

THE NEW SUPERGOOSE!



Brett Allen, Factory Mongoose team, gives us a little bit of style. Notice the sharp appearance of his new Supergoose.

JANUARY TEST

Story by Bob Hadley,
Super BMX Test Editor

Progress is changing the face of the BMX industry. Things are happening so fast that, for most companies, it's a full time job keeping on top of all the emerging technology. For them, the capability to stay even with the competition is good enough. But, for a company like BMX Products, the makers of Mongoose bicycles, just keeping up is not enough. Their essential goal is to stay ahead of the game, to always be the one that's leaving the others behind.

It's a tough game, progress is. But, as BMX Products and their Mongoose bicycles have proved, for those that control the buttons of progress, their reward is spelled s-u-c-c-e-s-s. No one that knows BMX will dispute the fact that BMX Products has been the biggest maker in the field since 1976.

What's the latest from the biggest? How about a whole new line of Mongoose bicycles. The process started several months ago when BMX Products introduced the top of the new breed, the Pro Class professional model. From that frame style, the new generation of Mongoose's have emerged. The Pro Class, at about \$450, is the most expensive and elaborate, followed by the Supergoose (about \$289), the Californian (\$199), and two Expert models freewheel equipped—\$175, coaster brake equipped—\$169). The Expert models are geared towards the "just starting out" market. Their heavy-duty steel rims and low prices make them an excellent value. The Californian is an alloy rim and freewheel bike that, for under \$200, is, believe it or not, not only raceable, but very capable of carrying a beginner all the way to the expert level.

In the middle of the road, between the expensive Pro Class and the inexpensive Californian and Expert models, is this month's Super BMX test bike, the Supergoose. The Supergoose model has always been the middle-of-the-line Mongoose since it was first introduced way back in 1980. One thing that BMX Products



Brett Allen, Team Manager of Factory Mongoose.

Mongoose has revamped its line of bicycles for 1984. This month SUPER BMX evaluates one of Mongoose's most popular models, the Supergoose.

has continued to do with the Supergoose is keep improving the quality of the component specifications while maintaining the same price level. When the bike was introduced in '80 it had a suggested price of \$280. Thanks to the progress BMX Products has made over the last year in keeping prices down and quality up, today's Supergoose sells for for about the same price and is a much improved vehicle.

GETTING FRAMED

Like all the new Mongooses, the Supergoose frame is a "Pro Class"-type frame. The front triangle consists of a standard head and seat

mast tubes, a 1-1/8" top tube, and a 1-1/4" down tube. The old Mongoose design utilized 1" diameter tubes for both the top and down tubes. Use of the larger tubing diameters have allowed BMX Products to eliminate the head gussets that were needed with the old design.

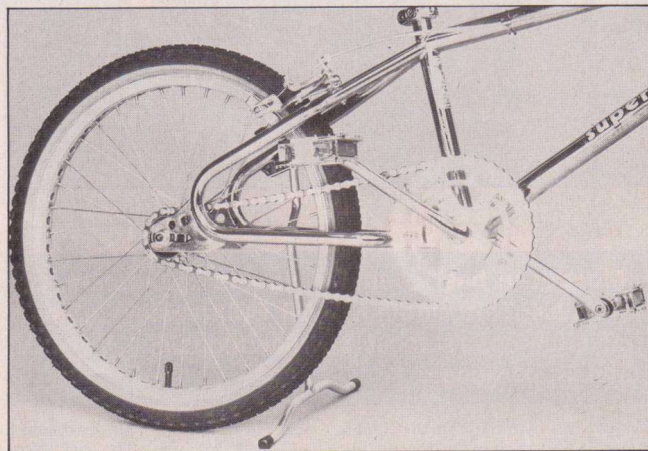
The rear triangle is a "continuous loop" design, meaning one tube is bent around to form the entire rear triangle. This design is very strong. BMX Products has been using continuous loop rear triangles for several years on their cruiser models, so it's not new to them. Needless to say, all the frame tubes on the Supergoose are 4130 chromoly.

