

**THE ZOOT SCOOT SHOWCASE
OF THE BMX PRODUCTS LINE**



TEAM MONGOOSE

Team Mongoose. The max machine from the world's largest BMX-only manufacturer. Now available in show chrome too.

Ready for a quick ancient history lesson? The first Team Mongoose dates all the way back to 1977. BMX Products first bike, the Mongoose, came out two years earlier. And their first major product, Motomag wheels, showed up eight years ago and are still strong sellers.

In addition to the show chrome option, the new Team Mongoose sports several other refinements.

The rear brake bracket is slotted. The spacer-block section between the bottom bracket and the rear chain stay is now open underneath to trim weight.

The rear axle dropouts, now slotted horizontally, have been modified to raise the bottom bracket for a 3/8-inch increase in ground clearance. This change also allowed some weight trimming.

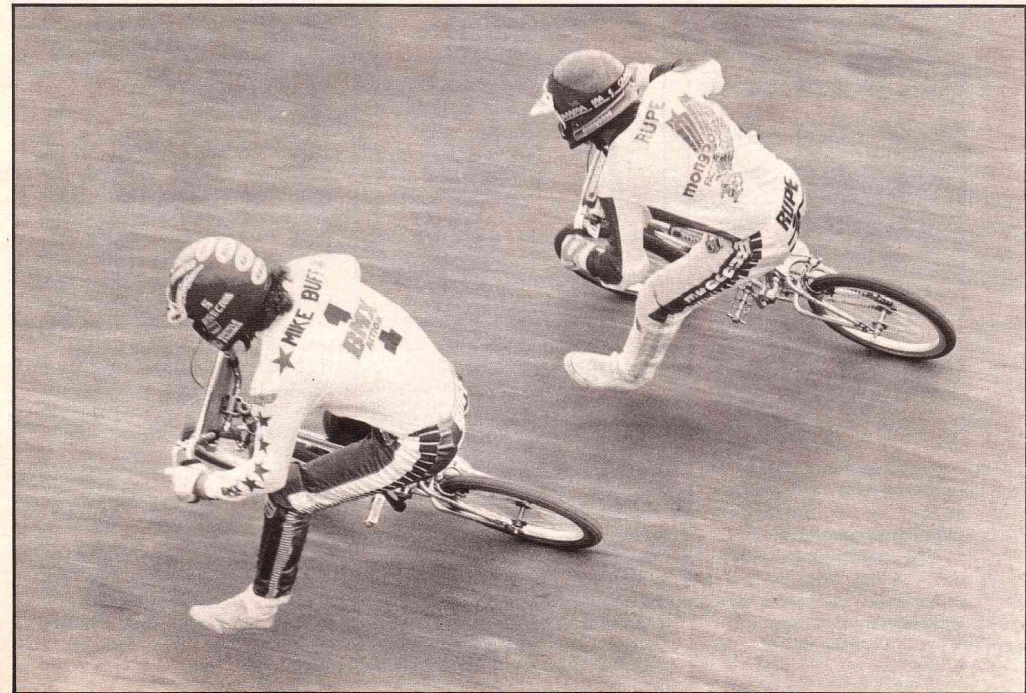
Eyeballing the Team bike reveals some really classy chroming. The super tidy welding beads



Buff: "... perfect all around bike. Racing, trick riding, thrashing, skateparks, everything."



Buff the Fluff and Eric Rupe in a full-on 'Goose drag race down the first straight at the new Harbor Raceway. This bike flat hauls.



"... corners like a monorail."

