

# SCHWINN



**BICYCLE  
MOTOCROSS  
ACTION**  
OFFICIAL TEST

## THE SX-1000 AND THE INCREDIBLE STING

FLOAT LIKE A BUTTERFLY,  
STING LIKE A BEE . . .

Hi Crimestoppers!

This is going to be a weird test.

What happened was that late last year we made arrangements with Rick Schwinn (We don't mess around, we go right to the top dogs!) to test their top-of-the-line SX-1000 motocross bike.

Groovy.  
No sweat.  
Gotcha.

Except . . . by the time we would have tested, photographed, analyzed, eyeballed, written, published, and distributed the magazine with the Schwinn test in it, it would have been this year instead of last year.

Groovy.  
No sweat.  
Gotcha.

Except . . . Schwinn was planning

on making a few changes in the 1979 SX-1000 which would mean that the test would be bunk. Outdated. And we didn't get to be the numero uno BMX publication by printing outdated tests. And Schwinn didn't get to be the leading U.S. bicycle manufacturer by pushing their last year's models. So we agreed with Rick Schwinn that we would wait for their new model.

Groovy.  
No sweat.  
Gotcha.

Except . . . when we finally got the 1979 SX-1000, and had tested, photographed, analyzed, eyeballed, and started writing about it, a message came by secret courier from one of our double agents in Chicago about (dum da dum dum) . . . THE STING!

The very name sent chills up our

spines. Something about the way the secret message was written implied that Schwinn was rolling out their big gun this time. The Sting! Jeez, we had to get our hands on one. Quick.

A fast encoded message sent by carrier pigeon to our sneakiest double agent in Chicago, home of the Schwinn Bicycle Werks, and we had one of the few existing pre-production Stings in our top security basement laboratory of the Most Factory Magazine mountain top headquarters.

But crud! Indecision. Confusion. Aaarrgh! Now that we had one, would it be best to finish the SX-1000 test for this issue and do the Sting thing next issue, after all the other BMX publications had heard of it? Or would it be better to do it now and drop the SX-1000 report?

BMXA's gay caballero, Bob Haro, smokin' through a fast berm. The front end of the SX-1000 had a tendency to float.



The Sting . . . harbinger of a new era in BMX frame design?



The front end geometry of the SX-1000 was not exactly what you'd call perfecto mundo. It provided the test riders with an occasional surprise.

To add to the confusion, the editorial deadline for this issue was approaching with the implacability of a 500 pound gorilla on the scent of a banana tree.

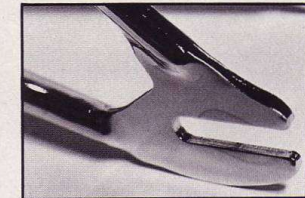
What we needed was a decision . . . a COMMAND decision. Someone to take the helm. Fearless. Someone with their feet firmly on the ground. Keen of eye. Quick witted. Nose to the grindstone.

Not knowing anyone even remotely resembling this, we went to the Wiz, our leader, and asked him what should we ever do?

"Huh? Wha'd ya say? Wait'll I get my nose off this grindstone. The Schwinn thing, huh? Well . . . uh, why don't you . . . uh . . . maybe if we . . . what if . . . uh, got a coin?"

Like we said, this is going to be a weird test. What we finally decided was to change horses in the middle of the stream. Do a quicky on the SX-1000 and take a very close look at the incredible new Sting . . . both in this issue.

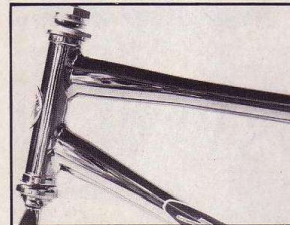
And so, Crimestoppers, let's do a number on the Sting and then we'll finish up this verbal extravaganza by buzzing through the SX-1000.



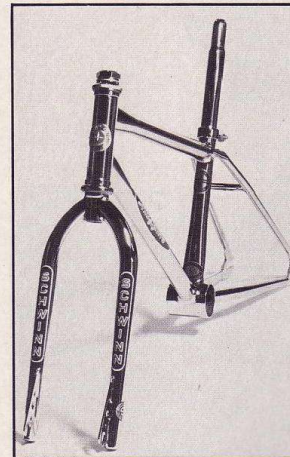
The Sting rear dropout. This frame is a pre-production model, so the cosmetics are probably a step up from the regular production models to come.



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Check this out very carefully: Ovalized, butted, torch brazed top and down tubes, and a five inch collared head tube. Future shock!



The brand new Schwinn Sting frame and fork combo. This sucker gets the BMXA "Finer'n Frog Hair" rating. (Seriously: This is a HOT frame!)

## THE STING

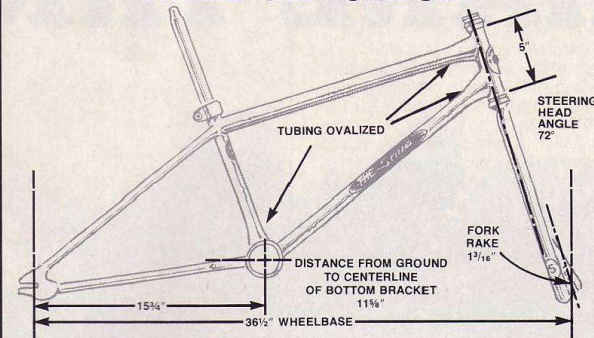
When the Sting arrived here, the most heard comment around the office was, "Awright! Schwinn finally got their buns in gear!" Or words to that effect. We were totally blown away by this unique frame and fork combo.

