



SCHWINN PREDATOR COMPETITION

GRADE AA MOTOCROSS MACHINERY



R.L., stylin' out on the Schwinn. On the ground, in the air, and in between, this bike is A-okay.

Okay gang, we're gonna get straight to the point. In our never-ending quest to make life easier for all you hot-to-trot hotshoes out there in Readersville, we're gon-

na save you the trubs of flippin' to the end of the test to find out if the Schwinn Predator Competition passed our inspection. We're tellin' you right here.

Our test crew dug it almost as much as Cosmo digs chasin' Jaws Mouse and his vicious band of kitty jugglers. Even after all the aerial bombardment, industrial strength bermshots, full-on pounding, and every kind of devious torture testing they could think of, it emerged virtually unscathed. Amazing.

Hey wait a minute! Where do you think you're goin'? The test isn't over yet. The fun is just beginning.

DOIN' THE DIRTY WORK

We piled all the bikes, gear bags, tools, tape recorders, cameras, and highly technical test gear into the Mighty BMXA factory van, and then lured the Nurd Herd into the van with a bunch of Rosa's tacos.

Our destination? The recently revamped, renovated, recharged, and

totally rad-ioactive Valley Teen Center track in Van Nuys, California, run by former motorcycle motocrosser "Jammin'" Jimmy Weinert.

If you know anything about "The Jammer," you know the dude wouldn't be runnin' a boring track. Jimmy spent time as a factory rider for Yamaha and Kawasaki. He was also 500cc National and Supercross champ a couple or three times on those smoky, noisy, motorized imitations of BMX bikes. But now that he's retired from motocross, he's seen the light, and races his cruiser in the cardiac class.

Anyways, we weren't disappointed. We're talkin' cool track. PERFECT for puttin' a test bike under fire.

THE VICTIM

Ah yes, the Schwinn Predator Competition. Judging by its wheel-base and componentry, this pup is

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aimed for the 13 to 15 year old moto-market. For that, it's perfect-garcia.

Since R.L. and Buff are a bit older and ganglier than that, before leaving our headquarters we installed a Flying W ESP stem which has an EXTRA long forward reach. It replaced the good, but much shorter, Sugino bar clamper. We also added a couple links to the chain to stretch out the wheelbase, and slid the seat

as far back as the seat clamping hardware would allow. That was it for dialin'.

Two areas of immediate concern that sprang up before we started riding were the Sugino AT three-piece aluminum cranks, and the fluted aluminum seat post.

Up till now, we'd never come back from a test with a set of aluminum cranks that were still in their original shape, but there's a first time for

FIVE MINUTES WITH MIKE POULSON

AGE: 18

HOME TURF: Layton, Utah

THE BEST WAY TO GET FAST

"I think just riding around, learning how to handle your bike is better than doing sprints and stuff. There are a lot of people who aren't very fast, but do really good racing just 'cause they're smooth and in control."

LIFE AS A FACTORY RIDER

"I fly somewhere almost every weekend. In the winter it slacks off,

but in the summer, it's every weekend. It gets to be a drag sometimes. 'Oh, I've gotta go again? I just got home.'"

"It's worth it though. It's neat getting all this free travel. I'm young and making money. I enjoy racing and meeting all kinds of different people."

WHAT'S GOING ON IN HIS HEAD WHEN HE'S LEADING A RACE

"I'm thinking, 'Yeah, this is cool, I'm in the lead.' I start jammin' around

the track and I start thinking about different stuff, like what I'm gonna do after the race."

"At the Murray World Cup this year I was leading the Open, and I remember thinking, 'This is cool, I'm gonna win this one and help out our team', and all of a sudden (snaps fingers), Mahlon Abrams snaked me."

"It's weird. Sometimes after a race I'll be sitting in the stands looking at different parts of the track and I can't remember going over them in my race."

WHAT HE'S THINKING ABOUT WHEN HE GETS A REALLY LAME START

"First I just go, 'Aw, (BEEP)!' Then I just start gassin' it as fast as I can down the first straight. I start thinking about places to pass and just makin' an awesome old swoop on everybody. Just snake about four guys at once. Your adrenalin gets goin' and it's more of a panic situation."