Photos by Kathy Amerman and Mike Collins

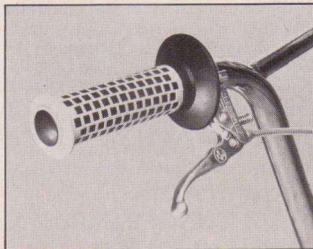
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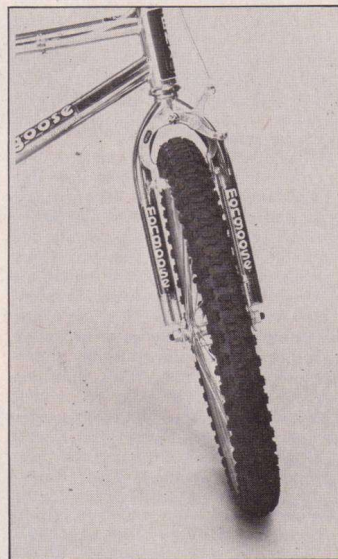
The complete Supergoose as tested by SUPER BMX.



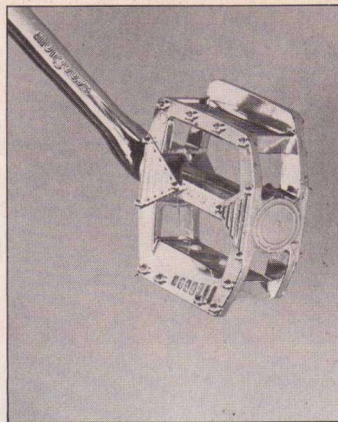
The Supergoose was equipped with SR MP-470 platform pedals, and the Mongoose logo embossed on the crank-arm.



Grips used on the Supergoose we tested were along the lines of fake Oakley B1B's. Handlebars are made by Supergoose of 4120 chromoly and are chrome plated. The stem by ACS.



Tires by Cheng-Shin, Pro Class brakes and 4130 chromoly forks by Mongoose.



Mongoose 180mm one-piece cranks come as a standard equipment on the Supergoose, as does the TYC chain.

SPECIFICATIONS

Frame: 4130 chromoly, chrome plated
 Fork: 4130 chromoly, chrome plated
 Handlebar: 4120 chromoly, chrome plated
 Stem: ACS Pro Class
 Headset: Tange MX 2
 Rims: 20x1.75 Pro Class alloy with interchangeable rim bands
 Hubs: Suzue low flange, loose ball
 Tires: Cheng-Shin
 Brakes: MX type Pro Class
 Pedals: SR MP-470 platform
 Cranks: Mongoose 180mm chromoly, one-piece
 Bottom Bracket: Tange BB-220
 Front Sprocket: 1/8"x44T chainwheel, quick change
 Rear Freewheel: Shimano DX 16T
 Chain: TYC 1/2" x 1/8"
 Seat: Aero type
 Seatpost: Chrome plated steel
 Seatclamp: Hinged type

If one design has ever stood the test of time, it has to be the Mongoose front fork. Although it has been refined a bit over the years (for lighter weight), the basics have remained the same. It's the original straight-leg in-line fork. Like the frame, the fork is fabricated entirely from 4130 chromoly.

The workmanship on the Supergoose is exceptional, especially the welding. The beads are just what you'd expect from a quality maker—round, tightly overlapped, consistent, and well filled.

The Supergoose is offered only in "show chrome," which is fine, because a chrome plated frame will keep its original looks 20 times longer than any painted frame. Both the frame and forks are accented by colorful, bold graphics.

COMPONENT SPECS

BMX Products didn't stop with the frame when it came time to update the Supergoose. They did two things when they spec'd out the new bike. First, they allowed the bike to grow a little. By opting for 180mm cranks (one-piece) and pro-sized handlebars they opened up the market for the bike to riders that are a bit taller than the average 13 year old. Second, it has every piece of hardware that you'd want on any race-ready bike—quick-change front chainwheel, a four-key freewheel, platform racing pedals, lightweight rims, and good brakes.

