

FREESTYLIN'
MAGAZINE

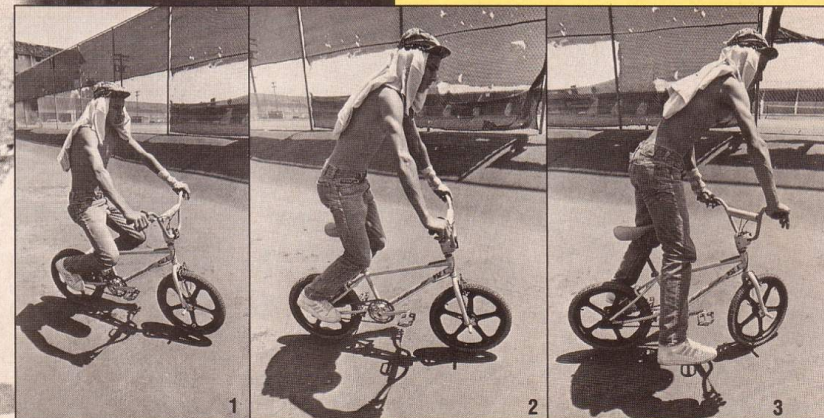
official Scoot rEview



SCHWINN

FREE FORM PRO

BY STEVE EMIG



Ron W. puttin' the new Schwinn through the motions.

The incredible Jason Parkes blazing a rear wheel 900.

When you were little, staying home from school was fun. Today it's a different story.

You conned your mom into thinking you had the flu, same as always. She'll never know what really happened. You shudder as you think about it. It was your perfect chance. Yesterday, Monica Mombo was walking home from school—alone. You jumped into a framestand as you approached her, arms hanging at your side, fully stylish. Just as you rode up beside her, a crash, glass shattering, tires blowing . . . it all happened too fast. It hurts to think about it; you take another look at your elbow, it still looks like school pizza. And it hurts to even move it. The worst part was when Monica walked away with Fred Flattop.

You hit the remote control, the TV clicks on, the picture is flipping up and down. You get up to adjust it, and mumble something about why it has a remote control if the picture is always screwed up.

A semi-recognizable voice becomes audible: . . . and welcome to "Let's Make You Squeal!"

"Thank you, Tom. Our first contestant today will be this young lady dressed as a turnip. Stand up, Miss!"

You figure that nothing else good is on, so you lie down on the couch, hoping it will take your mind off yesterday.

"What is your name, Miss?"

"Monica!"

It figures. You can't even watch reruns and forget about what happened.

"Okay Monica, I have three hundred dollars in my hand, would you like to keep it, or trade it for what's behind curtain number one?"

"I'll take the . . ."

"OR what's behind curtain number two, or what's behind curtain number three?"

"I'll take . . ."

"But first, let's open curtain number two."

A large box appears, a wall is directly

behind the box, probably hiding a new car.

Marty, the announcer, adds to the suspense, "We'll even have Jan, our lovely hostess, show you what's in the box."

A freestyle bike appears; you're now glued to the TV. These shows have gone uphill since you last stayed home from school.

"Tom, can you tell this young lady about the bicycle?"

"I certainly can, Marty. This is the new Schwinn Free Form Pro freestyle bicycle. The 4130 chrome-moly frame comes with Schwinn's bi-ovalized top and down tubes. The forks are also chrome-moly, as are the handlebars and the fluted seat post. The frame comes in a color called neon rose, with the rear triangle, top tube platform, and lower parts of the forks all chromed."

You can't believe your eyes. This guy actually seems to know what he's talking about.

"The wheels are 'Yo' 48 spoke alloys by Araya, which come equipped with skinwall 1.75 tires. The hubs have chrome-moly axles, of course. The drivetrain consists of Sakae Chro-Mo 175 millimeter cranks, attached to an alloy quick-change sprocket. Power is applied to plastic beartrap type pedals. This power is transferred via the chain to a SunTour 16 tooth freewheel!"

Jan even points to the freewheel, like she knows what's going on. You still can't believe your eyes.

