

# SCHWINN

## BLACK SHADOW

THE SCHWINN LEGEND LIVES ON—WITH SON OF STING

**BMX**  
**ACTION**  
OFFICIAL TEST

Picture a couple die-hard Schwinn fans gabbing with one of the Schwinn factory dudes at a big race:

"Is what we hear true? Did Schwinn REALLY drop the legendary Sting from their product line?"

Yup.

"But Schwinn without their Sting? That's like America without Mom, apple pie, and Chevrolet. Like Gordo's tacos without their ferocious eye-watering hot sauce. Like Larry and Mo without Curly."

"Sorry dudes, 'tis true. You know that the Sting was hand-brazed, right? Well, that means it was just about hand-built, and the cost was

close to what you'd expect for a hand-built chassis. It's sad, but like lots of other qual things, it simply priced itself out of existence."

"(Sniff, sniff) You mean even the Sting's Tri-Oval construction is (sniff, sniff) history?"

"Well, not exactly. Now don't tell anyone, but there's a son of Sting. It's called the Black Shadow, and it has most all the same slick construction methods as the Sting. Best of all, its geometry has been revamped. So fear not, radsters, proto-ala-moto Schwinn's will still be gettin' down to biz in the berms for many years to come."

### LADIES AND GENTS, INTRODUCING . . .

The Black Shadow. Ah yes, like our Schwinn hero said, the chassis is totally new. And we're not just talkin' cosmetics. The front end is 1 1/4 inches longer. If you're a long-legged galoot and have ridden a Sting in

Look out, here comes the Capt. Kirk Roost Patrol! With the newly revamped frame geometry, the Schwinn Black Shadow is a total blast to ride — even if you don't race. If you ARE into racing, and you've got the right stuff, expect to spend some time in the winner's circle.





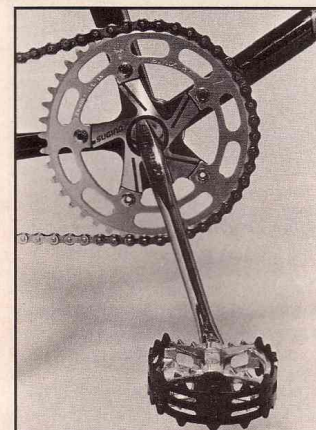


Photo by Steve Giberson

Ol' Mike Poulson, goin' for some air time at Parks in Fullerton, California. Mike's very definitely been on the gas since he's moved up into the A Pro ranks.



Here 'tis, the new Schwinn Black Shadow. This is a totally hot bike for right around \$260.



The tubular 180mm Sugino "OPC Pipe" (honest, that's the name) cranks met a quick end because they were pre-production units that had not been heat-treated. The production pieces will be. The new Sugino ABH spider is trick and runs very straight and true. The SunTour repli-pedals gripped fine and we didn't tweak the shafts.

post that was used on the Sting.

The slick hand-brazing that graced the Sting (heavy sigh) is now a thing of the past. But not to worry. The Black Shadow's got some pretty sano TIG welding to hold everything together. In fact, the construction is pretty hot — especially considering that the bike's being built in Taiwan.

The forks are also new. They're totally chrome-moly, unlike past Schwinn models that had a carbon steel steering tube. Instead of being straight tubes, the fork legs here are beefy tapered dudes. Cool.

The steering geometry has been tightened up a hair by reducing the fork rake. The new longer front end made this change necessary in order for it to steer like a true race-bred moto-machine.

Did we tell you that the finish for both the frame and fork is cool lookin' black chrome? And that they've come up with a whole new set of spiff lookin' stickers for the frame and forks? Well it's true, buckaroos.

#### ON TO THE COMPONENTS

New goodies are here in abundance. Let's fly through the specs.

The steering componentry includes Schwinn T-type chrome-moly bars, and a SunTour aluminum and chrome-moly stem that's exactly the same as the Red Line Forklifter (so you know it's qual).

The rims are aluminum Araya 7Ls. We managed to completely taco the front one during our testing, but Gibey artfully set the rim against a nearby curb and jumped up and down on it 'til it was straight enough to finish the test. With a little time on a truing stand, it would be just like new.

Sanshin MX10 large-flange hubs find happy homes in the center of both wheels. These dudes are equipped with chrome-moly axles.

The Schwinn Predator tires culled no moans and groans from any of our testers. Inside 'em are some Pro Lite tubes that weigh in at a mere 2 ounces.

While we're on the subject of weight, it should be noted that the Black Shadow, stripped of its pads and number plate, tipped our Mighty BMXA Most Factory Scale at an almost unbelievably light 22 pounds, 15 ounces. For a pro-sized bike, that's light.

The whoa for our test unit was provided by a Dia-Compe Tech 3 lever and MX 900 rear caliper, but our spies in Chicago tell us that the

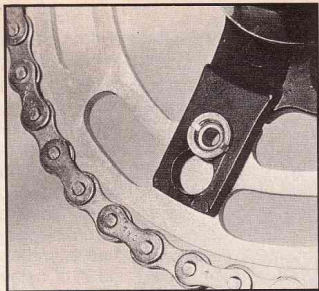
the past, we KNOW you'll dig this change. There's tons more knee room here.

The Black Shadow is also now endowed with what Schwinn calls Tri-Caliber tubing. This is the same deal as what everybody else calls triple-butted tubing (you know — three different wall thicknesses, thicker at the tube ends for more strength, and thinner in the center for feather-weightness). The Tri-Caliber tubes are 1.0mm thick at the steering head, .7mm in the center of the tube, and .9mm at the rearward end.