TRAINING WITH VIDEO

"My dad films me, so I watch those and figure out where I made my mistakes and where I might need to practice pedalling more, like in corners and over jumps. It helps."

"Sometimes my dad will film other riders and I'll watch them. My favorite riders to watch are Greg Hill and Doug Davis. It's just cool to watch how they ride."

HIS FUTURE PLANS

"I've got to go back and get the plate taken out of my leg next week. (Ed. note: Mike destroyed his lower right leg about 18 months ago in a mini-bike accident.) It can only work out for the better 'cause I've got to get it done, and right now is the best time to do it. It'll take about two months to recover from that."

"Right now I'm contemplating whether or not I should come back and race a couple races as amateur before I turn pro. I WILL turn pro by



This is a jam sandwich: Take Mike Poulson and R.L., and jam Buff in between.



the first of February. I'm TIRED of racing for points and trophies."

"I might be moving to Chicago to work at Schwinn as Fred Teeman's assistant." (Ed. note: Fred is Schwinn's BMX, juvenile and all-terrain bike product manager.)

"I'm not sure if I'm gonna do it. I'd be going to college back there, too. Take some business courses. I'm not sure. I'm still thinkin' about it. It'd be kind of shaky. I'd have to move back there by myself and get my own apartment. I might do it late in '84."

"I want to race pro as long as I can, at least five more years, get a business degree, and hopefully start working for Schwinn as a sales rep, or maybe team manager."

MIKE'S SCHWINN FACTORY MACHINE

FRAME AND FORK: Schwinn Sting, chrome-moly. ("I've had the same pair of forks since I started riding for Schwinn.")

HANDLEBAR: Pro Neck Expert, chrome-moly.

HANDLEBAR STEM: Flying W ESP, aluminum and chrome-moly.

GRIPS: A' ME Tri.

HEADSET: Campagnolo, aluminum.

RIMS: Araya 7X, aluminum.

HUBS: Campagnolo Record, high flange, aluminum.

SPOKES: 36, .080, with brass nipples.

TIRES: Comp III, 2.125 front, 1.75 rear.

TUBES: 20 X 1.75.

BRAKE: Dia-Compe MX, rear only.

BRAKE SHOES: Dia-Compe.

BRAKE LEVER: Dia-Compe

Tech 3 with a plastic sleeve.

BRAKE CABLE: Dia-Compe.

PEDALS: Shimano DX, aluminum and chrome-moly.

CRANK: Takagi, one-piece, chrome-moly, 180mm.

BOTTOM BRACKET SET: Tioga.

FRONT SPROCKET: SunTour, 16 teeth.

CHAIN: Sedisport, 3/32".

SEAT: Unicanitor. ("It's a hard plastic, but it flexes a lot, so it's not as tough as most other seats.")

SEAT POST: Schwinn, chrome-moly.

SEAT POST CLAMP: Schwinn Predator, aluminum.

