

Brian Hernandez, Crews-In.

SPiKE



SCHWINN STING TEAM MODEL

WRITIN': MAD DOG RIDIN': BRIAN HERNANDEZ

Up in the forest, beYond the plains, past the YOrk river, in the vicinity of YOsemita, there lives a YOUNg boy named YOhan- sen YOUNgmustard. YOU might've heard of him. He's kind of funny looking with the ears and complexion of YODA. When not in the fields putting the YOLk on his oxen, he can be found riding his new Schwinn Sting. It's the Team Model, even, which means it has upgraded brakes and cranks.

After a hard day of work, YOhanzen likes to relax by doing his ritual YOga exercises. Afterwards, he enjoys a dish of YOplait YOgurt and a tall glass of YOo Hoo chocolate drink. Then, he and his trusty Schwinn Sting hit the jungle which awaits them.

Far YONder, where YOKels, a rare breed of green woodpeckers, lay their eggs, there's a set of double jumps. YOUNg YOhanzen likes to jump his Schwinn there, but his mother, YOsefien, is always afraid he'll endo and move his bars forward — Clymer style. She must not know that YOhanzen's new Schwinn bike came with a sturdy YO stem. Still, YO's Mama keeps a bottle of iYODine around, just in case he crashes.

Before YOhanzen got his Sting Team Model, all there was for him to do was sit around and YODEL. Now thanks to Schwinn re-releasing a pure race bike, YOhanzen can partake in the fruits of his YOUTH and forget about the YOsemita folk YOre.

Plowing the fields might give YOhanzen a blister or two, but the Schwinn's YO grips are as soft as a baby's bottom — but not quite as messy. If YOU were YOhanzen's YOKefellow, he might share his Yorkshire pudding or YO-YO with YOU. But there's no way he'd let YOU ride his pride and joy. The Sting is a man's bike — sized fairly large with a lay back seat post and large, yet awkward, bars.

One time, while out riding his BMX, YOhanzen got lost in the woods. Soon it was dark and he could hear the YOWl of the wolves. He slept in the hollow stump



of a type of YOKalyptis tree. When day broke, poor YOhanzen was cold and starving. Days, weeks, months... almost a year passed by before he was rescued from the depths of YOsemita. Despite an abundance of hair all over his face, YOhanzen had remained healthy by eating YOLks of Ostrich eggs each morn.

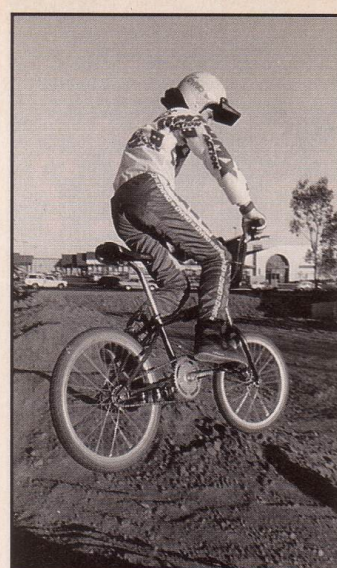
YOU see, YOhanzen may seem silly, but he is actually a very bright YOUNker. At the age of ten, he lived with his Grandpa YOUNgmustard in New YOrk. He was brought up for the next five years in an industrial center know as YONkers (pop. 190,634; alt. 10 ft.), and his education was very complete. YOhanzen went to YOUNgstown State private school 364 days a year. He only got off on YOM Kippur, since he's Jewish.

To celebrate his high school graduation at the age of twelve, the YOUNgmustards took a two month vacation to YOKohama, Japan, which was nearly destroyed after World War II. It was in TokYO that YOhanzen first got a taste of oriental bicycles. His Schwinn is made in Taiwan, which doesn't exactly

match Japanese quality, but comes dam close.

Back to the present day in YOsemita — YOhanzen the YODEler who lives in the land of YOgi bear, began racing at the nearest BMX track, located at YOho National Park (in south-eastern British Colum- bia). His all-time favorite track is Coal CanYOn, and obviously his hero is Schwinn's Eric Carter. YOhan can race in confidence, knowing that his Schwinn Sting will continue to hold up fine for a YOUNg man of his stature. With its size and qual componentry, he'll be able to race it for years, from novice to single-A pro, without changing a single part that has YO stamped on it.

ABOVE AND NEXT PAGE
In Moreno Valley, down the road a mile from Greg Hill's house, there are a bunch of jumps behind McDonalds. All you've got to do to know how gnarly this jump is, is look at Brian's facial expressions.



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PRICES

COMPLETE BIKE: \$409.95 suggested retail. (The regular Sting — minus Anlun cranks and U-brakes retails for \$299.95.)

COLORS

FINISHES AVAILABLE: Black chrome only.

WEIGHTS

COMPLETE BIKE WEIGHT: 23 1/4 pounds.

FRAME WEIGHT: 4 pounds even.