"Braking is supplied by Dia-Compe 883s with a Potts Mod up front, and Dia-Compe 750 centerpull brakes in the rear. Notice that the front brake cable is routed through the fork leg to keep it out of the way. The rear brake cable is attached to an ACS stem and Rotor."

Jan caresses the rotor.

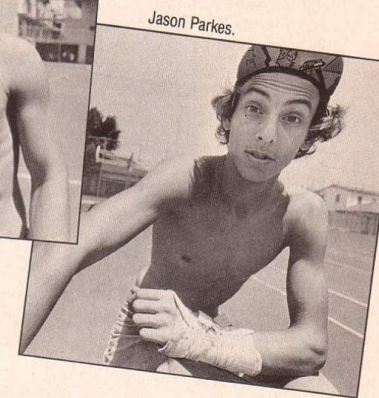
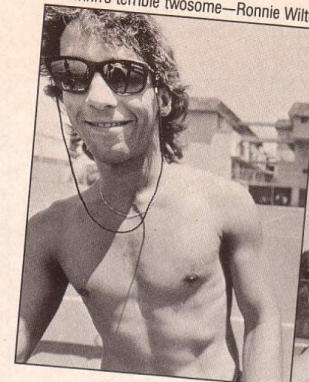
"The cable is routed through brazed-on cable guides to the rear brakes mounted underneath the chain stays. Dia-Compe Tech 6 locking levers complete the braking system."



Power mower kick-turn ala Ron Wilton.

PHOTO BY WINDY

Schwinn's terrible twosome—Ronnie Wilton and . . .



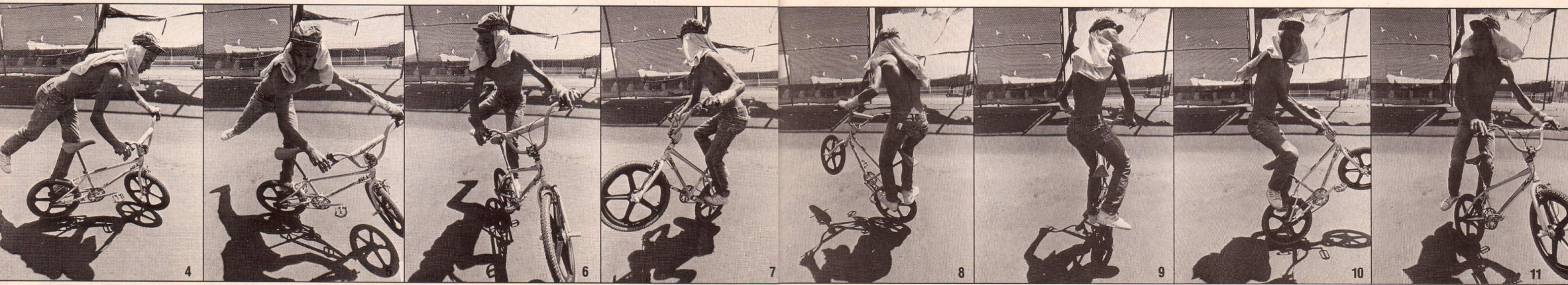
Jason Parkes.

Jan squeezes the levers. "One of the unique features on this new Schwinn is the 'Yo, Rock and Roll' seat. It has a roller built in the back for seat grinds, and a comfortable gripping area up front for side glides and similar moves."

You are amazed that this guy knows what he's talking about.

Tom continues, "We have a pro freestyler here to demonstrate what this bike can do. Let me introduce Stan Bestylin. Stan will now demonstrate his remarkable abilities on this bike."

Stan jumps on the bike as two quarter-pipes suddenly appear at opposite ends of the stage. He goes through a few basic moves, then does a small endo and goes into an infinity roll, which he quickly loses control of. He seems to be having problems with the rear platforms which are behind the axle. He tries again and his foot slips off



Wilton takes the bar spinner kick-turn a step further. Check the sequence close—he spins his bars one way, then bats it the other.



the stand. Once more, but this time he puts his feet in front of the axle on the chain stays. He has to wiggle his left foot past the coaster brake arm bracket, but this time he pulls it off.

