



CBS HAS NOTHING TO DO WITH THE

REVCORE "EQUALIZER" XL

But trickness does!

□ Dear BMXperts,

My friends said my letter would never be printed, but I believe in *PLUS!* I wanted to know if Revcore is taking over CW, or if CW is Revcore.

Justin Gamble,
Ransomville, NY

The above letter is true. It was written by Justin Gamble, although it could have been written by just about anyone, because we get a lot of letters asking the same thing as the letter above. . . What's up with CW and Revcore?

LET'S GET THINGS STRAIGHT

CW and Revcore are two SEPARATE companies, although they're both owned and operated by the same people. Revcore is dedicated to high-quality, American-made bikes and accessories. CW bikes are mainly manufactured overseas and are geared more toward the beginning to mid-level rider. The reason Roger Worsham switched his CW riders over to Revcore was to give a big boost to the Revcore name and all of its

products.

Revcore ads are running rampant. By now we're sure you've seen their pedals, stems, bars, hubs, seatposts and frames and forks. Ads are great for SHOWING you something, but they don't really tell you how they PERFORM. And with that in mind, we decided to find out for ourselves. . . AND YOU!

WHAT YOU SEE IS WHAT YOU GET

Well, in the case of the Revcore, not really. You see, Revcore plans to market a complete bike by the time you read this test, but at the time of the test a few of the components hadn't been finalized. Most have, however; and here are some of the more prominent ones. The hubs: Revcore, alloy shelled, sealed bearing units that are at the top of the hill in trickness. The bars: Revcore, 29-1/2 inches wide, 9-1/2 inches tall with a good bend and a knurled clamp area (chromoly, of course). The stem: Revcore Pro or Pro XL with an aluminum clamp and chromoly shaft. The seatpost: Revcore. You can choose from four different ones, all are chromoly and all have knurling where your seat

clamps to the post to prevent slipping (it works great) and knurling in the middle for added traction (but for a race bike? . . .). The Revcore pedals: sealed bearings, studs in the platform, and beefy teeth on the cages that resemble shark teeth. The frame and fork: nice! The welding and chrome plating is some of the nicest we've ever seen. What you can't see, though, is that the

entire frame and fork is "stress relieved." What this means is that when a normal frame is welded, the area within an inch or so of the weld becomes brittle due to the weld area being red hot and then cooling so rapidly. As in the case of the Revcore (the only frame that is stress relieved, according to Roger), the frame is built, then baked in an oven (nothing like the one in Mom's kitchen, so don't try this at home) and is then slowly cooled over a period of 12 hours, giving you a less brittle and stronger bike.

Other components include Dia-Compe brakes (which model is still undecided), A'ME grips, a DK seatpost clamp, Comp III tires, Sun rims and SR Cosmolite cranks. Oh yeah, it comes with a seat, too, but as of right now they're not sure what kind. An "Equalizer" padset will also be included. Equalizer is the name of the complete Revcore bikes (no relation to the TV series) and each frame will have stickers identifying it as such. Because ours (we had a Pro and a Pro XL to test) were the first complete bikes in captivity, they didn't have them. Speaking of things we didn't have, Revcore will be coming out with three-piece cranks sometime this summer and if they're anything like the other Revcore parts, they should be pretty trick.

FOR YOUR VIEWING PLEASURE. . .

Charles Townsend, the brand-new Racer of the Year, flew down from his hometown of San Jose for the shoot and Test Force rider Dave "Don't Call Me Desert" Cullinan showed up at the Coal Canyon BMX track for our test procedures.

A few things about the Revcore were



Charles takes a run for the camera while Todd waits his turn and Mike "Let's go golfing" Miranda wishes he hadn't retired.

Coal Canyon's second-straight doubles are enough to give any bike "new geometry," but Revcore remained "stock." ►





Meet
your
next
main
SQUEEZE

"They're the best brakes we've ever gotten on a test bike. Period", says a major freestyle publication.