Let's start this with a little background info . . .

As this article is being written, there are maybe ten Sting frame and fork combos in existence. All are pre-production models, which means that a little more care has been taken with cosmetics than will be taken for the regular production models.

When we first talked to Schwinn, they said the Sting was to be sold only as a frame and fork combination, to be custom built at the bike shops according to the customer's wishes. Latest

## SCHWINN "STING" FRAME AND FORK SET



### SPECIFICATIONS:

#### FRAME

**FINISH:** Chrome plated  
**COST:** Undetermined at press time  
**TUBING:** 4130 chrome-moly, tri-oval, double butted  
**STAYS:** Tapered  
**WELDING:** Hand brazed  
**WEIGHT:** 3 lbs. 13 oz.

#### FORKS

**FINISH:** Chrome plated  
**COST:** Undetermined at press time  
**TUBING:** 4130 chrome-moly, tapered  
**WELDING:** Heli-arc  
**WEIGHT:** 1 lb. 13 oz.

#### EXTRAS:

Head set, seat post, and seat post clamp included with frame and forks

word however, is that by early summer they will be available as complete bikes. Schwinn also mentioned a new gooseneck and alloy crankset that would probably be stock equipment on the Sting.

Both the frame and forks are 4130 chrome-moly tubing with a chrome plated finish. The forks are heli-arc welded while the frame is hand brazed in Schwinn's Paramount assembly room . . . which means totally meticulous methods of construction.

The Sting forks are tapered and according to Schwinn have been especially tuned to work in concert with the frame for best handling. And, after taking a few hot laps on a set up Sting, we can tell you that they do.

The Sting frame just flat reeks of trickness. There are so many innovations . . .

For openers the steering head tube is five inches long. This additional length increases the ability of the steering head area to withstand fork stress loads. It also reduces the radial load on the head bearings. The top and bottom ends of the head tube have been beefed up (collared) for additional strength.

Right now the only frame and forks that we can think of that are available with a five inch head tube and fork stem are Red Line Pro Lines and the new Sting. But we believe the five inch head tube will become standard on motocross bikes in the near future. The four inch head tube is just a hang-

over from the original Schwinn Sting-rays which were designed for street riding, not for the stresses of motocross.

If a double-clamp gooseneck with a gusset (like the Mongoose Gold Stem or the old Cook Bros. stem) is used on a five inch steering head, the handlebars will end up about one inch higher than with the four inch head tube frames. We used a Tuf-Neck on the Sting and got the bars right where we wanted them.

Now, are you ready for this? The top tube and the down tube are ovalized where they join the steering head. And the seat tube is ovalized at its bottom end where it meets the bottom bracket.

So what, you say?

Well, consider this, racing hero . . . Oval tubes provide greater welding area and therefore more strength and rigidity in the highly stressed areas of the frame. Adding even more strength is the double butted (thicker walls at the ends of the tube) aspect of the top and down tubes.

In other words . . . these tubes are ovalized and butted where it is necessary for greater strength, and thinned and round for reduced weight where strength is less critical. Amazing!

Apparently Schwinn has decided that these innovations have eliminated the need of gussets at the steering head . . . and they are probably right. We just haven't had the Sting long enough to know for sure.

# HARE-TRIGGER™

IT'S NEW!



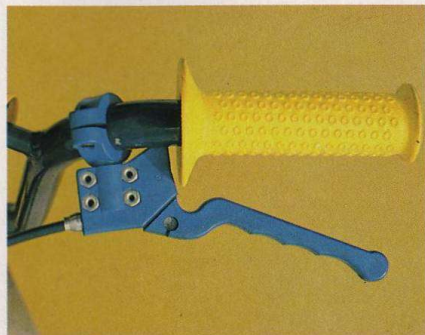
*The HARE-TRIGGER is the first brake lever especially designed for BMX.*

What's so good about the HARE-TRIGGER you ask?

Well, it comes in colors (red, yellow, blue, or black); is made from strong, space age plastic; and best of all, mounts in exactly the position you want without all the bending and fooling around you go through installing other brake levers.

This ambidextrous HARE is either right or left-handed. It mounts to either side of your 7/8-inch handlebar. It can even be placed on the bend of the bar and still adjust to exactly the "grab" you want. All necessary mounting hardware and wrenches are included.

If you want to be number-1, and are running a hot-machine, the HARE-TRIGGER is for you.



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Back in the back of the bus, the seat and chain stays on the Sting are tapered to reduce weight while maintaining strength where it's needed.

To sum this all up, it is the considered opinion of everybody at the Most Factory Magazine that Schwinn has come up with the Big Razoo this time. The Sting frame and fork combo is a honey!

And now, sports fans, let's do a quicky on the SX-1000, which is where this whole thing really started.