FORK WEIGHT: 1 pound, 14.5 ounces.

MEASURES

HANDLEBAR RISE: 8 1/2 inches.

HANDLEBAR WIDTH: 27 inches.

TOP TUBE O.D.: 1 1/8 inch.

DOWN TUBE O.D.: 1 1/8 inch.

HEAD TUBE LENGTH: 5 inches.

HEAD TUBE ANGLE: 71 degrees.

SEAT TUBE ANGLE: 67 degrees.

BOTTOM BRACKET HEIGHT: 11 1/2 inches.

WHEELBASE: 36 3/4 inches to 37 1/2 inches.

REAR END LENGTH: 15 1/4 inches to 16 inches.

CHASSIS

FRAME: Schwinn Sting, chrome-moly, tri-oval seamless tubing.

FORK: Schwinn Sting, chrome-moly, tapered.

STEERING

HANDLEBARS: Schwinn, chrome-moly, chrome.

HANDLEBAR STEM: YO!, BIG aluminum head, chrome-moly shaft, 4-bolt, black.

GRIPS: YO!, kraton rubber, black.

HEADSET: Tange MX-3, chrome.

WHEELS

RIMS: Araya 7XN, 20 x 1.5, aluminum.

HUBS: Jou Yu, sealed bearing, aluminum body, chrome-moly axle.

SPOKES: 36, 14 gauge, stainless steel.

TIRES: Schwinn Predator, Comp III type, skinwall, 20 x 1.75 front and rear.

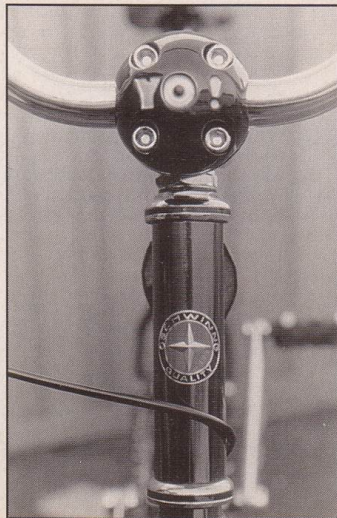
STOPPING

BRAKES: Dia-Compe AD 993, U-brake.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 5.

BRAKE CABLE: Dia-Compe.



POWERTRAIN

CRANKS: Anlun, 180mm., 3-piece, chrome-moly.

BOTTOM BRACKET BEARINGS: Anlun, sealed bearing.

FRONT GEAR: Anlun, 44 tooth, aluminum.

REAR GEAR: SunTour, 16 tooth.

PEDALS: Victor VP-866A, aluminum body, chrome-moly shaft.

CHAIN: 3/32nds, black/nickel.

SEATING

SADDLE: Viscount Dominator, black.

SEAT POST: Schwinn, chrome-moly, fluted, lay back.

SEAT POST CLAMP: Chang Star, alloy black.



ACCESSORIES

PADS: Sting "Travolta" top-tube pad.

EVALUATION

PURPOSE: Racing from novice to expert level, street riding of all kinds.

AGE RANGE: 13 and over... sized up pretty large with layback and tall bars.

Could fit younger riders with straight post, lower bars and smaller stem.

QUALITY OF FINISH: Good. Some may consider it slightly outdated, but black chrome will always look hot.

Besides, it's still pretty popular in the mountain

bike world...

QUALITY OF WELDING: Excellent. As you'd expect — it's Schwinn!

QUALITY OF COMPONENTRY: Cool. The top-notch stuff is just that (such as the cranks and brakes), and the lower end stuff (pedals, stem, bars, seat post clamp) is just that.

GEOMETRY: Tall and long. Very large. Not long like a Free Agent Limo or MCS, but long for a mass production bike.

HANDLING: Good, as expected with a 5-inch head tube. Steers pretty sharply; seemed stable.

Bars might've made it turn oddly.

SUMMARY

MISCELLANEOUS COMMENTS: "How about that stem?..." "It's pretty cool how they try to mix mountain bikes with BMX..." "The thing's a monster. Lots of room..." "The spider is pressed onto the cranks and grooved. I've seen some of them loosen up in the past and it's impossible to replace without getting new cranks..." "These are the BEST working brakes I've ever ridden — Gork must not have put them together..." "Cool 180 cranks..." "Comparable to a Harley..." "With different bars and stem, this could be WAY dialed..." "I think they're still listening to Mike Poulson instead of Eric Carter..." "Rumor has it that the 1990 models, coming this September, will have a 4 inch head tube..." "Welcome back, Schwinn..."

TEST AREAS: Mickey-D jumps in Moreno Valley, Prospect and Del Amo Zone in Torrance, and Wizard's top secret ramp warehouse.

TEST INPUT: Lil' Pepe, 'Da Dog, Gary Watier, Eric Carter, Greg from Bikes and Boards, Alan Foster, Dave Clymer, Burn-E, Big E, Jake Sponze, and Gork.

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