The patented Tri-Oval design of the frame is still intact. The top and down tubes flare out from round to oval as they near the steering head, and the seat tube does the same down by the bottom bracket shell. The purpose of the ovalization is to provide greater weld surface area and increase the frame's rigidity.

There are also some nice touches like the 3/4 inch chain stays, and a standard 7/8 inch seat post instead of the gargantuan oversized seat





Check out the dual chainwheel bolt holes on the new Sugino ABH aluminum spider. That's so you can use either style of the readily available brands of chainwheels with no probs.

Black Shadow will come with the totally new and semi top secret Dia-Compe 901 when it becomes available.

We ran into a bug with the cranks. They're the totally new Sugino OPC Pipe 180mm one-piece tubular chrome-moly pups built exclusively for Schwinn, and they bit the dust as Gibey was taking the bike for an after-assembly test ride across the warehouse. This was highly suspicious. A quick call to the Schwinn factory started a flurry of telexes between Sugino's New Jersey offices and their heavy-duty headquarters in Japan. The answer that came back was that the cranks on our bike were non-heat-treated prototypes.

We didn't get a replacement pair in time for the test, so we replaced them with another pair of solid one-piece Suginos. As soon as we get a production pair of the OPC Pipes, we'll take a look at 'em in a Sanotat Department probe.

Don't worry about the cranks on Black Shadows on your dealer's floor. Production models will definitely be heat-treated.

The aluminum and chrome-moly SunTour repli-pedals come from Hsin Ta, and they grip fine.

The spider is a new Sugino ABH model; it's aluminum and plenty strong. It also has an inner and outer set of chainwheel mounting holes so that you can use whatever brand of chainwheels your heart desires.

The gearing is 43-16, via the Sugino aluminum chainwheel and the SunTour MF 3000 chrome-moly freewheel.

The chain's a KMC 3/32 inch number that comes (hurray!) without a master link. We breathe easier

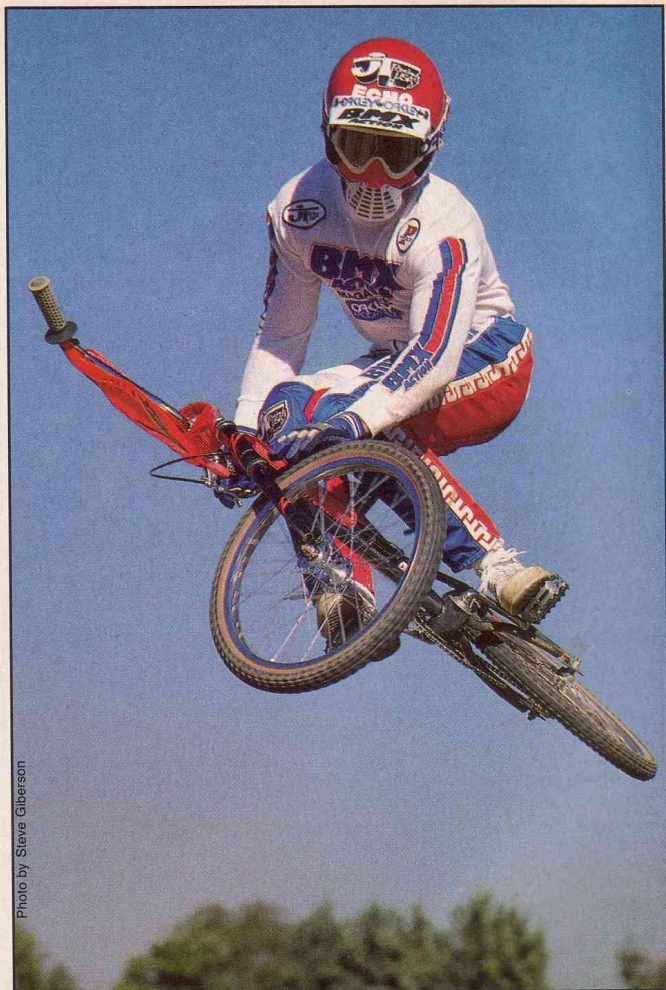


Photo by Steve Giberson

Since the Black Shadow is plenty stable during jumping, Kirk decided to lay a hot surprise on us - this radical new midair front wheel grab. Kirk's a constant source of new photo material when it comes to testing, and he's not too shabby when he's racing, either. He's starting to bang elbows with the heavies.

when there isn't any master link to fail on us during a most inopportune moment.

There's a Viscount Dyna seat to settle your buns on, and a fluted chrome-moly post that supports it.

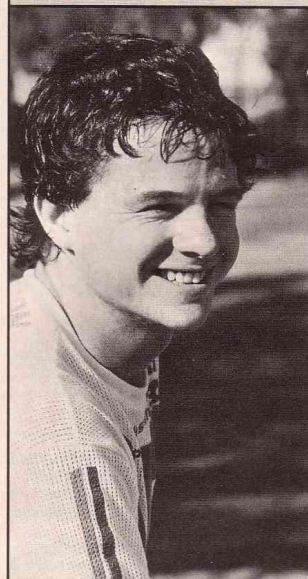
#### THINGS WE DIDN'T LIKE

By the time you add up the five inch steering head tube, the somewhat tall SunTour stem, and the proposed bars, you have a bike with a pretty tall front end. That's fine for six footers, but not so hot for guys who are in the mid five foot range.