ERIC RUPE

AGE: 18
HOME TURF: Northridge, California
STATUS: NBL National No. 4 Pro in 1981
SPONSOR: BMX Products
CO-SPONSORS: Vans, JT, Carrera

PERSONAL GEAR:

Mongoose Pro (by Echo) helmet
 Mongoose visor
 Carrera goggles
 Go-Pro jersey
 JT pants
 Vans low-cuts
 JT Half Breed gloves

VEHICLE

Supergoose frame
 Team Mongoose fork
 Mongoose SS handlebar
 Mongoose stem
 Mongoose grips
 Mongoose headset
 Araya 7X rims
 .080/.060 front spokes
 .080 rear spokes
 Suzue hubs
 Competition III 20 x 2.125 front tire
 Competition III 20 x 1.75 rear tire
 Shimano DX rear caliper brake
 Koolstop brake pads
 Shimano DX brake lever and cable
 KKT pedals
 Ashtabula one-piece chrome-moly crank, 177mm
 Mongoose bottom bracket set
 Takagi 45T aluminum alloy chainwheel
 Mongoose chrome-moly spider
 Suntour 16T freewheel
 Heat-treated industrial 1/8" chain
 Mongoose seat
 Mongoose seat post and clamp
 Mongoose number plate
 Mongoose safety pads

"Off we go . . . into the wild blue yonder, climbing high . . ."

Say, wasn't Eric Rupe, that eastern dude that almost won NBL No. 1 last year, supposed to be in

the Air Force by now? What happened?

What happened in St. Louis at the NBL Grand Nationals last fall is that Eric crashed in one of his motos and poleaxed his points lead. He still ended up as the series leader in main victories, with six.

As far as the Air Force is concerned, Eric told the fly boys he didn't really mean it when he signed up and they said: Okay. Here's Eric to explain the goings-on of the past year. "Around the end of 1980 I was going to quit



racin. My dad had been in the Air Force and I figured, what the heck, I'd do it. I signed the papers to enter in September of 1981. Later it was postponed to December.

"The Air Force said I could fly to some races, but I knew in my mind I was never going to race again. I figured it was my last chance, so I went really fast. I guess that was why I was winning.

"I got home from a trip to Venezuela at the end of October, and December 1st was getting closer and closer. I told the recruiter I didn't want to go. He asked me what I wanted him to tell me. I said: Tell me there's no problem and you'll get me out. He said: No, I can't tell you that. You're going

in. I went: Oh, no! Then he laughed and asked me to come down to talk about it. I told him this big manufacturer in California wanted to sponsor me. He filled out some forms and that was it."

The big manufacturer in California, naturally, was Mongoose. Eric signed shortly before the Knott's race last Thanksgiving.

Eric really isn't an easterner. He grew up in Topanga Canyon, about ten miles from his current residence in Los Angeles' San Fernando Valley. His dad, a Los Angeles paramedic for 14 years, moved his family to Mobile, Alabama in 1978. The Rupes also lived in Florida before returning to California this past March.

Eric started racing back in 1975 when he was eleven, about three weeks after his brother, Robbie, now 21, did.

He grabbed his first sponsored ride early in 1977 with R & R. That summer he and Robbie signed with Schwinn. The brothers moved to SE Racing at the beginning of 1981. Robbie currently rides for Profile Racing.

As a full time Pro, Eric spends most of his time on his bike. He plays racquetball or goes to the beach for a break. Normally, he rides from about ten until noon every day, then takes a lunch break to watch some soaps. "All My Children is my favorite, General Hospital is dumb." Then he's back on his bike from about two until dark. He looks for jumps and practices starts for about an hour. He also spends a lot of time at the nearby Devonshire track. "I just race round that from start to finish and that wears you out pretty good."

Eric is thinking about attending college to study business to help him if he eventually joins his dad's marketing company.

Right now, though, the program is regaining last season's winning form as Eric concentrates on flying high for the Goose Gang instead of Uncle Sam. For BMX, that means keeping all its Rupes in the whoops. ■

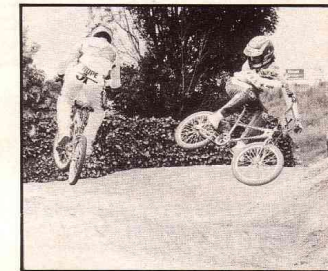


also reflect the manufacturer's continuing pride in the appearance of its product.

The Team bike is about \$50 more expensive than a Supergoose. That half-a-C-note buys:



The new Mongoose stem, manufactured by ACS, is proving to be a red hot number. It's strong, light, and has no sharp corners. The clamp is aluminum, the stem is chrome-moly, and the bolts are all heat-treated. The geometry is excellent. And it's fairly cheap. Such a deal.



