



# SCHWINN

# STREETWISE

IT'S GOT TRACK SMARTS, TOO



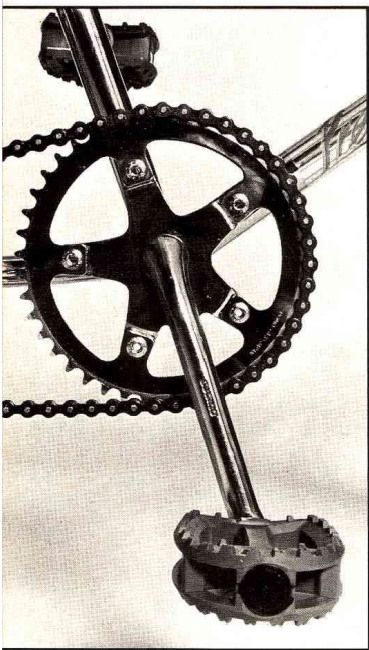
Photo: Windy

Gork, the newest BMXA staffer, testing Schwinn's newest urban assault vehicle, the Streetwise. This pup is great for thrashing, beginner racing, and all-around fun use.



Imagine what'd happen if there was a TV game show where they gave away scads of cash and totally rad BMX stuff. It might go something like this . . .

" . . . All right, our current champion, Billy Bermshot, from Gnarlyish, Illinois, has a big decision to make here. He's already won a total of three hundred thousand dollars, and right now he's got his choice of the curtain that our lovely model is standing in front of, or what's behind the box. Whichever prize he doesn't choose



*The 165mm cranks are too short for any kind of massive torque, but we didn't have any trubs with them bending. Both the chainwheel and spider are steel.*

will automatically go to our runner-up. Which one will it be, Mr. Bermshot?" (The crowd is going nuts screaming their suggestions.)

"Um, gee, can I snag the babe, instead?"

"No, sorry . . . the curtain or the box."

"Um, okay. This is tough. I'll take . . . the box."

"All right, he's made his decision . . . will it be a good one? First, we'll show our runner-up what he's won. And the curtain slides back to reveal . . . a lifetime supply of nifty plastic

BMX fenders with mud flaps! Is that great or what? (Lots of laughter from the crowd.) And we've also got a pair of phony clip-on gas tanks that'll look totally marvy on these his and her's 1969 department store wonders." (More snickering and chuckles from the audience.)

"Now, Mr. Bermshot, we'll slide the box out of the way and show you what you've won. (Billy's gulping and peeking between his fingers.) It's a new Schwinn Streetwise! (Mucho oohs and aahs from the assembled throngs.) Johnny, tell him what he's won."

"I'd be happy to . . ."

### **WELCOME TO THE STREETWISE**

Hit the road, Johnny. We'll handle the description — and while we're at it, we'll go for a complete test, too.

We're talking econo-qual here — and there's emphasis on both the econo AND the qual. The whole deal can be found at your friendly neighborhood Schwinn dealer for right around \$179.95, and that's with your choice of regular shiny-type chrome, or totally exotic black chrome. Yeah!

The Streetwise frame and fork are totally chrome-moly Schwinn items. Yes, they're made in Taiwan (that's to help keep the cost at a minimum), but the construction looks remarkably good.

The frame uses Schwinn's patented Bi-Oval design — which means the 1 1/8 inch top and down tube flare from round to oval at the steering head tube. Those ovalized ends on the tubes add up to more material meeting the steering head tube, which means there's extra weld surface area. Translation? Increased rigidity. Additional life. No need for more gussets. Good stuff.