The bars are also just a hair on the narrow side. This may be because our test bike was THE first production version put together. Our tape measure told us the bars were 26 1/4 inches wide, while the Schwinn spec sheet calls for bars that are 27 inches wide. O! Schwinn factory hotshoe Mike Poulson runs a set of extra-wide expert-sized bars on his personal bike.

The grips are made by Fuan, and look like Oakley F-1s, but they're made from vinyl instead of rubber so they're not as easy to grip.

## BURNIN' UP THE AUDIO TAPE WITH SCHWINN'S FINEST — MIKE POULSON



BMXA: "You've ridden for Schwinn just about your whole career, huh?"

Mike: "Yeah, I've never had another sponsor."

BMXA: "They must take good care of you."

Mike: "Yeah, they take really good care of me. For this next year they've proposed a deal in my contract where I'll get paid more money if I go to college - plus they'll pay for it. If I don't go to school, I'll get less money. I'd be a fool if I didn't go."

"I'm going to take business and real estate courses. There's money to be made in BMX, but I don't want to make a frame, or do my own products."

BMXA: "How come? Do you think there are too many companies out there like that already?"

Mike: "Yeah. It'd be better to just make your money racing, save up, and make some good real estate investments."

BMXA: "Are you making any investments yet?"

Mike: "Not yet. I'm still saving my money. I had \$25,000 in the bank, but I went and bought a new Jeep. Paid for it in cash."

BMXA: "Did the people at the dealership freak out?"

Mike: "Yeah - it freaked ME out, too. Sometimes it blows me away that I'm making a living at racing. It's a blast."

BMXA: "How old are you?"

Mike: "19."

BMXA: "How much longer do you think you'll keep racing?"

Mike: "I think I can get in at least ten more years. I'm gonna race as long as I can, 'til I can't cut it anymore. There's nothing worse than getting out there and making a fool of yourself."

BMXA: "Do you feel like your image is on the line every time you get on the gate?"

Mike: "Exactly. I don't like riding off the back all the time. Playing caboose."

"I did good at the USBA national at Azusa (he won). Then I was at home testing a two-speed shift system and I folded over a sprocket. The chain came off and I hyper-extended three of the toes on my right foot. I couldn't even walk for three days. That's why I missed the ABA Rockford national. I could have gone there and raced, but it would've been a joke. You have to go to a race in 100 percent shape if you're gonna win."

BMXA: "So you'd rather miss a race than go and put in a so-so performance?"

Mike: "Yeah, I'd rather be in 100 percent shape. It's lame to lose, you know? I mean you can't win every time - it's impossible. But I like to at least finish in the money. At North Park in Pittsburgh I was racing with a sprained ankle and it was lame! I hated it. I'd get beat out of the gate every time."

BMXA: "Are you going to move out of the Utah deep freeze and move to California? I've heard you mention the possibility a couple of times."

Mike: "I'd like to. Someday I might just get a wild hair, pack up all my stuff, and move. Me and my best friend Bruce, who got me started racing, have been talking about it. He doesn't really like living in Utah. It's not that bad living there; it's just that I want a change of pace."

BMXA: "Doesn't the cold weather make it hard to train?"

Mike: "Yeah. When I was in 17 Expert, it wouldn't hurt me that

much if I didn't get to ride a track for a month or so. But now I can't be squirrely at all."

"Right now I mostly ride my rollers. Honestly, it's a drag riding rollers. It's not that hard; it's just that it's big-time boring sitting there and not going anywhere. You're fully exerting yourself, and all you get is sore legs."

BMXA: "Rollers are a big part of your training, aren't they?"

Mike: "Yeah. I don't time myself, but I get a cassette and I'll jam through a song, just spinning and trying to keep a good pace. Then I'll have a mellow cruise through the next song. Back and forth. I go through a whole tape."

BMXA: "What are your goals for the '85 season?"

Mike: "I want to win ten major races. I'm not worried about what number I get. If you get number one, you don't have anything else to shoot for."

BMXA: "So what are your personal goals outside of racing?"

Mike: "I want to get into something and get set up so I can start making money outside of BMX. My older brother's taking prosthetics in school right now - that's making artificial limbs and stuff like that. When he gets out of school he wants to start his own business in Utah 'cause there's a pretty good demand for it there. I'm thinking about helping him get his business started. I think that would be a good investment - I might even get into it myself. I'd like to be a physical therapist."

"I'd also like to start something like that BMX camp in Woodward, Pennsylvania. It's pretty neat. They have a pool, horseback riding, and a track, and the kids come and stay a whole week. The camp is averaging about 80 kids a week. They just have a riot there, practicing all day long. I'd like to open one somewhere in the middle of the country like Utah or Montana - around in that area - where it would be more in the center of everything."

"I'd even like to open up my own track, and help keep the sport growing."

BMXA: "It sounds like you're looking at a bunch of different options."

Mike: "Yeah. When I get done racing there will be something for me."