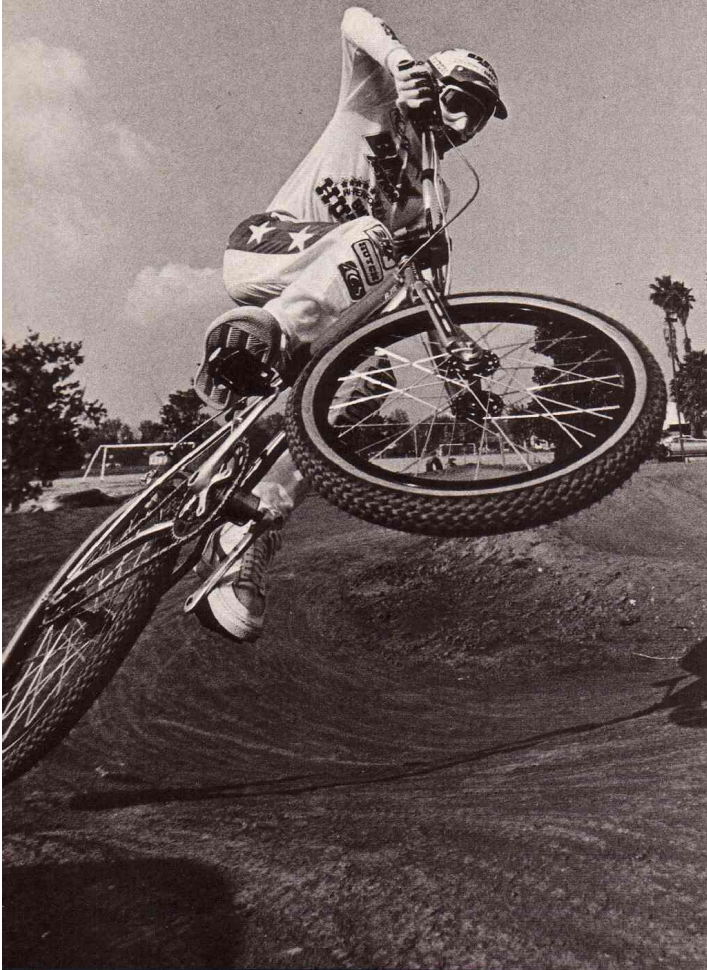
SAFETY PADS: Aero.

NUMBER PLATE: Aero, Supercross style.

MISCELLANEOUS: Aero brake guard. ■

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Buff kickin' the Schwinn Competition into Mach 6 whilst powerin' around the end of the first berm. See how the back tire's off the ground? Buff kicked out just a little and missed Oz's Nikon (and Oz) by maybe an Inch. Maybe.



Poulson and Buff-O-Matic, goin' full-toot over the doubles at the Valley Teen Center track in Van Nuys, California. This was Buff's first full-on test session since recovering from his ankle injury. We wore that sucker O-U-T. Poulson's helmet was drippin' too. When we test 'em, we test 'em.

Photo by Bob Osborn

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everything, and these puppies were still PERFECTLY straight when we were done!

Just in case you think R.L. and Buff were having an off day and were nice to the cranks, forget it! There was this one part of the track where you could jump across the track from one berm to another, which were over 20 feet apart. R.L. must have done at least 25 passes for Oz's Nikon. R.L. said he could feel the cranks flexing, but they were still straight when all was said and done. Case closed.

No, hold it . . . one last note of interest regarding the cranks: sometime in the spring of '84 Schwinn plans to switch from the Sugino AT's to SR one-piece tubular chrome-moly jobbers. They should be almost as light, and have less flex.

Oh yeah, the seat post held up with no probs, too. Will wonders never cease?

IT'S BEEN FRAMED!

The Competition's frame received Schwinn's famous ultra-spiff patented tri-oval construction. That's where top and down tubes are expanded and ovalized for greater strength at the head tube junction, and the seat tube gets the same treatment where it meets the bottom bracket.

This is the same construction used on the ultra-boss Schwinn Sting.