## THE SX-1000

It's a good bike . . . Not a great bike, but a good bike.

Terrific value and all that stuff. Schwinn will sell millions of them, no doubt.

But . . . the SX-1000 has a couple flaws.

Probably the major one is a very slow 68 degree (like a chopper) steering head angle that locates the handlebars a bit too far aft.

For street cruising this is no problem because Schwinn has compensated for it by laying back the seat tube, thereby moving the seat back away from the bars.

But for motocross competition, where the rider is up on the pedals 98 percent of the time, this puts the handlebars right in his lap, forcing him to maintain balance by shifting his weight toward the rear. This is not only an awkward racing position, but it causes the front end of the bike to float because the effective center of gravity is too far back.

This phenomenon is most noticeable in fast turns where your front wheel has a tendency to go south when you mostly would prefer going north. It also crosses your mind when you launch off a high jump only to discover that the gooseneck has a great attraction for your belt buckle.

There is a trick modification you can make that will improve the SX-1000 steering geometry a bunch. Take the stem, forks, and the lower head cup out of the steering head. Then carefully cut about three-eighths of an inch off the lower end of the steering head.



*Our man Buff, finessing the Sting over an off camber, turning jump. The Sting geometry is absolutely spot on!*



*Schwinn's two unique tread patterns: The 20X2.125 suction cup knobby gumwall which is usually used in the front, and the 20X2.00 tractor tread skinwall that is usually found in the rear.*

# LAGUNA KAHUNA



100



101



GT



Quotes from Bicycle Motocross Action - Oct. '78

- You don't have to add anything except air in the tires and your racing number on the plate."
- "...an astounding 23% pounds...that's box stock right out of the crate...pads, number plate and everything."
- "Aluminum exotica"

"The Laguna GT is well up toward the top of the BMX bikes...we've got to give it our 1,000 Pound Bomb-Proof rating."

Quotes from Mini Cycle BMX Action

- "The good looks caught their attention first, then the performance backed it up."
- "As for handling...it drew no complaints and lots of praise."
- "It's strong enough to take the day-to-day abuses of curb jumping, riding back and forth to school...yet still has the breeding and handling to make it good on the race track."

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What you want to accomplish is the removal of as much tubing as possible from the lower end of the steering head without cutting into the brazed (welded) area where the down tube joins the steering head.

Also cut the same amount off the top of the fork stem so the entire steering head assembly will go back together.

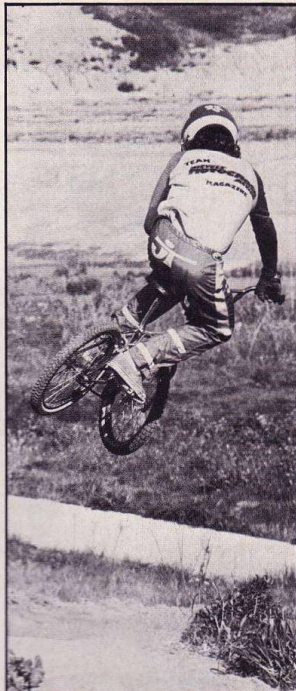
The end result of this modification will be an increase in the steering head angle, quicker steering, and the bars will have moved forward some, which will shift rider weight forward and decrease the floating tendencies of the front end.



The long and the short of it: Little Robert and Haro, two of our ace test pilots, caught in a rare moment of friendship and cooperation. The SX-1000 was a bit large for 8 year old Robert.

At 210 dollars retail or thereabouts, the Schwinn SX-1000 is probably the cheapest full on race bike you can find. And despite our snivelings, this is definitely a racing machine... Weinmann alloy rims, Schwinn gum-wall tires, caliper brakes, freewheel, chrome-moly frame and tubular forks, 6 1/2 inch heat treated forged cranks that don't bend...

Now think about this... Here is a huge bicycle company... huge... that could reap max profits by building and marketing a K-Mart look alike special in their 1700 bike stores. But they don't. Instead they've jumped right in the center of BMX racing... building a bike to compete with the specialty BMX racing manufacturers like Red Line, Cook Bros., Mongoose, etc.



Primo style. Crossed up headin' downhill. SX-1000.

Not only that, but Schwinn fields a factory team, sponsors races, and is subsidizing the NBA Summer Tour. If they wanted to, Schwinn could dominate BMX racing like Suzuki did a few years back in motorcycle motocross when they started building MX motorcycles that weren't too swift right at first, but sold in the zillions because they had Roger DeCoster and Joel Robert riding for them. All it takes is bucks.

Rick Schwinn, where ever you are... you guys are paying your dues. A tip of our BMXA logo hat to you for walking where big companies sometimes fear to tread.

But the grips on your SX-1000 are too short, the Weinmann rims will bend in competition, and the stock 39-16 gear combo is too low for racing. Put on Oakleys or Oury's or Grab Ons, change to a 44 tooth Addicks front sprocket, maybe switch to Red Line V bars and a double clamp goose-neck, and suddenly you've got a dyno-rhino race bike. Just be sure to keep some weight on the front end in the turns.

And the new Sting... That sucker's finer'n frog hair. ★

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