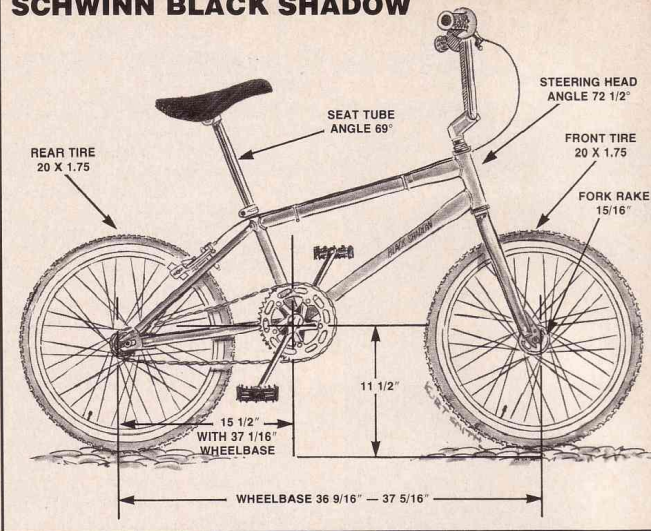
# Price & Specs

**COMPLETE BIKE PRICE:** \$259.95.  
**FINISH AVAILABLE:** Black chrome with silver components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 22 pounds, 15 ounces.  
**FRAME WEIGHT:** 4 pounds.  
**FORK WEIGHT:** 1 pound, 11 1/2 ounces.  
**HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area):** 7 5/8 inches.  
**HANDLEBAR WIDTH:** 26 1/4 inches.  
**TOP TUBE O.D.:** 1 1/8 inches, ovalized at the steering head.  
**DOWN TUBE O.D.:** 1 1/8 inches, ovalized at the steering head.  
**FORK LEG O.D.:** Tapered.

# Components

**FRAME:** Schwinn Black Shadow, chrome-moly.  
**FORK:** Schwinn Black Shadow, chrome-moly.  
**HANDLEBAR:** Schwinn T-type, chrome-moly.  
**HANDLEBAR STEM:** SunTour, aluminum and chrome-moly.  
**GRIPS:** Fuan, F-1 type, vinyl.  
**HEADSET:** Hatta MX2.  
**RIMS:** Araya 7L, aluminum.  
**SPOKES:** 36, .080, with brass nipples.  
**HUBS:** Sanshin MX10, large-flange, aluminum bodies.  
**TIRES:** Schwinn Predator.  
**TUBES:** Pro Lite.  
**BRAKE:** Dia-Compe MX caliper, rear only.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVER:** Dia-Compe Tech 3.  
**BRAKE CABLE:** Dia-Compe.  
**CRANK:** Sugino OPC Pipe, one-piece tubular chrome-moly, 180mm.  
**PEDALS:** Hsin Ta, aluminum and chrome-moly.  
**BOTTOM BRACKET SET:** Ten Hsin.  
**FRONT SPROCKET:** Sugino aluminum chainwheel, 43 teeth.  
**SPIDER:** Sugino ABH, aluminum.  
**REAR SPROCKET:** SunTour MF 3000, 16 teeth.  
**CHAIN:** KMC, 3/32 inch.

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**CHAIN:** KMC, 3/32 inch.

**SEAT:** Viscount Dyna.  
**SEAT POST:** Fluted chrome-moly.  
**SEAT POST CLAMP:** Chang Star, aluminum.  
**ACCESSORIES:** Aluminum valve caps.

**HANDLING:** Nice and comfy. Nothing gets scary, but it's not so slow that you fall asleep behind the bars, either. Keep your weight centered in corners and jumping, and let it wail.

**MISCELLANEOUS COMMENTS:** The interior of the Dia-Compe brake cable is lined with some kind of slippery substance and it works — the brakes function excellently... Maybe try some of the Galindo bar end plugs to widen the bars a tad... Either shorter bars or a lower stem will be needed if you're under six feet tall... The black chrome finish and new graphics are pretty spiff... Bearing cup and wheel fits were fine... The chain alignment was better than any Schwinn we've tested in the past — really good... The master link-less chain is a welcome feature... This bike is REALLY light... Great bike in its price range.

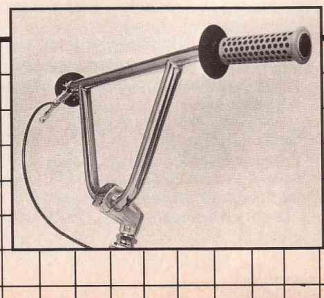
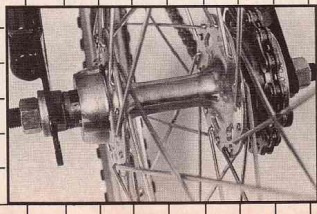
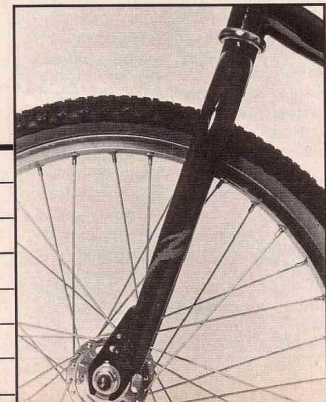
**TEST INPUT:** Mike Poulson, Kirk Chrisco, Steve Giberson, R.L. Osborn, Don Toshach, and Windy.