But unlike the Sting's hand-brazed

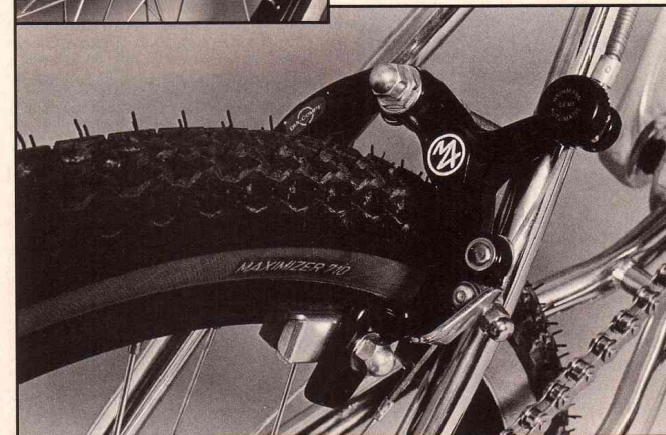
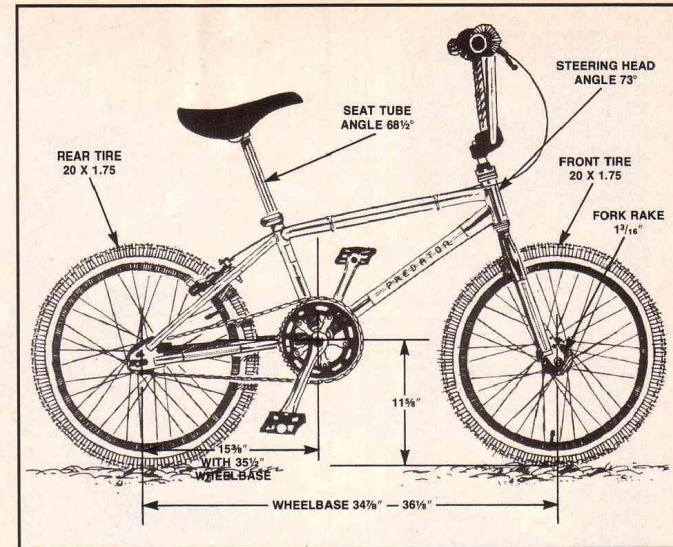
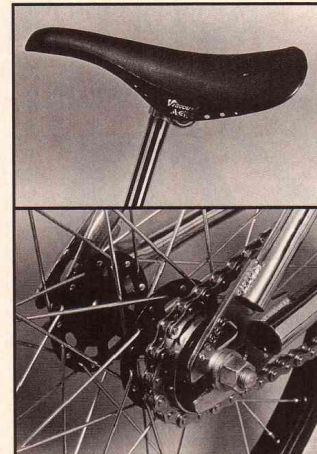
The ultimate radical torture test of everything on the bike. Poulson and R.L. were getting mega-humongous air off one of the berms at the Teen Center track. Buff whimped out on this one, mumbling something about his ankle and some freestyle shows coming up in Canada and having to be careful.

Anyway, we've got to give the BMXA Seal of Approval especially to the Sugino AT aluminum crankset and the Araya 7X rims. They did not tweak even so much as a hair. Nor did anything else, for that matter. This Schwinn Predator is a qual machine.



PRICE & SPECS

COMPLETE BIKE PRICE: \$299.00.
FINISH AVAILABLE: Chrome with black components.



COMPLETE BIKE WEIGHT (without pads or plate): 23 pounds, 14 ounces.
FRAME WEIGHT: 4 pounds, 5 ounces.
FORK WEIGHT: 1 pound, 7 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE: 8 inches.
HANDLEBAR WIDTH: 27 1/8 inches.
TOP TUBE O.D.: 1 inch, ovalized at steering head.
DOWN TUBE O.D.: 1 1/8 inches, ovalized at steering head.
FORK LEG O.D.: 1 inch oval, with flat front and rear.
BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Schwinn Competition, chrome-moly.
FORK: Schwinn, leading axle, chrome-moly.
HANDLEBAR: Schwinn T-type, chrome-moly.

HANDLEBAR STEM: Sugino, aluminum and chrome-moly.
GRIPS: Fuan, vinyl and rubber, F-1 type.
HEADSET: Tange, with Tange Loose Proof Mechanism headset lock.
RIMS: Araya 7X, aluminum.
SPOKES: 36, .080.
HUBS: Sunshine, high-flange aluminum.
TIRES: Schwinn Maximizer 710.
BRAKE: Dia-Compe MX.
BRAKE PADS: Dia-Compe.
BRAKE LEVER: Dia-Compe Tech 3.
BRAKE CABLE: Dia-Compe.
PEDALS: Shimano SX, aluminum and chrome-moly.
CRANK: Sugino AT, three piece aluminum, 175mm.
BOTTOM BRACKET SET: Sugino with Sugino chrome-moly spindle.
FRONT SPROCKET: Sugino aluminum chainwheel, 44 teeth.
SPIDER: Integral with pedal arm.

