire with innovations over the past few years they're always looking for ways to improve their product. The latest improvements involve the design of the Team Mongoose and Supergoose chrome-moly frames. At a first glance you may not notice much difference between the new-style frames and the old ones. Upon close inspection more than subtle changes can be detected and those changes have a significant effect on the performance of the frame.

As before, the Supergoose is simply the chrome-plated version of the Team Mongoose frame. A BMX Products factory representative informed us that as the old Supergoose 2's are phased out of production the new Supergoose will take its place.

WHAT'S NEW?

The differences between the old and the new-style frames are: thinner head tube, thinner bottom bracket hanger, a redesigned caliper brake mount and redesigned rear drop outs. Lower weight and improved geometry were the result

of the changes. The weight dropped from five pounds, ten ounces to five pounds, two ounces. The major portions of the weight savings is due to the thinner head tube and crank hanger. Smaller amounts of weight were removed by adding holes in the hanger block (between the chain stays, and hanger) and in the caliper brake mount. The geometry changes occurred primarily at the crank hanger. The new frame is approximately one-fourth of an inch higher at the crank hanger. The median head angle on the old-style frame was about 72 degrees, but due to the angled rear axle slot the head angle varied depending on the placement of the rear wheel. The new drop outs run parallel to the ground; therefore, regardless of the rear wheel position, the front end geometry remains the same. The design of the rear drop outs also accounts for most of the change in hanger height as well as a gain in clearance between the chain and the seat stay. On the previous models, BMX Products had to modify the stay to give the chain adequate clearance. With the new drop outs the stay doesn't interfere with the path of the chain and no modifications are necessary.

There isn't much difference between the components on the new Supergoose and the Supergoose 2 we tested in the September 1980 issue. Only the color of the tires was changed (the new ones are red). Also, about six months ago BMX Products improved the Gold Stem by deep-knurling the clamping blocks.



Greg Hill demonstrates his cornering technique on his factory Supergoose.

SUPERGOOSE

Serial Number: E112789

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This report was compiled by:

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DIMENSIONS

Weight 11.36 Kg	(A) Wheelbase 908 mm	(B) Head Angle 72 degrees 30 minutes	(C) Seat Angle 74 degrees
(D) Hanger Height 282 mm	(E) Hanger to Axle 375 mm	(F) Top Tube Height 546 mm	(G) Trail 49 mm

FRAME SPECIFICATIONS

Weight 2.39 Kg	Material/Construction 4130 CM/Heli-Arc	Seat Post Diameter 22.2 mm	Head Tube Style Standard	Hanger Style Standard
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FORK SPECIFICATIONS

Weight .82 Kg	Material/Construction 4130 chrome-moly/Heli-Arc	Height 310 mm	Offset 29.6 mm
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BIKE COMPONENTS

Cranks chrome-moly 175 mm	Chain KHC 1/2" X 1/8"	Pedals KKT RE K-MX
Gearing 39/14 (55.71 in/gear)	Wheels/Hubs Araya 7X/Shimano AX	Seat/Seat Pillar Kashimax/Stainless Steel
Stem Gold Stem, Double Clamp	Bars/Grips Stainless Steel/Mongoose	Suggested Retail Price \$330.00
Brakes Dia-Compe 890	Tires Mongoose 20 X 2.175 (front) Mongoose 20 X 1.75 (rear)	Metric Conversions: 2.2 Pounds equal 1 Kilo 25.4 mm equal 1 inch