**MANUFACTURER:** Schwinn Bicycle Company  
 1856 N. Kostner  
 Chicago, Illinois  
 60639

(312) 292-2900 continued on page 19

# Performance Evaluation

**PURPOSE:** Racing (up to and including pro), impressive but not overpriced street bike.  
**AGE RANGE:** 14 and up racing, 13 and up street.  
**QUALITY OF FINISH:** Excellent. Nicely finished black chrome.  
**QUALITY OF WELDING:** Good to very good. There was a little evidence of extra weld being required to fill gaps in the joints, but the weld penetration appeared excellent, and the beads (with very few exceptions) were nice and even.  
**QUALITY OF COMPONENTRY:** Good to excellent. This would have ranked much higher, but we honestly can't speak for the cranks without testing a pair that have been properly heat-treated. Everything else was fine.  
**GEOMETRY:** Excellent. No complaints at all. The extra length in the front end is a very welcome addition.



"We've toured from Rockville, MD to Oakland, CA and Nighthawk is without a doubt THE raddest shop in the country!!"  
 Ron Wilkerson - GT-2 Hip Trick Team



"Yeah Ron! We looked for the best and Nighthawk has the hottest prices on THE raddest parts."  
 Rich Avella - GT - 2 Hip Trick Team

"There is only one place to order from and Nighthawk is it!"  
 Dave Vanderspeck - Curb Dogs  
 Curb Dogs Skyway Team

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## COMPLETE BIKES

- S.E. RACING HAULER - Chrome/Black - Chrome/Blue/Black \$194.99
- GT MACH1 Chrome/Black - Chrome/Blue/Black \$229.99
- GREG HILL RACING BIKE Chrome/Black - Chrome/Blue \$229.99
- GREG HILL SIGNATURE Chrome/Black - Chrome/Blue \$229.99
- GREG HILL REPLICA Chrome/Black - Chrome/Blue \$229.99
- HUTCH PRO STAR Chrome - Chrome/Black \$211.99
- HUTCH PRO RAIDER Chrome - Chrome/Black \$224.99
- HUTCH PRO RACER Chrome - Chrome/Black \$214.99
- REDLINE 900A Chrome - White - Chrome/Black \$239.99
- REDLINE P/L CARBONIA Chrome - Black - Chrome/Black \$249.99
- REDLINE PROSTLYER BIKE Chrome - Chrome/Black \$249.99

## FRAMES

- S.E. QUAD FREESTYLE 4 Standing Gear - White - Chrome \$199.99
- REDLINE PROFILE Frame & Fork - Chrome - White - Chrome \$194.99
- HUTCH TRICKSTAR Frame & Fork - Chrome - White - Pink - Blue - Chrome \$199.99
- TORNER 280 Frame & Fork Chrome - Chrome/Black \$199.99
- NEW PATTERSON Frame & Fork Chrome - Chrome/Black \$199.99
- S.E. Quad Frame & Fork Frame/BB/LBS Chrome - Chrome \$179.99
- S.E. Quad Frame & Fork Frame/BB/LBS Chrome - Red - Blk - White \$179.99
- REDLINE 800A Lk BB Only - Chrome - White \$179.99
- GT J/F Frame & Fork Chrome - Chrome/Black \$179.99
- REDLINE CARRERA L/F Frame & Fork Chrome - Chrome \$179.99
- SKYWAY TAT Frame & Fork with frame bag - Chrome - White \$179.99
- ROBINSON PRO Frame & Fork Chrome - Chrome \$179.99
- PROFILE CHAMPION L/F Frame & Fork Chrome - Chrome \$179.99
- OW Racing ZS Pro or ZS Standard Frame & Fork - Chrome \$179.99
- GUP PRO Frame & Fork Chrome - Chrome \$179.99
- HARD MASTER FREESTYLE Frame & Fork Chrome - Chrome \$189.99
- OW Plaza One Frame Chrome - Chrome \$179.99
- GT J/F Frame & Fork Chrome - Chrome \$179.99
- PROFILE Magnesium Frame & Fork - Chrome \$249.99

## CRANKS

- REDLINE 400 File Cranks complete w/sealed BB Chrome 175mm - 180mm \$149.99
- PROFILE Cranks stainless 175mm - 180mm \$149.99
- REDLINE 400 File Cranks w/locks & BB - no sprocket 175mm - 180mm \$129.99
- SUGINO GT Crank 175mm - Wagon Kit 44T Sprocket - Red - Blue - Gold \$29.99
- TODGA Task Force Hollow Tubular one-piece Crank - 175 - 180 - 185 \$27.99
- TODGA Task Force One Piece DCR Crank - Chrome - Triangular - 175 - 180 - 185 \$29.99
- TOURNEY Cranks w/lock kit & 44T Sprocket - Red - Blue - Gold \$4.99
- ULTRA DYNO Cranks w/lock kit & 44T Sprocket - Red - Blue - Gold \$4.99
- TANAKA CRANK MX one-piece Chrome/Black - 175mm - 180mm \$4.99
- SR CRANK TUBULAR Hollow One-piece Crank - Chrome - 175mm - 180mm \$4.99
- SPIDER - Shimano UVX or Super Frame \$2.99
- NUT & BOLT SET - Shimano or Sugino \$2.49
- SHIMANO Chainrings (F18 all cranks) 38T - 40T - 41T - 42T - 43T - 44T - 45T - 46T - 47T - 48T - 49T - 50T \$1.79
- Toad Head Gear (Fits all chainrings) Red - Blue - Gold - Black - Silver - White \$1.79
- HUTCH Aero Speed Cranks w/BB Silver - 175mm - 180mm \$1.79
- TODGA Force Connection Alloy - Black - Red - Gold - Silver \$1.79
- HUTCH Dia-Silver - Black - Red - Gold - Silver \$1.79
- REDLINE FLIGHT WHEEL - Silver - 40T - 41T - 42T - 43T - 44T \$1.79