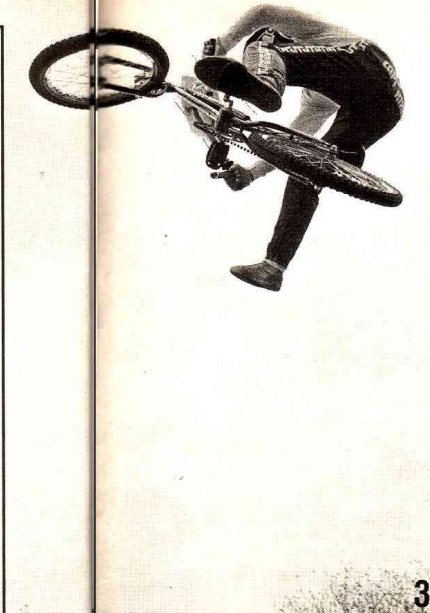
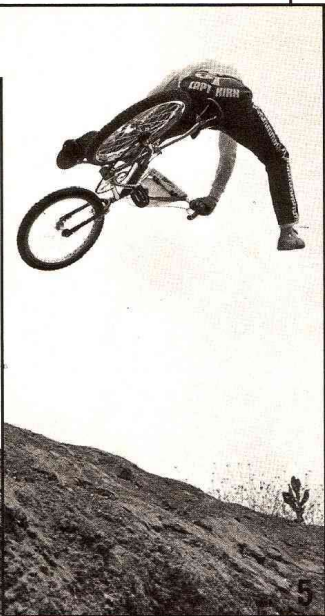
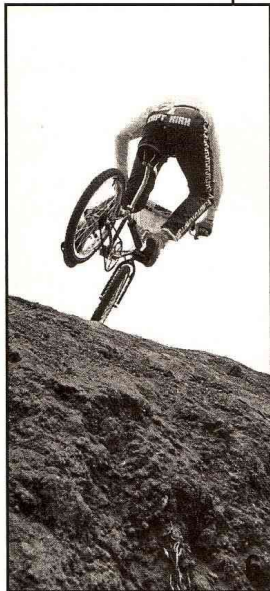
There are serrations on the rear dropouts, which means it'll be a lot tougher to move the back wheel out of alignment when you blast out of a starting gate, and the chain stays are the extra-beefy 3/4 inch variety.

The forks are Schwinn Aero type. The aero name comes from the unusually shaped chrome-moly tubing used to construct the legs — they're mostly oval, but the front and rear edges are completely flat. Weird shape.

*The Streetwise held up to MUCHO pounding in the merciless hands of Capt. Kirk. Tabletopped flight over the pit at Parks.*







Yeah, dude! Kirk doin' a little sequential sailin'. Cool, huh?

Weight for the frame is four pounds, six ounces, while the forks tip the unbelievably sano Mighty BMXA digital scale at one pound, five and one half ounces.

The welds are pretty spiff — except for a few spots. Even still, the Taiwanese manufacturers have made INCREDIBLE progress from a few years back.

#### COMPONENT CHECK-IN

With the ultra-low price, it's no real surprise that steel componentry abounds. The CW-type handlebars (which have a very cool bend to 'em) are high-tensile; the steel spider is from Sugino, as is the 43 tooth chain-wheel.

The weight of the CMS steel rims has been reduced by piercing holes in the rim between the spokes (ala Mongoose Pro Class rims). The dif-

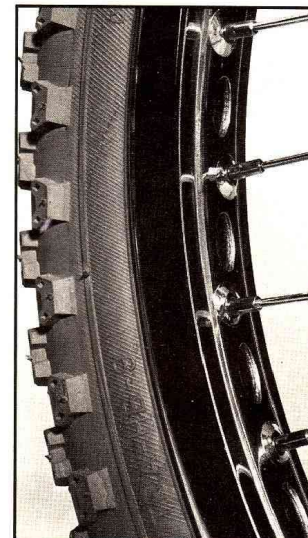
ference? The Streetwise's rims have oval holes, while Mongoose's are round.

The Jou Yu low-flange hubs use steel bodies, and they roll quite nicely, thank you. We didn't have any trubs with axles bending or the adjustment getting de-tuned.

Capt. Kirk cast wary glances at the Sugino heat-treated steel one-piece cranks from the minute we pulled the bike out of the box. His pre-test prediction? "I'll give 'em four jumps." They were much better than he thought — they never caused the slightest amount of grief. These dudes are only 165 millimeters long, though. You definitely won't be getting any total torque hoeshots using these pups.