Two way traffic on the whoop-de-doo's.

A choice between red or blue epoxy finish or show chrome. The Supergoose comes in chrome only.

An aluminum alloy Shimano Ultra Dyno three-piece crank set instead of a one-piece chrome-moly set.

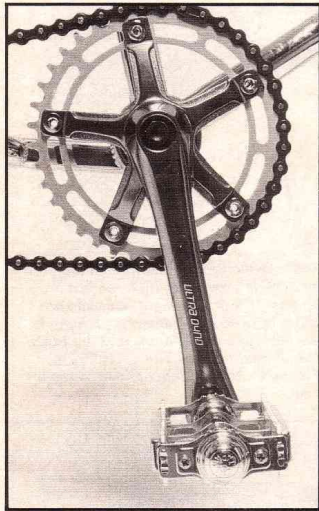
A front Dia-Compe caliper brake. The Supergoose has just a rear brake.

A super-looking suede saddle rather than a nylon seat. Silver electroplated rims.

PRICE & SPECS

COMPLETE BICYCLE

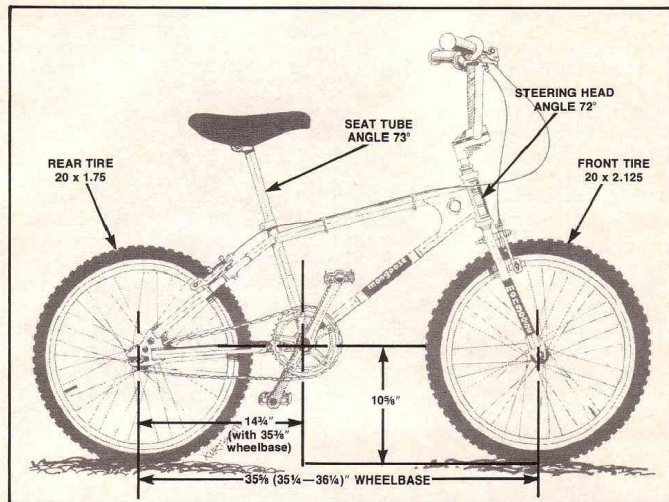
PRICE: Approximately \$350-375; chrome may be higher.
FINISHES AVAILABLE: Show chrome or epoxy (red or blue).
COMPLETE BICYCLE WEIGHT (without pads or plate): 25 pounds, 13 ounces.



FRAME WEIGHT: 4 pounds, 14½ ounces.
FORK WEIGHT: 1 pound, 14 ounces.
FORK RAKE: 1 13/16 inches.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 8½ inches.
TOP TUBE O.D.: 1 inch.
DOWN TUBE O.D.: 1 inch.
FORK LEG O.D.: 7/8 inch.
BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Team Mongoose, chrome-moly.
FORK: Team Mongoose, chrome-moly.
HANDLEBAR: Mongoose SS, stainless steel.
HANDLEBAR STEM: Mongoose Gold Stem, chrome-moly with aluminum alloy clamps.
GRIPS: Team Mongoose.
HEADSET: Team Mongoose.
RIMS: Araya 7X aluminum alloy.
SPOKES: .080/36.
HUBS: Heavy-duty 3/4-inch.

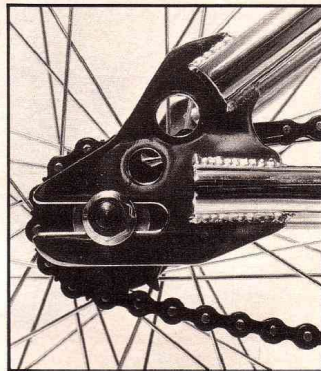


TIRES: Mongoose skinwall.
BRAKES: Dia-Compe sidepull calipers, front and rear.
BRAKE PADS: Dia-Compe.
BRAKE LEVERS: Dia-Compe.
BRAKE CABLES: Dia-Compe.
PEDALS: KKT KMX.
CRANK: Shimano Ultra Dyno three-piece, aluminum, 170mm.
BOTTOM BRACKET SET: Team Mongoose.
FRONT SPROCKET: Shimano 39T chainwheel.
SPIDER: Shimano, integral part of crank.
FREEWHEEL: Shimano freehub.
CHAIN: Mongoose suede.
SEAT POST: Mongoose SS.
SEAT POST CLAMP: Mongoose chromed steel.
OPTIONAL ACCESSORIES: Mongoose number plate, Mongoose nylon or vinyl safety pads.