The bike seems to have very quick steering, but as he keeps riding he grows more accustomed to it. The Free Form Pro might be a little quick handling for beginners, but should present no problems in street riding. He winds up a ground routine by going into a mega trick and preparing for a seat grind. This should be the ultimate test of the seat roller.

With the bike upside down, standing on the rear stands would be almost impossible, so Stan goes for the pedals. He positions his hands on the small front stands (he slipped off them a couple times during his earlier tricks). Front and rear pegs would help, but the built-in stands might get in the way of bolt-ons. As he leans back to go into a seat grind, the seat roller moves forward, and he loses his momentum and falls.

He tries a couple more times, but the same thing happens. The seat roller doesn't work like it was intended to, so he quickly moves on.

"And now Stan will test the bike on the ramps," Tom exclaims.

He does a few kick-turns on a wedge ramp now on stage. The bike seems to handle fine, providing you like freewheels. Stan executes a hand-can, a cross-footed endo, and a tire grabber before moving on to the big ramps. He works up slowly, each air a little higher. He pulls about six feet of air, and then goes for some style. After an invert and a helicopter, he tries a bone-air and hangs the back wheel coming down. A slight squeak is heard in the studio, and his bars are noticeably tweaked as he zooms offstage.

"Thank you, Stan," Tom comments, "a fine bike indeed. Schwinn has informed us that Ron Wilton helped in the design of this unit."

Marty jumps in, "Thank you, Tom and Stan. Now which curtain would you like

to choose, Monica? Curtain number one, curtain number two, or curtain number three?"

The audience starts yelling different answers, and Monica looks perplexed. But then what do you expect from someone dressed as a turnip? Monica Mombo would never have that problem; she'd pick curtain number two and win the bike and the car hidden behind it.

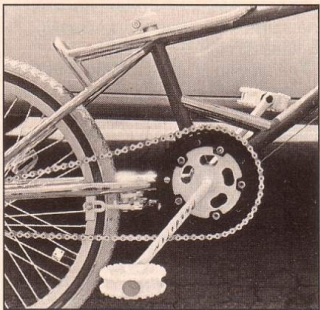
Monica, the turnip, hesitantly makes up her mind, "I'll take—curtain number three."

Marty acts surprised, "and what do we have behind curtain number three?"

The curtain slowly opens, revealing 300 pounds of pastrami.

The whole audience moans. Well, maybe these shows haven't changed THAT much. But your mind flips back to the bike, and you make a mental note to check one out on your next trip to the local bike shop.

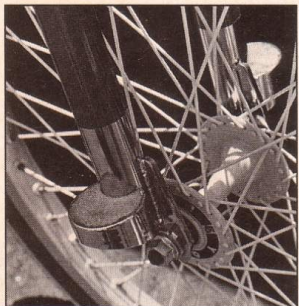




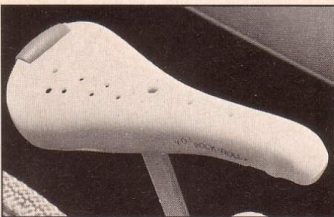
The Free Form makes for a pretty decent freestyle unit. We never did find out what the bar above the front sprocket was for, though . . .



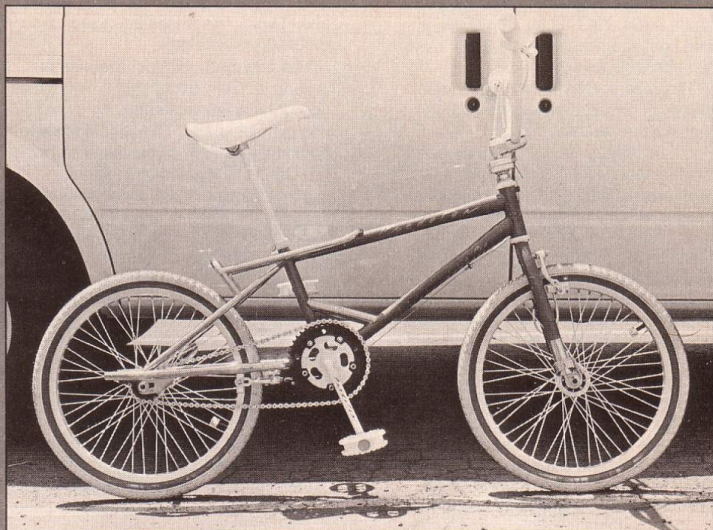
Clean-looking rear platforms. It takes a while for your feet to get used to 'em, but once you get the feel, they work swell.