The handlebar stem is an SR MS-424 aluminum and chrome-moly jobber. No trubs there.

*The Streetwise is a well-balanced package of solid componentry, qual chassis, and inexpensiveness. A mere \$179.95 will put one of these babies in your paws.*



The CMC rims are steel, but they've been lightened in the style of the Mongoose Pro Class rims. See those pierced oval holes between the spokes? That's the scoop. These rims are actually quite sturdy, though when they do start to bend, they stay bent — unlike aluminum rims that are a tad more forgiving.



The flared BI-Oval construction at the steering head tube is as slick as ever. Check out the welds — pretty nice, huh?



## PROFILE: LAWAN CUNNINGHAM

**FULL NAME:** Changa Lawan Cunningham. ("Changa means 'Strong as Iron'.")  
**DATE OF BIRTH:** April 24, 1972.  
**HEIGHT/WEIGHT:** 5' 3"/143.  
**HAIR/EYES:** Black/Dark brown.  
**HOME TURF:** Bettendorf, Iowa.  
**SCHOOL/GRADE:** Bettendorf Middle School/7th.  
**SPONSOR:** Schwinn.  
**CO-SPONSORS:** Dia-Compe, A'me,

Zeronine, Gear, Shimano, Bell.  
**PAST SPONSOR:** Bike 'N Hike, Rock Island, Illinois.  
**MECHANIC:** "Me."  
**FIRST BIKE:** "It was a Diamond Back something. It was a way long time ago. Before Silver Streaks."  
**OTHER BIKES RACED:** "I had a Hutch Special K and a GT standard. Then I got that Schwinn Predator Sting, a Black Shadow, and then I

*Lawan Cunningham, cookin' and bookin'. Lawan's quicker than greased moose poop.*



*The scourge of the 13 Expert class, Lawan Cunningham.*

switched to my new Bi-Oval frame like the one on the Streetwise."

**MAJOR TITLES:** Current NBL National No. 1 12 Expert, and National No. 2 13 & Under Cruiser. ("I was close in cruiser. If I would have beat Brutus, I woulda got it.")

**HOW HE GOT STARTED:** "I used to ride with my friend, going jumping all the time, but then I started reading BMX magazines and I thought racing was pretty cool. Then a track opened by my house, and I got a bike and started racing."

**HOW HE GOT HIS FACTORY SPONSOR:** "Don Karr (Donnie Karr's dad) mentioned me to Schwinn, and he told me to write 'em a resume, so I did. Then I did good at Memphis, and they picked me up after the Detroit, Michigan, ABA national."

**MOST RESPECTED RIVALS:** "Right now in cruiser, it'd be Erin Salie, and in class it'd be Robert Swick and Sam Arellano."

**MOST MEMORABLE EXPERIENCE:** "Winning in Lansing, Michigan. That was the first time I'd ever won a national and I doubled. That was like a year before I got picked up by Schwinn. I had talked to Hutch, but he was talking about co-sponsorship and all that stuff."

**BIGGEST DISAPPOINTMENT:** "Champaign, Illinois, when it rained and I was doing good. That was the first time I'd done good at a national, really. I was beating Jeff Moten, I was all hyped and everything, and it rained. They had to cancel the whole thing."

**INJURIES:** "None at all."  
**HOW MUCH HE PRACTICES:** "Sometimes I go out to my home track and ride out there. But there aren't really any practice tracks. In the summer I just ride my bike a lot. Ride it as much as I can."

**OTHER TRAINING:** "In the winter I ride my rollers. I try to ride 'em half an hour every day. Sometimes every other day. I do push-ups, sit-ups, and stuff like that."

**HIS MAJOR ADVANTAGE:** "I guess bigger legs. My mom says I kind of outpower 'em. I got my legs from my dad, who was a football player in college. I don't use weights or anything." (Mike Poulson's been sitting in the background listening while we tape this, and adds . . . "Lawan's also got a good mental attitude. He does NOT like to lose.")

**HOBBIES/OTHER INTERESTS:** "Skateboarding. School football and wrestling. School stuff. (Poulson: "He also likes making graffiti on hats.")

