



Big Test of the R&R CR-1

Instant hot dog, right out of the crate.

Story and Photos by Bob Osborn

We really put the R&R CR-1 through the proverbial mill. Due to the time involved in getting this magazine together, we had this bike for three months. That's three months of, in effect, trying to destroy it.

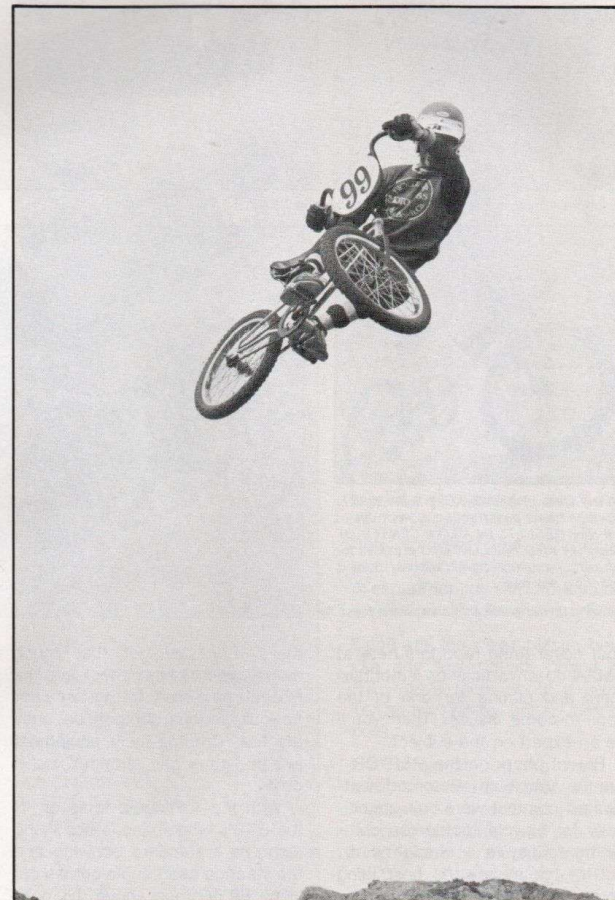
We don't *really* try to destroy a bike that we're testing, but we do push it to its limits. How else to determine what its weaknesses are?

The R&R CR-1 is intended to be a moderately-priced bicycle that can be raced right out of the crate. And it is, and it can. At about 130 frogskins (slightly higher east of the Rockies, shipping charges, you know), this bicycle is ready.

The frame is a unique double top tube job constructed of mild steel tubing with 1/8-inch plate used for the top tube boxing at the steering head, between the bottom bracket and chainstays, and for the gusset surrounding the seat tube.

Welding on the R&R is heli-arc (TIG, to be more specific), and very nicely done. Penetration of the beads, after careful scrutinization, appears to be excellent. Some dang fine welding going on at the R&R factory.

The chrome-plated finish is about as bullet-proof as you can get and it doesn't oxidize after six months or so like nickel plating. It does suffer slightly more hydrogen embrittlement than does a nickel-plated frame because of the additional plating step, but this is a trade-off and you can forget it until



No trick photography . . . when we test a bike, we don't mess around.



Don Jones doing an outrageous tabletop on the R&R CR-1.



This is class machinery. Check the double top-tube frame construction. Low profile of the R&R RESULTS IN A LOW CENTER OF GRAVITY AND THE LOW C/G provides for amazing handling characteristics. Seat is definitely not moto.

Blowing up berms on this bike was a blast. ▶



your never-tiring reporters here at BMXA do an article on embrittlement and plating for one of the soon-to-come issues. Then you'll be an expert on the subject.

Phront phox on the R&R CR-1 are the Ashtabula reinforced heat-treated jobs that were built specifically for bicycle motocross competition. They're a shade heavy, but for the money the best thing going. If you have bucks, go for some chrome-moly forks. But

then, if you've got that much money, you'd better check into the R&R chrome-moly frames too. For flat-out, serious competition, they are hot. Chrome-moly equipment is both lighter and stronger, but it costs.