The fork pegs are at the perfect height for most dudes. The pegs themselves are a little skinny, but at least they're not in the way.



Yo baby . . . check out this puppy. Schwinn's new Yo! Rock and roll seat. It seems like everybody and their brother are coming out with trick seats these days.



SPECIFICATIONS:

COMPLETE BIKE PRICE: \$289.95.
FINISHES AVAILABLE: Neon Rose/chrome with white components.
COMPLETE BIKE WEIGHT: 28 pounds, 8 ounces.
FRAME WEIGHT: 6 pounds, 5 ounces.
FORK WEIGHT: 2 pounds, 4 1/2 ounces.
STEERING HEAD TUBE LENGTH: 4 1/2 inches.
HANDLEBAR RISE: 7 inches.
HANDLEBAR WIDTH: 27 1/2 inches.
SEAT TUBE ANGLE: 69 degrees.
STEERING HEAD ANGLE: 76.5 degrees.
FORK RAKE: 1 1/2 inches.
BOTTOM BRACKET HEIGHT: 11 1/2 inches.
WHEELBASE: 35 1/2 to 36 1/2 inches.
TOP TUBE O.D.: 1 1/8 inches.
DOWN TUBE O.D.: 1 1/8 inches.
FORK LEG O.D.: 1 1/8 inches.

COMPONENTS:

FRAME: Schwinn Bi-oval, 4130 chrome-moly.
FORK: Schwinn, 4130 chrome-moly.
HANDLEBAR: Schwinn Low Rider, 4130 chrome-moly.
HANDLEBAR STEM: ACS Potts Mod and Rotor design.
GRIPS: Fuan "Mushroom" style.
WHEELS: "Yo" 48 spoke Araya 7x, alloy.
TIRES: Freestyle skinwall, 20 x 1.75.
BRAKES: Front Dia-Compe 883, rear Dia-Compe 750 centerpull.
BRAKE PADS: Dia-Compe.
BRAKE LEVERS: Dia-Compe Tech 6 with locking buttons.

BRAKE CABLES: Dia-Compe.
CABLE DE-TANGLER: ACS Rotor.
PEDALS: Plastic beartrap with chrome-moly axle.
CRANK: Sakae Chr-Mo Lite, 175 mm.
FRONT SPROCKET: Alloy 43 tooth, quick-change.
REAR SPROCKET: SunTour EZ-Off, 16 tooth.
SEAT POST: Schwinn fluted chrome-moly.
SEAT POST CLAMP: Alloy with Allen headbolt.

OVERALL EVALUATION:

QUALITY OF FINISH: Very good.
QUALITY OF WELDING: Very good.
QUALITY OF COMPONENTS: Very good.
ASSORTED COMMENTS: "Most of the ideas are pretty good." . . . "It handles good and everything, the handlebars messed up on me, but I hung up." . . . "The pedals worked well, a little slippery in the air, though." . . . "The steering is real quick." . . . "The levers and the grips on the bike are the best on the market." . . . "The fork pegs seemed adequate, they don't hit the ground on Miami Hoppers." . . . "The sprocket protecting bar is a real good idea." . . . "The quality of the finish is really good."
TEST INPUT: Ron Wilton, Jason Parkes, Rick Coronado, Andy, Gork, Lew, Windy, Don-Boy, Cosmo, and Steve.

MANUFACTURER: Schwinn Bicycle Co. 217 N. Jefferson Chicago, IL 60606

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* At 440 lb. pressure



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