**MUSICAL PREFERENCES:** Punk, hardcore.

**FAVORITE BANDS:** "Dead Kennedys, The Germs, G.B.H., and the Subhumans."

**PETS:** "I had a piranha, but now we rent a house and they won't let us have pets."

**TRANSPO:** "Bike, skateboard. My friend's got a four foot ramp I skate on a little bit, but usually I just ride street and stuff. Slam the streets."

**FAVORITE FOODS:** "Special K cereal, pizza maybe. Nah! Hardee's Bacon Cheeseburger. It's great!"

**FAVORITE FAST FOOD PLACE:** "Wendy's."

**FAVORITE TRACK:** "The Downs (the new track in Northridge, California). Before it was Nashville, but I'd say The Downs is better. I like tracks where you get cookin' REAL fast. Hit the jumps and just glide."

**FAVORITE SONG:** "Something by the Subhumans; right now I can't remember it."

**FAVORITE TV SHOW:** "Um, I don't watch TV that much. Ah, I know! FLINTSTONES!"

**FAVORITE RECENT MOVIE:** "REPO MAN."

**FAVORITE ACTOR:** "I don't have one."

**FAVORITE ACTRESS:** "That girl on THE COSBY SHOW. I don't know her name, but she's a fox."

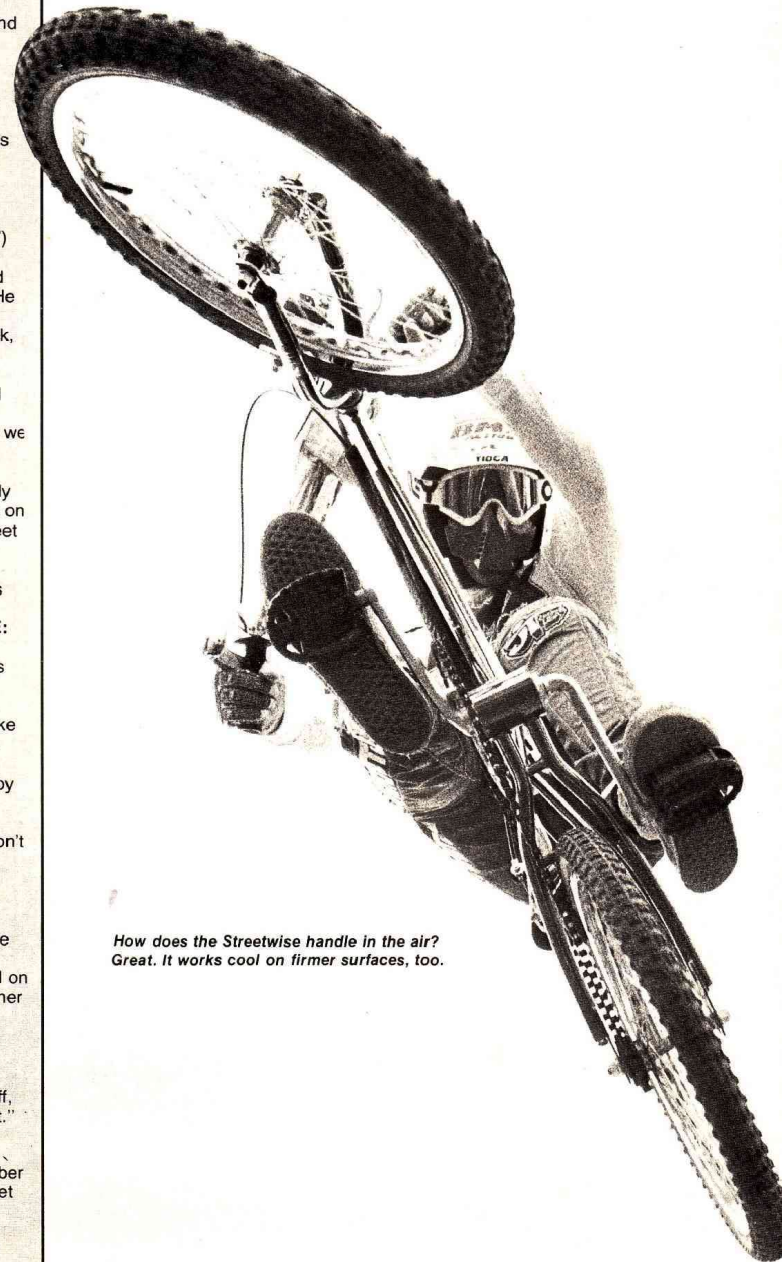
**ABSOLUTE FAVORITE THING:** "Good skate and punk scene."