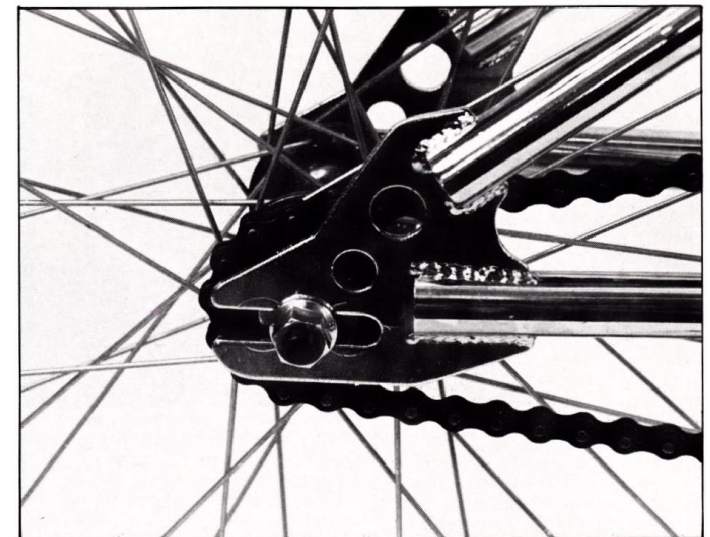
FITTING IT TOGETHER

Except for the ball bearing races being pressed in place, Mongoose and Supergoose bicycles come to your dealer completely unassembled. True to its reputation the Supergoose goes together easily. Sliding the rear wheels into the frame, we noticed a little better fit than on last year's bike. It's always nice when you don't have to stretch the stays apart to fit the axle in. The only problem we had during assembly involved the caliper brake mount position. With the chain supplied, the rear wheel sat about two-thirds of the way back in the axle slot. This positioned the rim too far back for the stock 890 Dia-Compe calipers to reach. We solved the problem by removing one link from the chain to bring the wheel closer. After reporting this to BMX Products we were informed that they were already in the process of lowering the caliper mount. The axle slot is so long anyway that no one caliper brake would work for the full length of the slot. At least lowering the mount will allow the optimum use of the 890 Dia-Compe calipers.

Built up in its stock configuration the Supergoose is designed to fit your average fourteen year old. We came to this conclusion based on the size of the handlebars. They're the smaller of two versions of SS (Stainless Steel) bars by BMX Products. They're the perfect height for anyone up to, say, five feet, six inches, maybe. Anyone taller will need the larger SS bar. Changing the bar is the only modification a larger guy would need since the SS seat post is long enough to adapt to anyone.

A MINOR PROBLEM

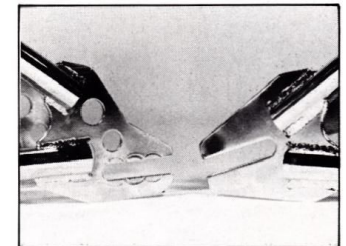
The stock 39/14 gear is good for cruising around, but for racing a 44/16 or 43/16 change-over in the drive train would be needed. This presents a problem since the bike uses the newest Shimano freehub. Finding a 15- or 16-tooth sprocket to fit might be difficult. The sprockets from their 10-speed line will fit the splines on the freehub but they're made for use with a cluster. In single-speed applications they haven't proved to be 100% reliable. As of this writing, Shimano is hurrying to release new DX sprockets in sizes up to 18 teeth, but word on their availability hasn't been released yet. We hope that by the time you read this they will be



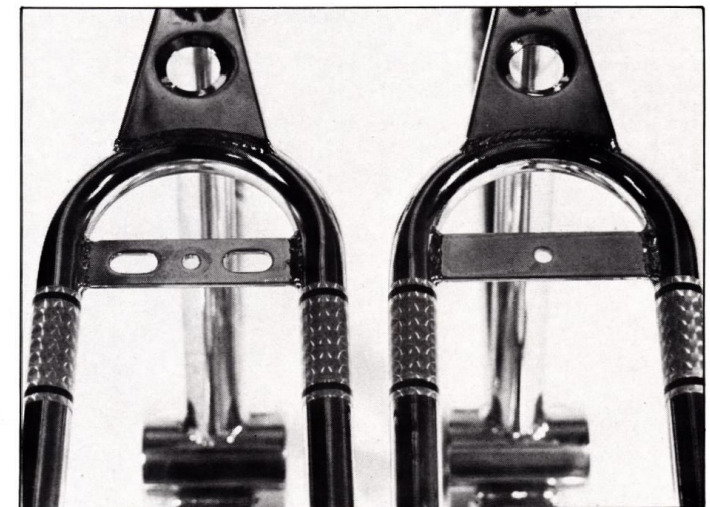
Thirty-four millimeters (1.3 inches) of usable rear axle movement is available with the new drop out. More importantly, it runs parallel to the ground.



The height from the lower race to the axle was 310 mm.



On the left is the new 'Goose frame, on the right an old one.