FREEWHEEL: Shimano chrome-moly, 16 teeth.
CHAIN: TYC, chrome plated, 1/8 inch.
SEAT: Viscount Aero.
SEAT POST: Fluted aluminum.
SEAT POST CLAMP: Aluminum.

PERFORMANCE EVALUATION

PURPOSE: Racing up to and including expert, very high quality street.
AGE RANGE: 13 to 15 racing, 12 to 16 street.
QUALITY OF FINISH: Excellent.
QUALITY OF WELDING: Excellent.
QUALITY OF COMPONENTRY: Very good to excellent.
GEOMETRY: Excellent.
HANDLING: Sliding is excellent . . . It's quick steering but it's easy to control and not so quick that it's squirrely . . . It'd be perfect for a 13 to 15 year old . . . I felt totally comfortable in the air . . . The tires worked really good . . . It's smooth.
MISCELLANEOUS COMMENTS: Bottom bracket cups are not snug, and can almost be put in by hand . . . Headset cups fit good . . . Wheel fit in the frame and fork is good . . . The Tange headset lock is trick . . . The master link is a single plate type with no locking clip which is definitely not the hot tip. Do a master linkectomy and remove it . . . The handlebars are lightly knurled for extra grip . . . Sometime this spring the Sugino three-piece cranks will be replaced with SR 180mm one-piece hollow chrome-moly cranks . . . The spokes didn't need any attention — Schwinn has some good wheel builders.

TEST INPUT: R.L., Buff, Mike Poulson, Winkle, Oz, and Gibey.
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We could show you a shot of the Competition before and after we tested it, but they'd look exactly the same. Nothing tweaked, bent, broke, or got mangled. Nothing. It rides bitchen, too.

joint, the Competition frame is put together with some RADIBOLICAL-LY clean heli-arc welds.

Beefy 3/4 inch chain stays keep the rear end in line.

The fork rake has been kicked out 1/8 inch since our last Schwinn test. Their legs are made with an oval tubing that's got flat spots on the front and rear. Strange shape.

The bars are, umm, well, a LOT like CW's, with the exception of the V-bend in the crossbar. The bend feels great and the bars are wide enough for plenty of power, but not so wide that you get overstretched.

MISCELLANEOUS PARTS AND GOODIES

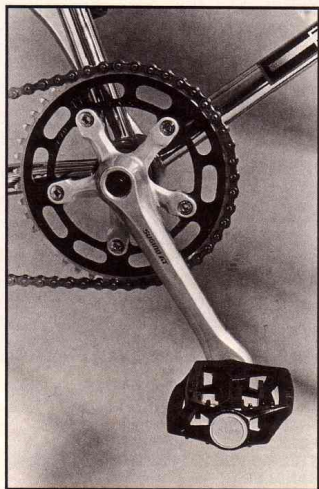
A Dia-Compe MX caliper and lever supply the "Whoa, Nelly" for the Competition. You already KNOW how good they work.

The Araya 7X rims are still the standard by which all other rims are measured, and they didn't disappoint us. They were still perfectly straight after all the bombs stopped dropping.

The Fuan copies of Oakley F-1 grips seem like they're larger in diameter and a little harder to hang onto than the originals.

The Tange headset and headset lock are good stuff.

One additional suggestion: junk



Do you believe it? The Sugino AT cranks and spindle survived the test intact! These babies are TOUGH! Maybe AT is short for A-Team.

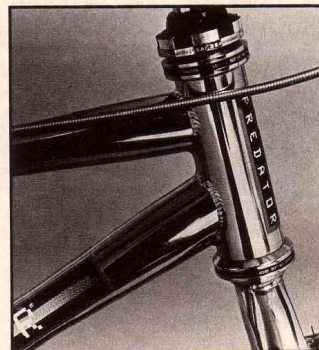
the master link. It's the type that doesn't have an extra clip to hold on the outside plate, and it WILL fall apart sooner or later, probably right in the middle of a moto. If you perform minor surgery on your chain so that it's running master link-less, you will save yourself some pain later.

