



Manufactured by
Voris Dixon

CHECKING
OUT THE

CHANGA LONG

Story by Woody Itson,
Test Editor

When I walked into Voris Dixon's factory I got the same feeling a little kid would get going into a candy store. I wanted one of everything I saw. There were racks full of handlebars, frames, forks, and seatposts of every size, shape, and make you could think of. Voris Dixon had been involved with BMX bicycles for quite some time before he started building them for other people. Then, about four years ago, Voris opened his shop in Santa Ana, California, and has been there ever since. In that short four-year period, Voris has become one of the most well known and respected welders in the business. He has done work at one point in time for just about every major manufacturer in the BMX industry. Which is the reason for Voris making his own BMX products and building a factory team.

After a while, people started taking advantage of Voris' expertise. They (the prospective manufacturer) would tell Voris how they wanted their frame to be designed, then they would ask Voris what he thought about it. If the design was good, Voris would tell them so. If the design was poor, Voris would tell them it's not strong enough, it's going

to break. After telling everybody else how to build their frames, Voris finally decided that he would design his own frame and fork. There are currently three models to choose from, the CHANGA (standard size) 20-inch, the GORILLA (cruiser) 24-inch and this month's test bike, the CHANGA LONG (pro model) 20-inch.

All VDC frames, forks and seatposts, are made out of 4130 chrome-moly tubing to ensure strength and lightweight characteristics. Also, on all three models you will notice that the headtube drops straight through the two main frame tubes, this is a BMX first. This prevents your headtube from flexing so your frame is less likely to crack. This is where you will find the only drawback on Voris' frames, you have to run a ten-speed headset. If Voris had used a standard size headtube, he would have had to use bigger frame tubes and this would have added a great deal of unnecessary weight to the frame. So he decided to use a ten-speed headtube and smaller frame tubes to lighten the weight without sacrificing any strength. Besides, ten-speed headsets are lighter than regular headsets, and they run smoother too. I know what you are going to say now; ten-speed headsets break too easily and they cost more than regular headsets do, right! Well, you don't have to worry because Voris has taken care of both problems for you: Every VDC frame and fork comes with a Tange Falcon headset. Let me be the first to tell you, these headsets are tough. They are made from ground steel and if adjusted properly, they will last you just as long as a standard headset will, if not longer.

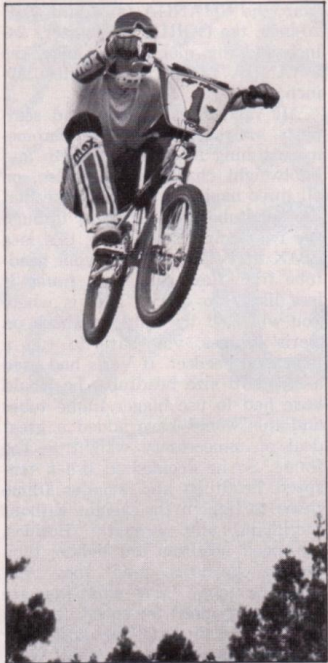
The Changa Long was designed for riders age 15 and older. It weighs about four and a half pounds and is as solid as a rock. I'm talking zero frame flex. When you purchase a 20-inch Voris Dixon frame you have your choice of a long or short



Guest Test Rider: David Lee

Our test bike for this month is the Changa Long made by VDC. According to our test editor this one was built for the racer, and it worked just fine for Woody during the test process. Additional equipment for the VDC frame and fork set was supplied by ACS, Mongoose, and Shimano. To find out how you can win this bike, you'll have to study this test article.

CHANGA LONG



Woody test flying the VDC bike.



Itson takes the Voris Dixon bike way up.



According to Woody, the VDC is perfect for someone who wants to race.