## STEMS

- TUF-NECK Stem Red - Blue - Gold - Silver - Black - White \$11.99
- TUF-NECK Pro Model Stem Red - Blue - Gold - Silver - Black - White \$11.49
- ACS Slover Stem Red - Blue \$11.49
- DI-STEM Pro or Pro SL Silver \$11.49
- HUTCH Fork-Lifter Stem Red - Blue - Gold - Black \$12.99
- HUTCH PRO STEM Silver - Black \$12.99
- HUTCH MAGNESIUM Headlock Black \$12.99
- DI- FREESTYLE Stem - Silver \$12.99

## HANDLE BARS

- TUF-NECK Alloy V or Straight Bar Red - Blue - Gold - Silver - Black \$ 4.49
- C.V. Rare Pro or Standard Chrome - White \$ 9.49
- S.E. POWERWHEEL - Pro or B - Max - Chrome - White \$ 9.99
- VECTOR Hero Regatta or Pro Bars Chrome - White \$ 9.99
- HUTCH PRO or SPORT BARS \$ 9.99
- GT BARS Pro - Standard - XT \$ 9.49
- GUP BARS - Strong Hill - Red - Blue \$ 9.99
- PATTERSON PRO BARS Chrome \$ 9.99
- SAC Down Young Bars - Red - Blue \$ 9.99
- SKYWAY EZ Elliptical Freestyle Bars Chrome - White \$ 9.99
- REDLINE RL Freestyle Bars White - Chrome \$ 9.99

## BRAKES

- DIA-COMPE MX 900 or MX 1000 Red - Blue - Yellow - Black \$ 10.79
- DIA-COMPE MX 1000 Chrome plated \$ 13.79

## BEARING ASSEMBLIES

- BULLSEYE 1-piece Allstar BB Hanger - Red - Blue - Gold - Silver - Black \$ 12.99
- SCOTT/HAUSER Alloy Fitted Shoe Set (2 pair per package) \$ 11.49
- KOOL-STOP International Black - Blue - Gold - Silver - Black \$ 1.49
- SKYWAY Tuff Pads Red - Blue - Yellow - Black - White \$ 1.49
- SKYWAY Tuff Pads Red - Blue - Yellow - Black - Silver - White \$ 1.49
- TERRY CABLE Black - Blue - Red - Yellow - White \$ 3.79
- MATHAUSER Economy Pads Black - pair \$ 2.99
- TODGA Precision Sealed BB for 1-piece cranks, 24T or 28T \$ 13.99
- NEW TODGA Precision Sealed BB for 3-piece cranks \$ 21.99
- TANGE MX Alloy Headset Red - Blue - Gold - Black - Chrome \$ 13.99
- TODGA BEARTRAP 2 Headset with wrench \$ 4.99
- TANGE Head Lock-Up Red - Blue - Gold - Silver - Black \$ 11.99
- TANGE MX PRO Sealed Bearing Headset \$ 8.99
- SUNTOUR Head Lock-Up Red - Blue - Gold - Silver - Black \$ 8.99
- DIRT SHIRT Red - Blue - Gold - Silver - Black \$ 1.49
- TANGE Head Lock-Up Red - Blue - Gold - Silver - Black \$ 4.99
- HUTCH 2IN Head Lock & Chain 1/2" - 1 1/4" - Chrome \$ 13.99
- TODGA BEARTRAP 48 Black - Black - Red - Gold \$ 13.99
- TANGE Standard Bottom Bracket 24 or 28 Thread - Silver \$ 3.49
- TANGE Standard Headset - M - L - Silver \$ 3.99
- DK 2 IN Lk & Spacer - M - L - Silver \$ 15.49

## WHEELS

- ARAYA 7Z Colored Rim & Matching Alloy HD - Red - Blue - Gold - Silver - Black \$ 43.99
- Z WHEELS Colored Rim & Matching Alloy Hub - Red - Blue - Yellow - Blk - White \$ 46.99
- TUFF WHEEL II Coaster Brake - Red - Blue - White - Pink - Lavender \$ 58.99
- TUFF WHEEL II Freestyle - White - Red - Blue - Yellow - Blk - Lavender \$ 57.99
- TUFF WHEEL II Graphite - uses regular freestyle - Black only \$ 57.99

## TIRES

- COMPETITION II Tires Pair - 2.125 or 1.75 Red - Blue - Yellow - Black \$ 15.99
- BRAKE BELLY Tires Pair - 2.125 or 1.75 Red - Blue - Yellow - Black \$ 14.49
- COMPETITION III Tires Pair - 2.01 - 1.88 - 1.75 - 1.60 - 1.50 - 1.40 \$ 12.99
- STADIUM Tires Pair - 2.02 - 1.88 or 1.75, 1.52, Red - Blue - Black - Yellow - White \$ 14.99
- SUPER TUBES Tires w/valves 2.01, 1.75, 2.02, 1.75, 2.01, 1.50 \$ 12.99
- COMPETITION III Tires 2.01, 1.75 or 1.52 - Black - Blue - Red \$ 11.99
- COMPETITION III Tires Pair - 2.01, 1.50 White - Black - Red \$ 11.99
- REGULAR TUBES All sizes \$ 11.99