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Why, it's ol' "Jammin'" Jimmy Weinert hisself, new track director for the Valley Teen Center BMX track in Van Nuys. James was one MEAN dude on them thar motorcycles, but (snicker, chuckle) we've seen him racing BMX, and he's still got a ways to go. But he's workin' his buns off workin' on the Teen Center track (which is a hot place to race). He digs kids and BMX, and a combo like that is tough to beat.



Note the flared top and down tubes. Check the primo welding. Scope the high-zoot Tange headset and headset lock. All cool stuff.

Check out this month's Trackside column for more info.

HOW DOES IT RIDE?

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Chainrings: 39 thru 48 teeth
Weight: 595 grams
Finish: Anodized red, blue, gold, silver and black or chrome

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Material: Gravity-cast light alloy
Crank lengths: 165mm, 170mm, 175mm & 177.5mm
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Michael J. Buff - suave and sophisticated heart-throb to countless teeny-boppers the world over - is back. Notice how one of his gloves is missing.



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What more can we say? We found absolutely NOTHING to gripe about.

WRAPPIN' IT UP AND RIDING OFF INTO THE SUNSET

If you're a 13 to 15 year old berm bustin' buckaroo who figures a "Schwinn-To-Win" plan of attack is the hot tip, this is your scoot.

It'll do the job, and then some. ■

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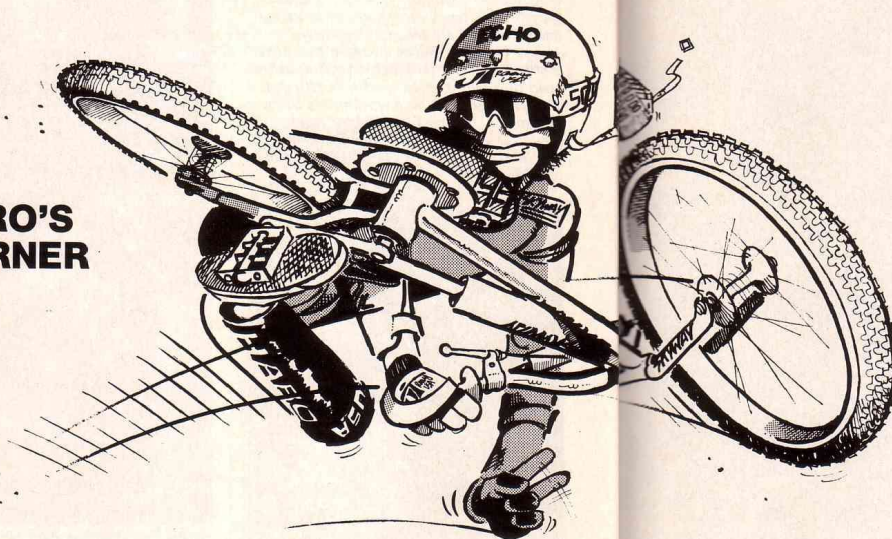
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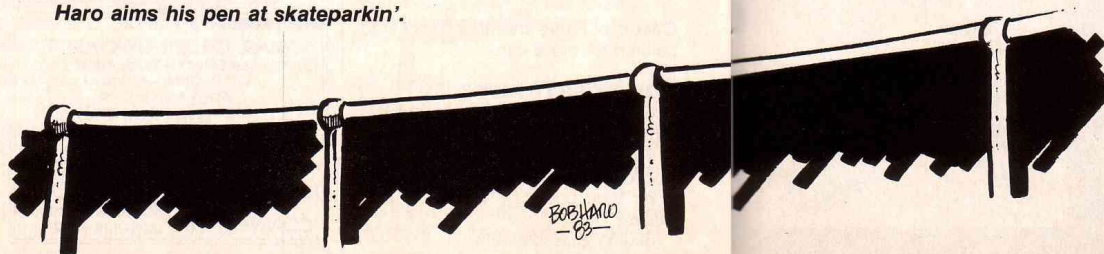
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HARO'S CORNER



Haro aims his pen at skateparkin'.



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