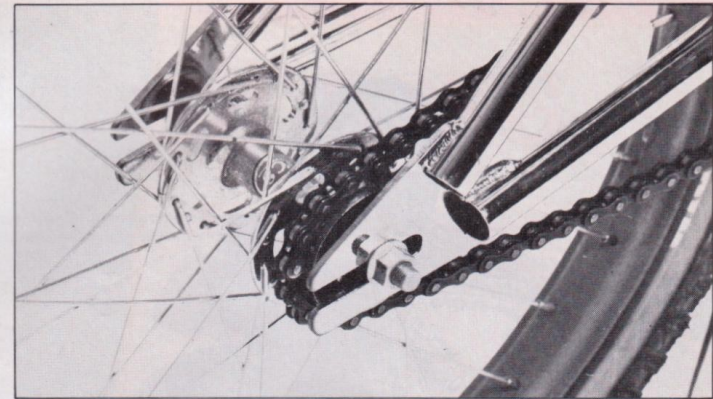
fork. I chose the short fork for our test bike. I tried both before I did this month's test. The short fork is for riders who prefer quick steering, low profile front ends. The long fork, which is about a quarter of an inch taller, makes the turning more neutral and positive. Additionally, it raises the front end up a bit for really tall riders.

Voris Dixon designed his line of BMX bikes with the racer in mind, you can see it in the design. There are two cable holders welded to the frame so you won't have to worry about using tape or zip-ties to secure your brake cable to the frame. This also ensures better braking on your bike. The brake bridge is slotted so you can adjust your brakes just the way you like them. And the rear dropouts are extra long to allow a greater variety of wheel settings.

The Changa Long frame is definitely a hot ticket for the older riders. The turning is positive and the acceleration is excellent. The Changa Long will stick to almost any kind of terrain, whether it is

VDC CHANGA SPECIFICATIONS

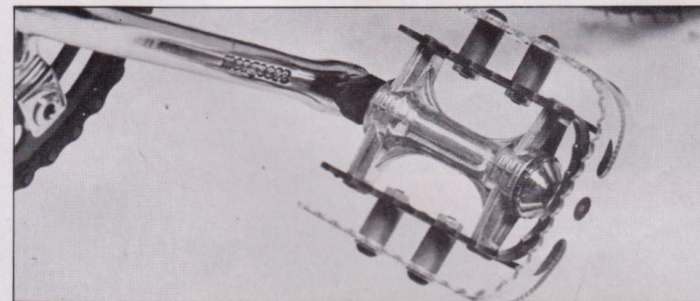
VDC Changa Long frame, chromemoly
 VDC Short fork, chromemoly
 Mongoose Pro bars, stainless steel
 ACS stem
 ACS Z Rims
 ACS large flange hubs
 Mongoose 180mm single piece cranks
 Mongoose spider
 Shimano chain ring
 KKT Lightning pedals with
 VDC Gorilla cages
 Shimano brakes
 ACS Stoker seat
 ACS seat post
 ACS seat post clamp
 Shimano DX chromemoly freewheel
 Tange Falcon headset
 Mongoose bottom bracket set
 Mongoose Skinwall tires
 A'ME Round grips



A Shimano chromemoly freewheel was used.



The complete bike as tested.



These are VDC pedal cages.

hard, soft, sandy or muddy. And for the jumper, it's awesome! It's a level flier and is just as responsive in the air as it is on the ground.

The Changa Long, complete as tested was equipped with top name components like: ACS, Mongoose, and Shimano. The dial-in was done by Carl Greener down at Jeff Bottema's Pedalpower bike shop in Orange, California. Now what more could you ask for?



Itson was impressed with the way this specially equipped fork handled. Here he is showing off his style on the bike.



Our guest test rider for the Changa Long VDC team member David Lee.

CHANGA LONG

Woody Itson had no problems jumping the VDC over members of the VDC team, this month's guest test riders.