## PEDALS

- KXT LIGHTNING 916 Red - Blue - Gold - pair \$ 5.99
- SHIMANO 916 Red - Blue - Gold - Silver - Black - pair \$ 18.99
- KXT AM Performer Pedals 916 Red - Blue - Gold - Silver - Black - pair \$ 10.99
- SHIMANO 916 or 916 Red - Blue - Gold - Silver - Black - pair \$ 18.99
- SUNTOUR 916 or 916 - Black - pair \$ 13.99
- HUTCH Pedal - Sealed Bearing 916 or 916 - Black - pair \$ 22.99
- BR BEAR Claw Freestyle 916 or 916 - Black - pair \$ 18.99
- GT Wing Grip - Strano New - Red - Blue - Black - White - Yellow - Grey \$ 2.49
- PROFILE PEDALS 916 or 916 - Black - Silver - pair \$ 14.99
- HUTCH Freestyle Pedals 916 or 916 - Black - Blue - pair \$ 6.99

## GRIPS

- OAKLEY B-18 GRIPS SW/WH - Red - Blk/WH - Blk/YW - Blk/YW \$ 7.49
- AME - TRICAM - Road Red - Blue - Yellow - Black \$ 2.49
- OAKLEY F1 F108 - Blk/WH - Blk/YW - Wk/WH - Wk/WH \$ 6.99
- NEW AME TRON YW/BL - R/BL - Blk/YW - Blk/YW - Gr/BL - WH/WH \$ 16.99
- NEW AME DUAL GRIP YW/BL - R/BL - Blk/YW - Blk/YW \$ 16.99
- FLIGHT DOUGHNUTS Pair - Checkered or solid colors \$ 5.99
- OAKLEY B2 Blk - Red - Yellow - Black \$ 3.29
- Blk - Red - Yellow - Black - Red - Blue - Black - White - Yellow - Grey \$ 2.49
- TURBO GRIPS Red - Blue - Black \$ 2.49
- LINK HAND GRENADERS Red - Blue - Black - White - Grey \$ 2.49

## PADS

- SKYWAY PAD SET Frame, Crossbar, Stem - White \$ 9.99
- HUTCH PAD SET Frame, Crossbar, Stem - Black \$ 9.99
- S.E. BEARING PAD SET Frame, Crossbar, Stem - Blue - Black - Camo \$ 10.99
- GT PAD SET Frame, Crossbar, Stem - Red - Black - White \$ 8.79
- CALITE Yellow Pad Set Frame Lg. Red - Blue - Yellow - Blk \$ 2.49
- Frame Rd - Blk - Yw - Blk \$ 2.49
- Blk - Rd - Blk - Yw - Blk \$ 2.49
- Crossbar Rd - Blk - Yw - Blk \$ 2.49
- Check this box if you want CHECKERED PADS \$ 1.49
- UNIVERSAL SEAT COVER Red - Blue - Yellow - Black \$ 1.49
- SE Racing Quadwing Pad Set Blue - Black - Camo \$ 1.49
- GM MOUNT For Crossbar Stem \$ 1.49
- HUTCH Chrome Pad Set Frame - Crossbar - Stem \$ 1.49

## SOFT GOODS

- GT - REDLINE - SE - CW - HUTCH - SKYWAY - HARD Racing Jerseys \$ 16.99
- HARD Vented Racing Pants \$ 16.99
- OAKLEY 620 GOGGLES Red - Blue - Yellow - Grey - Black - White \$ 13.49
- PROTECT Full Face Protective Helmet - Sm - Med - Lg - XL - Rd - Blk - Wht \$ 29.99
- ZERONINE GLOVES S - M - L - Blk - Wht \$ 7.99
- NIGHTHAWK THERMAL T-S - M - L - Red - Blk - Silver - Turq - Eaven \$ 25.49
- KRYPTONITE MEGALOCKS Red - Black - Blue - Grey \$ 27.99
- MEGALOCK Release Bracket \$ 4.99
- HUTCH Freestyle Platform Sling \$ 16.99
- MDP FREESTYLE FOOTSTEPS - Dominguez Chrome - White - Pair \$ 16.99
- HUB CAPS BY THE SYSTEMS Red - Blue - White - Black - also checked \$ 4.49
- TUF-NECK TIGHT STEEL BOLT - Complete \$ 7.99

## FORKS

- SE LANDING GEAR Red - Blue - Black - Chrome - White \$ 3.49
- REDLINE 900A Fork Chrome - White \$ 28.99
- TANGE TRX Fork Chrome \$ 16.99
- TANGE Aero Max Fork Chrome \$ 16.99
- GT Pro Fork for Pro or Standard Frame - Chrome \$ 36.00
- HUTCH Pro Fork for Pro or Sport Frame - Chrome \$ 36.00
- C.W. FORK Chrome \$ 36.00
- LANDING GEAR Freestyle White - Blue - Chrome \$ 46.00
- JMC PRO FORK Chrome \$ 51.99
- PATTERSON FORK Chrome \$ 57.99

## HUBS

- PHIL WOOD Hubs Silver - pair \$ 79.99
- BULLSEYE BBX Hubs Red - Blue - Gold - Silver - Black - pair \$ 12.99
- SUZUKI Sealed Hubs Red - Blue - Gold - Silver - Black - pair \$ 20.99
- HUTCH Sealed Magnesium Hub & Spoke \$ 19.99
- HUTCH Sealed Magnesium Hub & Spoke \$ 19.99
- PROFILE Graphite w/ titanium Rims & Hardware Silver - pair \$ 116.99
- SUZUKI Standard Hubs - Blue - Black - Red - Gold - pair \$ 13.99