PERFORMANCE EVALUATION

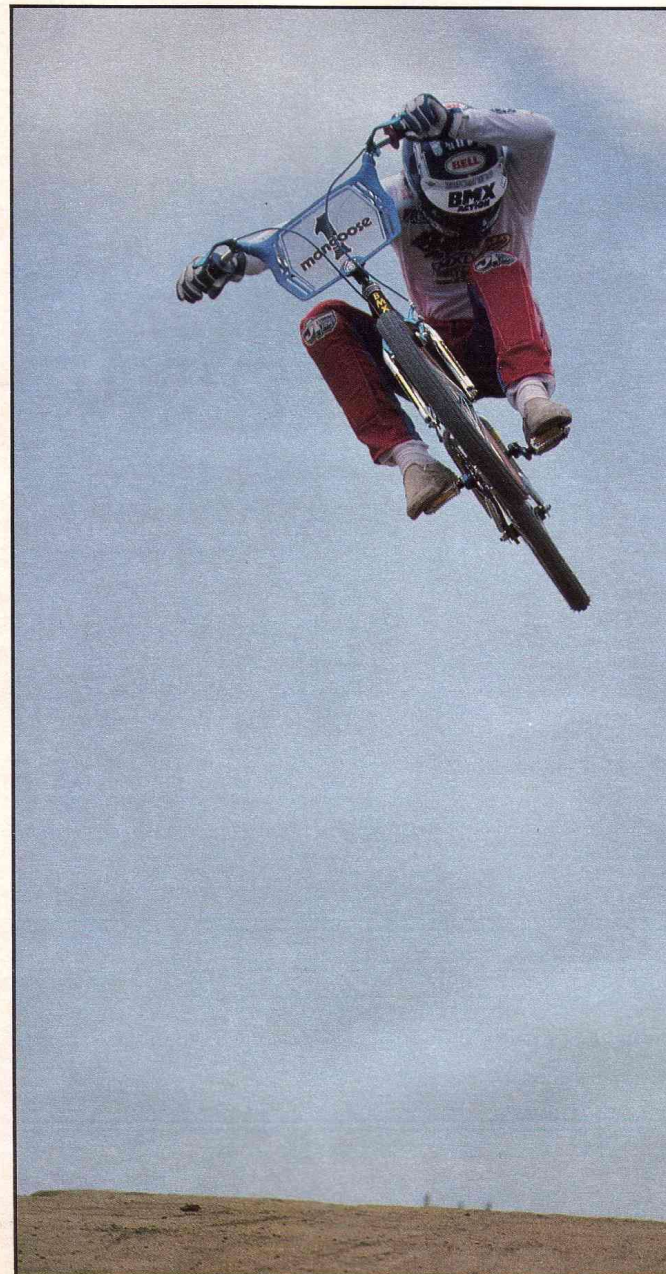
PURPOSE: Racing, hi-performance street.
AGE RANGE: Fits 10 and older. Ideal for 14-15 with stock bars.
QUALITY OF FINISH: Excellent.
QUALITY OF WELDING: Excellent.
HANDLING: Predictable. Great on the berms. (It's shorter-than-normal wheelbase makes it a quick turner.) Totally easy to get used to. Really stable. (Low-to-the-ground bottom bracket positioning helps cornering.) Jumps level. Tires gripped well.
OFF THE RECORD: Test group comments: This bike is awesome... Bigger bars made for a better fit for our sized riders... Super tidy welding...