With the Ashtabula forks on it, the R&R's wheelbase is about the same as a standard Schwinn and the steering head angle comes out to be 69 degrees above the horizontal. The wheelbase, steering

geometry, and location of the bottom bracket give this bike very predictable handling characteristics. No sudden surprises during the heat of battle. This should save you a lot of time that might otherwise be spent skidding on your proboscis.

The R&R flies like a bird off jumps, tracks true as a freight train down straights, and goes through turns like a flat-out sprint car.

While we're on handling, check

the photo of the bike. Notice how the top tubes are quite low? This results in about the lowest center of gravity of any 20-inch bike around. What this means is fantastic handling. Instant hot dog!

Also in the handling department, the box bars supplied are perfecto garcia on this bike. Somebody did some testing before they put this package together.

Both test riders agreed, and so did I, that the seat supplied with the R&R is dorky looking. Come on, R&R, a spring seat on a racing bike? That's just not motocross.

MISCELLANEOUS STUFF:

Black Ashtabula gooseneck and heat-treated 6½-inch cranks. The gooseneck should hold up and the cranks definitely will. There is enough clearance at the bottom bracket for the super-long 7½-inch cranks if you can twirl those long buggers. Ashtabula makes a set of 7½-inchers that are TOUGH.

Pedals are SeCor steel ratttraps. Front hub is a Sunshine black alloy and the rear a Bendix. Both are laced to Araya 20X2.125 steel rims with 105 gauge spokes. The rear

spokes kept working loose, and we kept snugging them up until they were well seated. Then they were fine.

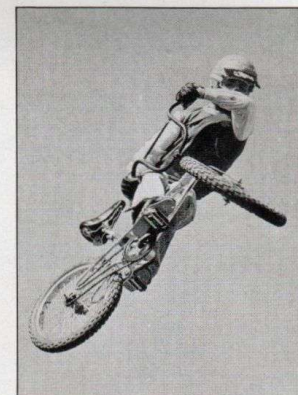
Tires are 2.125 Super-Grippers, a rip-off of Goodyear Eagles. But not to worry, they stick.

The rear dropouts are long-slotted for changing sprockets without having to change the length of your chain. Mandatory for quick gear changes between motos.

As with every other motocross bike being sold, the gearing is way too low. This is not because all bike



The R&R CR-1 handled so well that our test riders . . . could do just about anything they wanted with impunity.



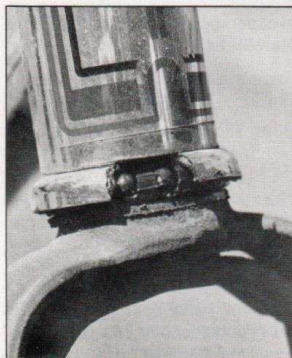
manufacturers are stupid, it's because of CPSC regulations which I'm not going into right now. Maybe later on down the road. Chuck the 19 that comes on the rear and go with a 14, or 13 if you can find one. With the 40-tooth front sprocket, that will get you pretty close to primo gearing. A bit of experimenting with front sprockets will put it right on.

Grips are the clear plastic hex's. Our ace test riders, Donny and R.L., gave them about a seven. Try some Oakley grips, they are boss.

Like I told you at the start, we really thrashed this bike. It came through like a champ. The only thing to go south was the lower bearing cup on the steering head. That's it. One bearing cup! We didn't even bend anything, and we always bend something.



R.L. doing a seat-warmer on the R&R.



◀ The only thing to go south on the R&R was the lower bearing race on the steering head.

CONCLUSIONS:

The R&R CR-1 is a little strange looking when you first see it, but after racing the thing you'll love it. This bike will turn you into an almost instant star. You'll find out why it became so popular so quick.

The equipment supplied with the bike is first-rate considering the price (except that dorky-looking seat), and the frame holds up like a

WWII German gun-emplacement bunker. The overall appearance, once you get used to it, is very factory.