With Dia-Compe's 883 Nippon Brake you get maximum performance and:

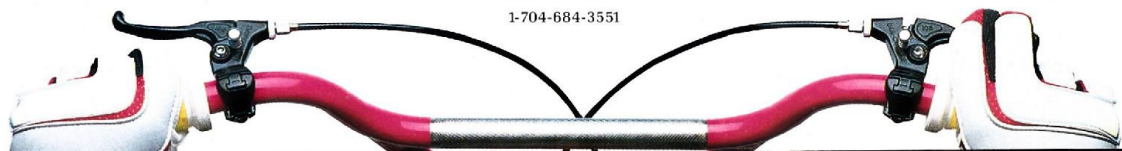
- Guaranteed maximum strength with our cold-forged aluminum brake arms
- No excess flex with our newly reinforced 6 mm pivot bolt
- Increased rigidity with a beefed-up cross-section
- Maximum fine-tuning and control with the new ratchet adjuster and long-life one-piece composite brake pads
- Available in a variety of colors including black, white and silver

See your Dia-Compe dealer today and discover a major advantage to riding with Dia-Compe — when all you design and manufacture are brakes, you're not distracted by anything else.

DIA-COMPE
THE BRAKE SPECIALISTS

Cane Creek Road Fletcher, NC 28732

1-704-684-3551



"Quite possibly the ultimate brake lever of all time . . . The feel, features and performance are killer", claims a major BMX publication.

With Dia-Compe's Tech 7 Aerial Lever, you get precise, quick, two-finger operation plus:

- Unmatched strength and durability with Dia-Compe's cold-forged aluminum
- Super custom control with a complete lever tension/flex adjustment, easy to use cable adjuster and a built-in lock stop device
- No slippage with the Tech 7's grooved two-piece clamp
- Available in black, white and silver

"EQUALIZER"



Quick handling made Dave rave. But it wasn't so quick that it wouldn't behave.

immediately apparent and one was that this bike was smooth. But for \$569, what else would you expect? Another easily detected feature was the handling. The 74-degree headtube angle combined with the nearly-straight forks give you quick yet controllable handling. Experienced riders should fall in love with the handling in no time at all. Jumpers looking for predictability should also check out the Revcore. It didn't want to endo or loop; both wheels stayed level, giving you a stress-free jumping experience. This is a fully serious race bike, but a good-jumping race bike, too, which comes in handy now and then (although less and less with many of today's tracks). Even for a big guy like Charles, the Revcore gave him room to style. Dave was stylin' too, with no-footers and X-ups. Even anonymous, associate-editor types were working on one-hander variations, something you just don't do on an untrustworthy bike.

In the true tradition of a race bike, this bike did one thing well that's necessary for any racer, and that's that in a straight line, this bike hauls! Now we all know

that it's the rider that determines how fast a bike goes, yet the bikes themselves do play a big role. That's where all of the high-dollar, sealed-bearing goodies come in handy. They all work well together giving you a smooth ride normally found on custom bikes. Dave's bikes are dialed to perfection and even he admitted that the Revcore "rides as good as my bike" where smoothness is concerned.

Some rough landings should have, but didn't, take their toll on the Sun rims. The Indiana-made rims held up great and were completely untwanged by the end of the test (part of which was due to some great wheel building by the Coast Wheels bike shop in Anaheim).

SR's cranks drew no complaints, although our MX 1000 brakes did. They didn't work as well as we'd remembered

them. The bend of the lever didn't offer as much power as Dia-Compe's newer levers. The stock brake shoes could be switched to help out, too. And as everyone knows, brakes work tons better on chrome-plated rims. The problem wasn't real bad, but just enough to complain about.

All of the Revcore components met the expectations of performing flawlessly. The stem didn't slip, the post didn't bend, the hubs didn't come loose, and the pedals didn't rip any shins, but only because we never slipped a pedal (thank heavens!). They now have fewer

OFFICIAL
BMX PLUS!
TEST BIKE
PRO AND
CON LIST

REVCORE
EQUALIZER XL

PROS

Extremely high-quality frame, forks and components
Handles good in the air and on the ground
Accelerates fast
Predictable jumper
Parts work well together

CONS

Bars are (legally) too wide
Brakes didn't work very well
Bike doesn't come free in specially marked packages of cereal

Torque Center's Got It.