Again, a comparison of the old (right) and the new (left). In addition to the holes, the new brake mount will be lowered on newer releases.

out and on the market. A 1/2 X 1/8" chain is standard equipment but a 1/2 X 3/32" 10-speed chain will fit. That's one of the nice things about the new freehubs.

Test riding of the Supergoose was done over a variety of tracks and terrain. A good deal of street riding was also put in just for the sake of it. Our first impression was mainly about the tires. They're pretty good for just about any application. The snake-belly style tread is great for street and hard pack tracks, and it does pretty well on slippery surfaces, too. We won't go as far as to say that they're the best tires for everything, but for all-around versatility the Mongoose tires provide good traction, long wear, and a positive feel. On hard tracks and for street riding the preferred pressure was 42-48 psi in both the front and the rear. On bumpy tracks we found a much improved ride by lowering the front to 35 psi and the rear to 40-42 psi.



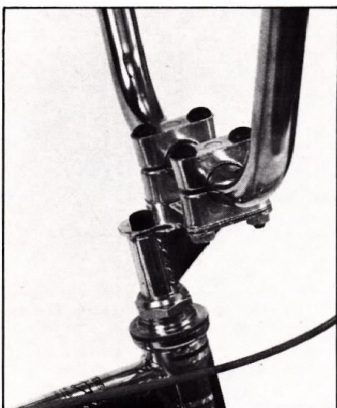
To make the Supergoose work for you takes no special skills: it rides very steadily and smoothly.



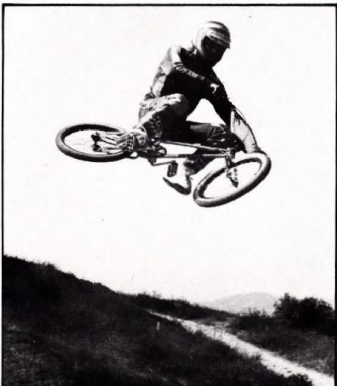
High altitude sideways action, poetry in motion by Claveau and Supergoose.



The 'Goose is a predictable slider, even in difficult off-camber sections like this. The back end drifts out slowly and controllably.



The new stem blocks are deep-knurled to help prevent handlebar slippage.



Kirk Claveau gave the Supergoose his usual thrashing. The result was a slightly bent front rim.



Normal cornering should be done feet up, but when the situation calls for it plant your foot and heel the bike over.



NO HANDLING PROBLEMS

Everyone who rode the Supergoose was quite pleased with the handling and overall feel of the bike. The balance of the 'Goose is excellent for speed jumping and bunny hops. The raised crank hanger allows more clearance for pedaling around corners than last year's bike, a welcome improvement. Even with all the geometry changes, all the famous Mongoose handling traits were maintained. At high speeds it's very stable and can be confidently maneuvered around to pick any line. We found the best method for cornering on the Supergoose to be feet up and weight slightly forward, and no brakes. If you have to slow down for a turn, use the brakes ahead of the actual turn, then lean into the inside and carve a smooth line. The bike won't drift to the outside if you stay off the brake. Berms are a different story. Again, take it feet up, but this time your

weight belongs right over, or even on, the seat. Provided the berm is decent, the bike will handle it at top speed with no wash out. If traction gets slippery then simply put your foot down and lean, and the back end will swing slowly into a controllable slide. The geometry of the Mongoose fork is such that the bike almost refuses to plow the front end. During one particular test session we made several runs down a six-mile fire road. The road consisted of 130 turns and several changes in terrain ranging from hard-packed dirt to gravel and powder. The front end would act as if it was going to plow then the rear end would swing around into a slide and almost automatically correct the situation. This isn't to say that a Mongoose will instantly make you an expert rider, but any rider will benefit from its forgiving nature.

The overall feel of the machine is right. When you sit on it, ride it, and race it, it feels normal: everything is where it is supposed to be. Our final impressions of the handling were very favorable, primarily because of the bike's ability to perform so well in a wide variety of situations.

Value for the money has always been one of the strong points at BMX Products. At around \$330.00 (subject to change) the Supergoose is the number two bike in the Mongoose line behind the Team Mongoose (The major difference is the cranks—the Team comes with alloys). The price is pretty good; it beats or is equal to just about anything with comparable components in that price range. It's race-ready off the show-room floor, provided you can live with the 39/14 gear ratio. It's ready as it sits, box stock, for anything else, too. ★