## RIMS

- ARAYA 7Z Rim Red - Blue - Yellow - Black - each \$ 10.99
- ACS Z Rim Red - Blue - Yellow - Black - each \$ 12.49
- ARAYA 7Z Rim Chrome plated - each \$ 14.99
- ACS Z Rim Graphite - each \$ 23.99
- SUNTOUR Freestyle 1ST - 47T - 48T Black - each \$ 13.99
- COMPETITION II Rims \$ 13.99
- AMBRISIA Heat Treated Hard Anodized - 20x1.75 - each \$ 16.99

## SPOKES

- 100 per set with nipples \$ 12.49
- ASHAI COLORED SPOKES Red - Blue - Black - Gold - White - 5/64" \$ 12.49
- ASHAI Stainless Steel Double Butted Spokes 7/64" - 9/16" \$ 15.99
- ASHAI Alloy Nipples Red - Blue - Gold - Black - Silver \$ 7.99
- TBS Chrome Plated \$ 7.99

## CHAINS

- DI-DI Nickel Plated Chain \$ 3.99
- HKX "Smoker" Chain Gold & Black \$ 6.99
- DI-DI Gold Plated Chain \$ 7.49
- AME - TRICAM Chain - Clear - Red \$ 4.49
- IZUMI TWIN TONE Rad/Cpl - Blue/Cpl - White/Cpl - SESID/PORT Chain \$ 3.49

## SEATS

- CYCLE PRO Soft Gun II Red - Blue - Black - Yellow \$ 8.99
- KASHIMAK Aneseat Red - Blue - Yellow - Black - White \$ 7.29
- DI-NECK Straight or Layback Chrome \$ 6.99
- DI-NECK Clamp Red - Blue - Gold - Silver - Black \$ 2.29
- UNI SEAT Turbo or Regular - Layback - White - Blue - Red - Yellow \$ 15.99
- UNI SEAT Mini Red - Blue - Black - Clear - White \$ 15.99
- UNI w/Graphite Post Turbo - Black - Mini \$ 19.99
- VISICOURT Aero Red - Blue - Black - Clear - Yellow \$ 16.99
- HUTCH Seat Clamp Chrome - Blk \$ 7.99
- DI-COMPE TECH 3 - Blk \$ 7.99
- DI-COMPE TECH II CLAMP Red - Blue - Black - Gold \$ 4.99
- C.S. - Blk - Rd - Blk - Yw - Blk \$ 2.49
- HUTCH Layback Tech II \$ 1.49
- GW Layback w/Support Chrome \$ 16.99

## NUMBER PLATES

- HARD SERIES I Red - Blue - Yellow - Black \$ 9.99
- HARD TECH PLATE Digital display - Red - Blue - Black - White - Yellow \$ 10.49
- ZERO-NINE Stadium Air - Red - Blue - White - Black \$ 6.99
- ZERO-NINE Superior Mesh Blue - Black - White - Red \$ 5.79

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# WHO SAID A HUTCH COULDN'T FLY?!

4030 Benson Avenue

Baltimore, Maryland

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Ah yes, isn't it trick how the tubes flare from round to oval? You're looking at two-thirds of the tubes that make up the Tri-Oval construction on Schwinn's Black Shadow frame. The other one is at the bottom of the seat tube where it meets the bottom bracket shell. This patented process (along with the Tri-Caliber butting) provides greater weld surface area and increased rigidity.



A heavy bail put this tweak in the Araya 7L front rim. When some rims get bent like this they're completely sprung and it's time to get a replacement. Well, we did a little creative jumping on this one and got it straight enough to finish the test — and that was without a spoke wrench. A little truing stand action and it'd be good as new.

continued from page 16

## RIDING THE BEAST

When we got our hands on the Black Shadow, it had already undergone extensive testing. The most serious kind, too. In fact, we had a totally hard time getting our hands on one at all.

First it was in possession of Schwinn's photographers, undergoing photo session after photo ses-



C'mon, you guys, quit clowning around. You're supposed to go for a high five in midair — not punch each other out.

sion for Schwinn's new catalog. Then it was hustled off to a whole passle of heavy-duty sales meetings. Yeah, it had some miles on it before we ever got our hands on it.

The wait was worth it. Gibey rated it as the best handling Schwinn ever, while the man with no fear, Capt. Kirk Chrisco, also gave it rave reviews. "It handles bitchen — real good in the air. You can pull out of anything. Cornering is good. The front wheel doesn't wash, the back wheel doesn't slide. Tires are great. It feels light and it handles really good."

What would he change? "I'd put on a flatter stem, like a Pro-Fit. That'd lower the bars and give you some more pull. The rest of the components are fine. The brakes worked bitchen."

His final conclusion? "It's a great bike for the price. You could take it out and race it the way it sits. Just add pads and a plate."

Kirk knew what he was talking about. After we got back from the test we blazed into the warehouse and instantly tore apart the Black Shadow so Mike could snag the frame, fork, and seat post for his motel room, and proceeded to demolish the Pro Open class main on it. Not too shabby.

Seriously, Schwinn fans, once you look at the Black Shadow's VERY reasonable price tag, scope its quality, and give it a test ride, you'll have to retrieve your jaw from the floor. It's hot. ■