(414)786-4420

COMPETITIVE PRICES WITH THE BEST SERVICE

"YOUR RACE SPECIALISTS"

ROBINSON	FREE AGENT
REVCORE	DK PRODUCTS
URCHIN CAGES	FORKLIFTER BARS
DIA-COMPE	ODYSSEY • A'ME
NUMBERPLATES	ZERONINE
ECHO HELMETS	BOSS NECKS
JIMMY "Z"	TROY LEE • MCS

MINI PRODUCTS IN STOCK
CUSTOM BIKE PACKAGES AVAILABLE

RED LINE FLIGHT CRANKS	\$149.95
GT CRANKS	149.95
RACING WHEELS	from 79.95
VANS "PRO STYLE" LOW TOPS	29.95
WHEEL SPECIAL WITH TIRES & TUBES: SUZUE SEALED—20x1-1/8	119.95

COMP III TIRES AND TUBES IN STOCK

"YOUR APPAREL SPECIALIST"

JT BMX PANTS	79.95
JT BONES PANTS	89.95
JT FLEX-ON GLOVES	34.95
JT LIFELINES	29.95
HALF BREEDS	19.95
JT ALS-1	139.95
ALS-2	189.95
FOX '88 PANTS	89.95
FOX '88 JERSEYS	24.50
FOX PAWTECTORS	24.50
AXO SERIES 95 PANTS	89.95
TC AXO SUPER PLUS JERSEY	29.95
GLOVES	from \$3.95 to 14.95
AXO 29 GLOVES	29.95
GOGGLES & FACE MASKS: OAKLEY, SCOTT, JT	
OAKLEY SUNGLASSES—ALL MODELS	

TRY US—SEE THE DIFFERENCE

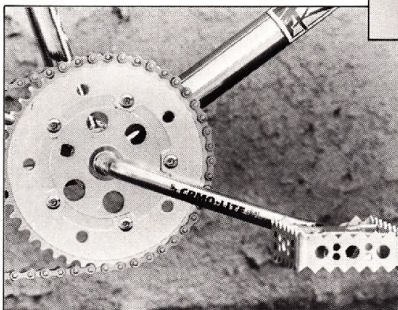


14666 W. NATIONAL AVE.
NEW BERLIN, WI 53151
(10 min. from Milwaukee)

MOST ORDERS SHIPPED
WITHIN 24 HOURS
\$15 MINIMUM ORDER

"EQUALIZER"

and larger teeth which makes them even better than before. Overall, Dave gave the Revcore a nine out of ten, which is about as high a score as you can give a bike that isn't your own. We had to beg him for any kind of complaint and the only ones he could give were that he thought the stickers were too small and that he'd like thicker dropouts and maybe another bottom bracket gusset under the existing one. His only real problem was that the 29-1/2-inch bars should be 28 inches wide (to meet his tastes and the ABA rules).

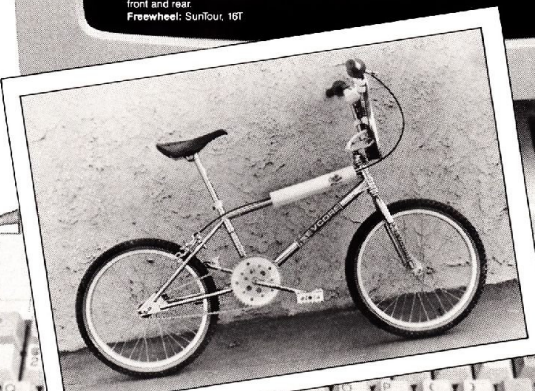


Revcore isn't into building junk; they're into high-quality, high-performance products. The stem and bars met the requirement.

◀ Out of the goodness of our hearts, we printed this photo in black and white. If it were in color the glare off all this chrome would be blinding!