Special and unique to the Supergoose (and all Mongooseos) are the Pro Class wheels. Pro Class wheels have lightening holes between each spoke hole. A special rimstrip is used to prevent the inner tube from blowing out the holes. Pro Class rims, with their special rimstrip, are 10 to 15 percent lighter than other BMX alloy rims. The idea is so simple it's a wonder no one had thought of it before. That's progress. Another simple idea is the Mongoose universal spider that is standard on the Supergoose. It will adapt to any 5-bolt BMX chainwheel and many 10-speed chainwheels—Takagi, Shimano, Sugino Maxy, and Dura Ace. It's a great advantage to be able to fit all those chainwheel types as adaptability like that can come in handy at critical times.

The new Mongoose bars are chromoly. You might remember their old bars were made from stainless steel. Aside from the material change, the new bars are 27 inches wide, have an 8 1/2" rise, and a new, flatter bend. The high crossbar is a characteristic of all the new Mongoose handlebars. The grips on the Supergoose are along the lines of fake Oakley (Fakley) B1B's. Grip-wise, they actually aren't all that bad. But they are a 1/4" shorter from flange to end than the AM'E Tri's they were compared to. Medium to large hands might find the short feel a bit distracting.

Clamping the bars in place is a Pro Class stem by ACS. The Pro Class version of this stem is high-gloss quality all the way. Once you tighten this one up your bars are in position for good. Rather than thread into the lower plate of the bar clamp and run the eventual risk of stripping out the soft aluminum, ACS uses aircraft-quality steel nuts recessed into the aluminum. With these nuts you can confidently cinch down without the worry of ruining your stem.

Brett laying it over.



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The instant you hit the track with the Supergoose you'll appreciate the drivetrain comonetry. The 180mm one-piece cranks might seem a bit long for the average riding, but for racing, they are the recommended set-up. The new SR platform pedal (MP-470) is basically a clone of the DX design. They have more traction pins near the outside of the pedal body than the DX, which should help keep your feet on better in wet conditions. In dry conditions the SR's, like DX's, work great. Getting the power to the rear wheel is a 1/2" x 1/8" black and silver link chain by TYC. It worked smoothly throughout the test. A Shimano DX freewheel sets the power down. It features the 4-key release pattern the SunTour made a BMX standard.

Hubs are low flange loose-ball type by Suzue. The Pro Class wheels are laced in a 4-cross pattern for maximum strength. Tires on the Super-

The new Supergoose comes ready to race.