Faults? It has crummy steering head cups and an ugly seat. That's all.

This is one of the neatest bikes we've tested. Go for it!

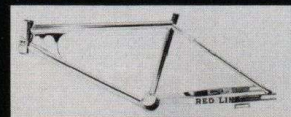
PRODUCTS for GIFTING or GETTING



LIGHTNING STRIKES TWICE

WHITE LIGHTNING struck the first time with a mild steel frame. Now they have struck again with a 4-pound chrome-moly frame. This one is available in polished chrome or White Lightning Blue. As with the entire new breed of bicycle motocross machinery, this is primo equipment.

The chrome-moly WHITE LIGHTNING is a pure, functional racing machine. For more info write: WHITE LIGHTNING MFG., 7043 Vineland Ave., No. Hollywood, CA 91605. Or call (213) 765-7425.



RED LINE FRAME

It is a proven fact that RED LINE ENGINEERING puts out nothin' but the best. Their frame is nickel-plated 4130 chrome-moly tubing with rectangular cross-section tubing used for the rear axle stays. The gusset behind the steering head is space-welded and scalloped for better transfer of frame shock.

All welding is by hell-arc, and a joy to behold. The price is up there, but, like John Arbuckle said, "You get what you pay for." For more info, contact: RED LINE ENGINEERING, 18257 Parthenia St., Northridge, CA 91324.



JERSEYS FOR JAMMIN'

"These jerseys are especially designed for hot days. Venting helps keep the body cool

with thousands (count 'em) of tiny air vents, and still gives good body protection in case of falls. All of Malcolm's jerseys are top quality nylon, with elbow pads, knitted collar and cuffs."

We checked with ol' Malcolm and discovered that if you want your own design put on some jerseys, it would cost about \$25 for the silk screen (which becomes your property), and a couple bucks to print each jersey. That's plus the original cost of the jersey, of course.

Tell Malcolm that BICYCLE MOTOCROSS ACTION sent you. MALCOLM SMITH RACING PRODUCTS, 888 Marlborough, Riverside, CA 92507.



ADDICKS SPROCKETS

These are trick! Millardium is a super-tough blend of DuPont Zytel with Teflon and silicone added. They are strong, lightweight, self-lubricating, light, smooth, and quiet. They come in all sizes from 39 teeth to 48 teeth. If that ain't enough, they increase chain life too.

We got our trained BMXA gorilla, Wilbur, to try and destroy one and he couldn't! Distributed by: CYC Dist., P.O. Box 467, Hawthorne, CA 90250. Dealer's inquiries invited. Tell 'em you saw it in our magazine so they will run big ads.



FATHER OF TUBE FORKS

Here they are, folks, the daddy of them all. RED LINE chrome-moly tubular forks. What can I say about them that you don't already know?

ZOOMY THINGS TO WARM THE HEART OF ANY BMX'ER

They're expensive (a shade over 30 bucks), they're tough (4130 tubing, heat-treated stem), they're beautiful, and.... they work.

RED LINE means quality, and that's no baloney (bologna?). Write those guys a letter at: RED LINE ENGINEERING, 18257 Parthenia St., Northridge, CA 91324.



TOKEN BLACK RED LINE'S

Yup, RED LINE also markets a mild steel version of their legendary chrome-moly forks. These are not designed for serious competition. They are street forks although a little guy could run them on a track. But they're still really trick lookin'. Cost? A tad over 20 frogskins. Write to RED LINE. Address above. Tell 'em we sent you.



STORMIN' STORMER

"Here it is, the 'indestructible' Stormer MXR as tested by Bob Osborn's staff of destroyers for BMX NEWS. You will discover, as they did, that this bicycle corners fast and is designed for use on motocross tracks or as a curb-jumper. As usual, CYC guarantees its frames for one full year against breaking or cracking, even if used for racing."

Write to: CYC DISTRIBUTORS, P.O. Box 467, Hawthorne, CA 90250. Mention BICYCLE MOTOCROSS ACTION, O.K.?