SPECIFICATIONS: REVCORE EQUALIZER XL

I. FRAME AND FORK Type: "Hardcore racing" age range 14 & over Frame design: Single 1-1/8" O.D. top tube, single 1-3/8" O.D. down tube Frame construction: 4130 chromoly Fork construction and design: 4130 chromoly, 1" O.D. leading axle design Wheelbase: 35-1/2" to 38-1/2" Bottom bracket height: 11-1/2" (center to ground) Chain stay length: 15-1/2" (center of bottom bracket to midpoint of rear dropouts) Steering head angle: 74° Seat tube angle: 72°	III. DRIVE TRAIN Pedals: Revcore, alloy body, heat-treated chromoly shafts, sealed bearings Crank: SR Coarolites, hollow chromoly, 180mm, or optional Revcore three-piece cranks Front Sprocket: Revcore, 43T, alloy (with alloy Revcore Power Disc) Bottom bracket: Tange, steel, retainer ball Chain: D.I.D., chrome plated, 1/2" x 1/8"	Seatpost: Revcore 16", chromoly straight Seatpost clamp: DK, alloy
II. WHEELS Rims: Sun Mistral, 36 hole Spokes: Stainless steel (grand undecided) Hubs: Revcore, alloy shielded, sealed bearings, chromoly axles Tires: Comp III, 20" x 1.75" front and rear Freehub: SunTour, 16T	IV. STEERING Grips: A'ME Tri's Handlebars: Revcore, chromoly, 29-1/2" wide by 9-1/2" high, with knurled clamp area Stem: Revcore Pro XL, alloy clamp, chromoly shaft Headset: Tange, steel, retainer ball	VI. BRAKES Calipers: Dia-Compe MX 901 or 1003, quick release, alloy, rear only Lever: Dia-Compe, Tech 5
V. SEATING Seat: Undecided (Miranda put a Dyno on our bike).	VII. ACCESSORIES Pedals: Revcore VIII. WEIGHT 23-1/2 lbs.	IX. PRICE \$569 with one-piece cranks, \$689 with Revcore cranks (when available)
	X. COUNTRY OF ORIGIN USA	XI. ADDITIONAL INFO REVCORE P.O. Box 686 Atwood, CA 92601



YOU'LL GET A CHARGE OUT OF THE NEW R.L. TIRE AND WHEEL.

Frankly, the new R.L. freestyle tire is going to shock the industry. The only freestyle tire rated at 100 p.s.i. Extra tire pressure means you'll roll longer and turn easier. And, because IRC made it to R.L.'s tread design it's the world's best freestyle tire.

The unique R.L. hub has a free-wheel built in, so your pedals stay

set even when the bike rolls backwards. Even Frankenstein would have trouble bending the hard anodized rim with the patented concave design. All of the wheel parts, including the R.L. tires are sold separately.



ACS
Freestyle for the committed.

ANY QUESTIONS NOW?

Good. We hope today's lesson in Revcore performance has answered any questions or doubts you might have had. Whether you're lucky/rich enough to own the complete bike, or only use a portion of the Revcore lineup, rest assured that for the serious rider, these parts meet the daily requirements essential for a successful day at the races! □

"EQUALIZER"

What good is being fast if you can't throw in a little style, too?



HOT MANLY STUDS LIKE MYSELF DEMAND LIFE'S A BEACH, THEY FEAR!!!

LIFE'S A BEACH

CALL TOLL-FREE TO ORDER
1-800-331-2285-CALIFORNIA
1-800-345-8317-NATIONAL
OR WRITE: LIFE'S A BEACH
1979 PALOMAR OAKS WAY
CARLSBAD, CA. 92009

PLASTIC IS COOL.

IF A SIX TURNED OUT TO BE NINE

These
JOINING UYS

↓

* these guys:
jeff cotter, derek schott, gerry smith, tony (the cure) peterson, derek oriee & sweet pete brant ride for OZONE-----

so can you!!

co-factory sponsorships are now available for intense persons wishing to further their freestyle status.

think!!!!

rip!

write:
i want to be on the team!!!
p.o. box 23893
san jose, ca
95153-3893

the method to our madness

OZONE
IF A SIX TURNED OUT TO BE NINE

Photos by Mike Carruth
RideSale © Alan Brown 1988

1988 Ozone team / join these guys / 1988 Ozone method / one

OZONE
P.O. Box 23893
San Jose, CA 95153
408/292-5963

Have your favorite dealer call for details.