**WHAT SCARES HIM:** "Jeez, probably being on the edge of a cliff, or being stuck in a real small closet."

### GOALS

**RACING:** "Get two national number ones this year. I'm gonna try and get the two in NBL — the cruiser and class — and then maybe try to get one or two in ABA. I'm doing pretty good in there."

**PROFESSION:** "I don't know; I was thinking about maybe getting a band together."



*How does the Streetwise handle in the air? Great. It works cool on firmer surfaces, too.*



## SCHWINN STREETWISE



# Performance Evaluation

**PURPOSE:** Racing (up to and including mid-level novice), econo-qual street racer.  
**AGE RANGE:** Completely stock, it goes from 12 to 15 for racing, and 11 to 16 for street pounding. Switch to a set of longer cranks, like 175s, and you can stretch the upper end of the age scale to just about unlimited territory.

**QUALITY OF FINISH:** Excellent for both the chrome and black chrome. Both are highly polished and good quality. (We dig the black chrome the most.)

**QUALITY OF WELDING:** Very good to excellent. Fine looking beads with just occasional gloppiness. Penetration appears excellent.

**QUALITY OF COMPONENTRY:** Good to excellent. Lots of steel componentry is in evidence (to help keep the cranks down), but it's solid stuff. Excellent brakes and stem.

**GEOMETRY:** Excellent. It's got the right angles. Nothing feels out of synch.

**HANDLING:** Very good. Slightly inhibited by inferior tires. With a set of qual knobs, it'd be dialed. The front end loves a little extra attention in corners, but don't worry about anything while you're in the air.

**MISCELLANEOUS COMMENTS:** Needs longer cranks — for sure . . . Everytime Schwinn gives us a bike, the bars are rad . . . The rims are trick for steel jobbers . . . The Bi-Oval construction at the steering head is sano . . . The imitation A'mes are cool . . .



The seat's ultra-comfortable . . . The staff was divided over whether or not they dug the sticker graphics . . . "Did they use beach ball material to make the frame pad?" . . . The stem didn't slip . . . The cable housing matches the finish on the black chrome frame exactly . . . The pedals grip pretty good when they're dry; when they get wet start looking for some bubble gum.  
**TEST INPUT:** Capt. Kirk Chrisco, Gibey, Gork, Don-Boy, R.L., and Windy.

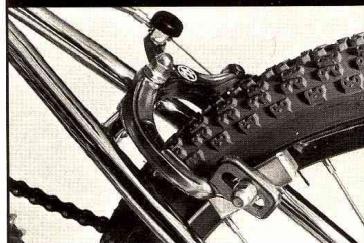
**MANUFACTURER:**  
Schwinn Bicycle Company  
1856 N. Kostner  
Chicago, Illinois  
60639  
(312) 292-2900

## Price & Specs

**COMPLETE BIKE PRICE:** \$179.95.  
**FINISHES AVAILABLE:** Chrome with blue components or black chrome with silver components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 27 pounds, 1 ounce.  
**FRAME WEIGHT:** 4 pounds, 6 ounces.  
**FORK WEIGHT:** 1 pound, 5 1/2 ounces.  
**HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area):** 7 1/2 inches.  
**HANDLEBAR WIDTH:** 26 11/16 inches.  
**TOP TUBE O.D.:** 1 1/8 inches, ovalized at the steering head tube.  
**DOWN TUBE O.D.:** 1 1/8 inches, ovalized at the steering head tube.  
**FORK LEG O.D.:** 1 inch, oval with flat front and rear edges.