Good price for a top-of-the-line team replica... I don't like the "velvet" seat. It looks neat, but your legs don't slide on it... The cranks seem to be working out good. They didn't bend. I like them... The bike felt a tiny bit short, but I think with a laid back seat post it would be just as good as the best bike out.
TEST INPUT: R.L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Len Weed, Eric Rupe.



FOR MORE INFO

FOR MORE INFO: See your local Mongoose dealer.
MANUFACTURER: BMX Products
 9621 Irondale Avenue
 Chatsworth, California 91311
 Tel: (213) 341-5455

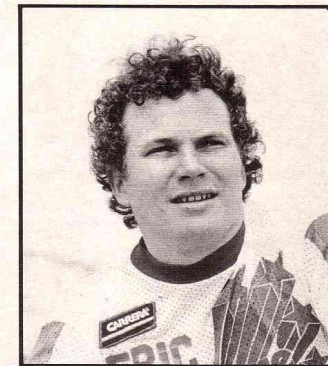


This is Mrs. Buff's kid, trying out the high altitude flight characteristics of the 'Goose. It was dialed.

Supergoose rims are anodized. Other models in the line include the Mongoose, the Minigoose (a 20 for smaller buckaroos), the Mitygoose (a 16-inch bike), the 26 racer, and the Two/Four racer.

The Team Mongoose and Supergoose share the same all chrome-moly frame. The regular Mongoose model frame has the same geometry and same chrome-moly front triangle construction, but a steel rear triangle.

The Mongoose model is now sold in A/B kit variations. The A kit includes the frame and components. The B kit offers numerous wheel choices including plastic or aluminum wheels and



Eric. Just moved back to SoCal, the Motherland of BMX.

various spoke set-ups with either freewheel or coaster brake options.

The current factory Goose Gang includes three Pro—Eric Rupe, Bob Woods, and Roland Veight—and two 17 Experts—Brett Allen and Ken Aman.

So much for gabbing. The best way to take a gander at a Goose is at the race track. We headed to Dave Scott's just opened Harbor BMX in San Pedro. The new track, a wonder of gnarlical economy-in-

Photo by Bob Osborn

MONGOOSE

packaging, is really five different race courses, counting Pro sections and alternate routes. In fact, at



After the test some of the guys asked Eric if he would sing "The Star Spangled Banner" for them.



Eric tried the experimental two-lap pro track at Harbor Raceway, at full speed, and almost went into total seizure. It is a tough bugger.

day's end, Dave asked Eric Rupe to try a planned Pro course. Sixty seconds later, Rupe was totally pooped.

Usually, we can tell when our guys like a bike. We have to try one off to give the other a shot. That's what happened. And, usually, the more inspiring a bike, the harder it gets ridden. That means hellacious height, Dwight. That's what happened.

The aluminum crank arms held up great. The adapter crank spindle did get a teensy tiny bit tweaked. The rear rim was totally twoeogled.



The Team Mongoose behaves like it's supposed to in fast corners: it sticks.

Maybe those four-abreast strato-shots with off camber landings had something to do with that.

Considering the altitude and the landing area, we wouldn't rate these casualties significant. In fact,

any aluminum crank set that takes what this one did rates a high rating.

Summing up, we'd have to say that BMX Products' top bike, the Team Mongoose, is tops. ■

Photo by Bob Osborn

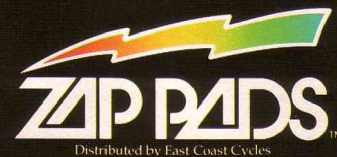


Zap Pads! In a galaxy of stars, Greg Hill is going Super Nova, riding Zap Pads! They are the smokin'est, numero uno lightning pads on this earth. And Greg Hill knows it.

New Zap Pad lites, with color foam, nylon wraps, and full length velcro, are truly bitchin'.

Can't get Zaps locally? Drop us a card with your address and phone

number. Write: Zap Pads, 3000 Commonwealth Blvd., Tallahassee, Florida 32303.



Where Greg Hill races lightning strikes. Again and again and again and