CHANGA LONG

Voris Dixon has also come up with his solution to the age-old problem of slipping your feet off the pedals. Voris calls it, what else but, the Gorilla Cage. They are pedal cages made from 6061 T-6 aluminum. The

cages have sharp edges to dig through the mud and crud on the bottom of your tennies so your feet won't slip off the pedals anymore. The Gorilla Cages come complete with all the mounting hardware you need. And there are five hot colors to choose

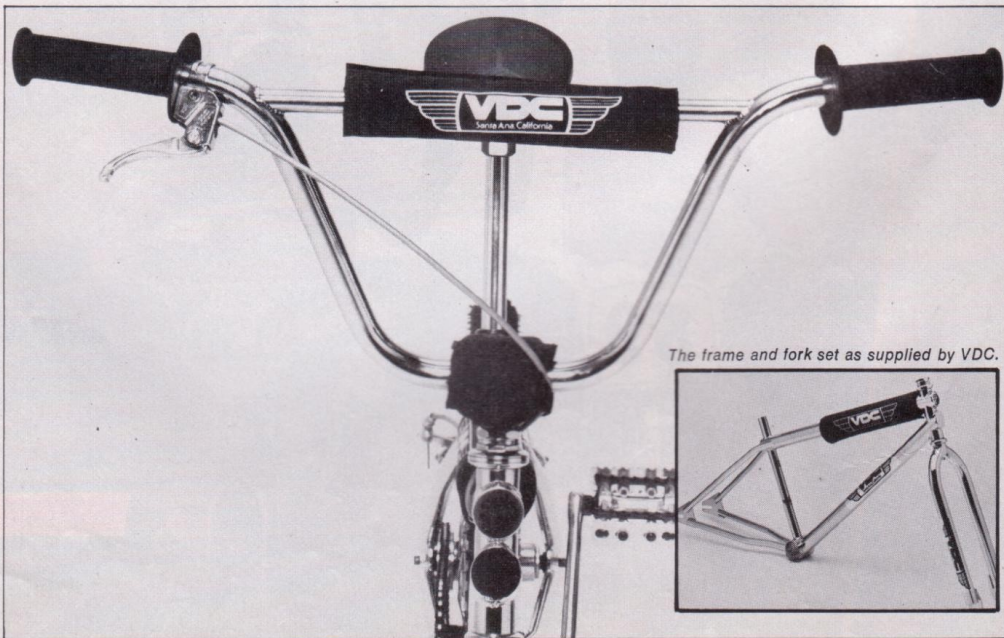


Notice they way the front section is designed. The headtube goes through the top and bottom frame tubes.

Handlebars by Mongoose, brake lever by Shimano and grips by A'ME.



ACS Z rims were supplied by ACS. Mongoose supplied the rubber.



The frame and fork set as supplied by VDC.

from: red, blue, gold, silver and black.

Right now, there are five pretty fast dudes racing with the VDC logo on their uniforms, and for good reason, they are the VDC factory team. They are: David Lee (A pro), Dino Bartoli (senior cruiser), Bob Caldera (17 expert), Dari Stewlow (A

pro) and Brent Shoup (14 expert). Now, a word for the wise, the Changa Long by VDC (the Voris Dixon Company) is one of the hottest bikes for the year. And if you are serious about BMX, you'll quit monkeyin' around and get down to your local bike shop and check one out today! ☆

HERE'S YOUR CHANCE AT WINNING THE CHANGA LONG

Super BMX is giving away the Changa Long complete bike we tested this issue, here's all you have to do: Fill out the coupon below and get it into our office no later than April 30, 1983. Only one entry per person will be accepted and you must use the official entry form, or print your name, address, city, state and zip code along with your phone number on a postcard. No purchase is necessary and this drawing is void where prohibited by law.

We will select one entry from all those postmarked by April 30, 1983 and that person will win the bike we tested. So be sure and get your entry in, there are only a few weeks left to enter. Be sure and watch a future issue of Super BMX to see who won the Changa Long bike Super BMX tested.

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