## Components

**FRAME:** Schwinn Bi-Oval, chrome-moly.  
**FORK:** Schwinn aero design, chrome-moly.  
**HANDLEBAR:** Schwinn T-type, high-tensile steel.  
**HANDLEBAR STEM:** SR MS-424, aluminum and chrome-moly.  
**GRIPS:** Soft vinyl.  
**HEADSET:** Tien Hsin.  
**RIMS:** CMC, steel.  
**SPOKES:** 36, .080, with brass nipples.  
**HUBS:** Jou Yu, low-flange with steel bodies.  
**TIRES:** Schwinn Predator.  
**BRAKES:** Dia-Compe MX 900 calipers, front and rear.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVERS:** Dia-Compe Tech 4.  
**BRAKE CABLES:** Dia-Compe.  
**CRANK:** Sugino, one-piece heat-treated steel, 165mm.  
**PEDALS:** SR SP-518, plastic bodies and boron shafts.  
**BOTTOM BRACKET SET:** Tien Hsin.  
**FRONT SPROCKET:** Sugino steel chainwheel, 43 teeth.  
**SPIDER:** Sugino BMX-4, steel.  
**REAR SPROCKET:** SunTour freewheel, 16 teeth.  
**CHAIN:** KMC, 1/8 inch.  
**SEAT:** Viscount Dyna.  
**SEAT POST:** Schwinn lay-back, fluted chrome-moly.  
**SEAT POST CLAMP:** Chang Star, aluminum.  
**ACCESSORIES:** Schwinn Predator frame pad, and aluminum valve caps.



When you get this high up, you're prone to get a little nervous. The Captain, checkin' to see if his deodorant is still working.



Photo: Windy

Seating is provided by a comfy Viscount Dyna saddle, a Schwinn fluted chrome-moly lay-back seat post, and a Chang Star aluminum seat post clamp.

You want killer brakes? You got 'em. Real live Dia-Compe MX 900s front and rear. Dia-Compe Tech 4 levers, too. Even teflon-lined Dia-Compe cables. Zoot stuff.

The SR pedals have fairly well-toothed plastic bodies, and they also have shafts that are made from

boron. Word from the honchos in Schwinn's product development department is that boron is as strong or stronger than chrome-moly, but a bunch less expensive. We were skeptical, but the pedals proved themselves to be very tough during the test.

Grips are copies of A'me Tris, but the material feels like a very soft vinyl. They were kinda nice, and they didn't raise any blisters among our staffers.

### NOW MOVING INTO THE PERFORMANCE ANALYSIS . . .

Take it away, Kirk. Comments, please?

"It was pretty good handling, though the front wheel seemed to wash a little bit. You could easily cure that with different body positioning."

"It handles good in the air; you can do just about anything you want to, and neither end raises or drops."

"The tires are sluggish. When you really push it you can feel both of them slither, slide, and start to wash out at the same time."

"The brakes give you instant stoppage. The handlebars are bitchen, too."

"The bike's excellent for the price.

With a little extra money for a longer set of cranks, you could have THE rad bike."

"Without the lay-back seat post, the bike could fit someone from 11 to 15. With the lay-back, and switching to some longer cranks, the upper end of the age range would be just about unlimited."

Thanks, Capt. K. Know what? We didn't twangulate any of the bits 'n pieces. The rims were still fairly straight, and the cranks didn't bend.

Honestly, we have minimal complaints, which is pretty amazing for the highly critical BMXA Test Crew. Yeah, the cranks are way too short, and it's true that we didn't much care for the knobs, but these are minor trubs that are simple to correct.

This bike is a good, inexpensive starting platform. You can go street thrashin' or beginner racin' with ease. What do you get for your bucks? A good chassis and fine-working components that can slowly be upgraded as your skill grows so that you end up with a killer moto-machine.

When you consider the cost of the bike, and then take into account the cool handling, stylin' looks, good durability, and choice of regular chrome or the extra-fine black chrome, this pup is hot. ■