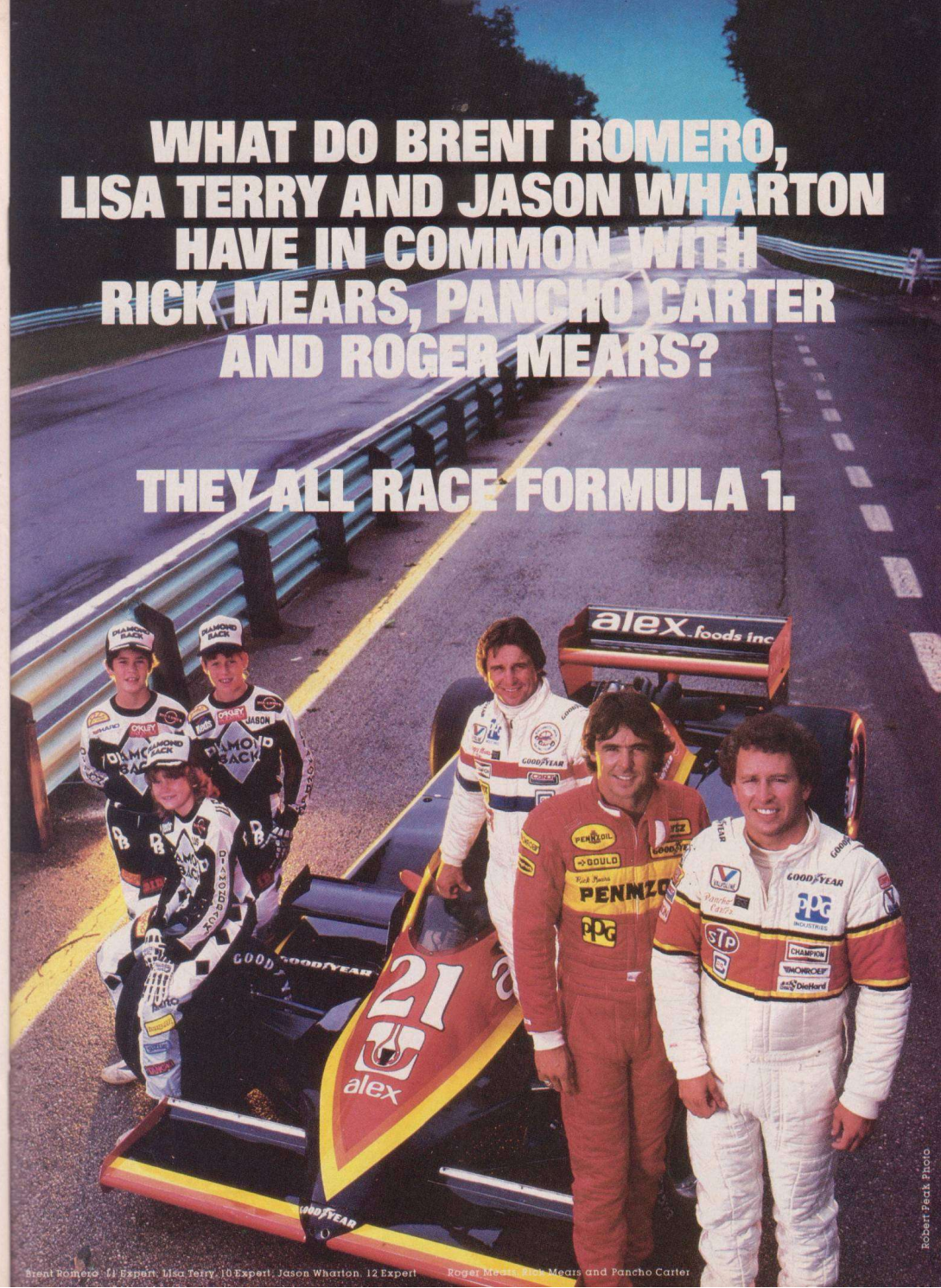


The Supergoose still has that famous handling package it's always been famous for.

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WHAT DO BRENT ROMERO, LISA TERRY AND JASON WHARTON HAVE IN COMMON WITH RICK MEARS, PANCHO CARTER AND ROGER MEARS?

THEY ALL RACE FORMULA 1.



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Note that the new Supergoose has the Pro Class type look.

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Brett showing us the control you can have on a Supergoose.



goose are Taiwan made Cheng Shin replicas of Tioga's Comp 3. The Cheng Shin's look identical, but their performance isn't. The rubber is quite (about 20 percent) softer than the real Comp 3's. The drawback of the softer compound is fast tire wear and skittery traction on hard surfaces. You can figure the rear 1.75 tire won't last more than 1 month if you ride every day. If you do a lot of skidding it won't even last that long. The front tire will last quite a bit longer than the rear (who does front skids?) and, because it's a 2.125, the skittery feeling, though noticeable, is not as bad.

STOPPING POWER

Impressive is the word for the Pro Class brakes. They stop as good as any caliper on the market. Their performance has to be attributed to

the excellent brake pads because, as a few high speed runs quickly proved, the calipers themselves are only average at best. At a glance they look like Dia-Compe MX's but they aren't, they are Taiwan made copies. Even the levers are copies of Dia-Compe Tech 3's. In high speed sustained braking situations, both the front and rear calipers would emit high pitched squeals, an indication of excess caliper flex. Nevertheless, even with the squealing going on, the brakes still worked great. Their lock-up capabilities are very good and they didn't fade a bit even after several hundred yards being dragged. In typical situations the squealing never occurred, it was only on the long downhill test runs, so, for the most part, it's nothing to worry about (especially considering the overall excellent rating they got).

HANDLING THE CONCLUSION

For all the progress BMX Products has made with the Supergoose, they didn't take away the thing that made them famous: that legendary Mongoose handling. Among middle-of-the-road bikes, it's one of the best handling bikes on the market. It's easy to steer, stable at any speed, and has smooth, even balance for any cornering or jumping situation. Even with the Cheng Shin's the Supergoose's fine handling traits came through. It wasn't all that surprising to find out from BMX Products that even after all the redesigning, the basic geometry of the Supergoose is still the same.

Even in the age of rapid progress some things are better left unchanged. ☆