

# WHITE BEAR



Shawn Texas enjoying the view out in front of the pro class on his personal White Bear.  
Photos: Guy-B.



Darwin Griffin showing off some of the fine handling attributes of the White Bear frame and fork. The '89 model we have is so new that neither Shawn or Darwin can be found on one yet. What's different? New graphics and different rear dropouts. Nothing else needed changing.



Are you smarter-than-the-average-bear if you buy a White Bear Pro frameset? Maybe so, considering their offer of a lifetime warranty, even for racing use. That's rad. Of course, the fact that it's a good-handling high-performance frameset isn't just chicken feed, Holmes. Of course, you're also looking at their new '89 graphics, and a new set of dropouts, front and rear.

## PRO FRAMESET

FROM THE CLAN OF THE ...

**H**ey, bud, unless you've been in hibernation (or you race lots of NBL events) you've no doubt heard of White Bear by now. They're armed with a grizzly amount of fast dudes on their factory team, and a Just Say No attitude that'd make the Care Bears proud.

What they also have is a cave full of frames, and what we're lookin' at here is their brand

spankin' new pro frameset, which is so new that even big ol' Shawn Texas doesn't have one yet.

### STARTING AT THE BEGINNING

Take one pile of aircraft certified 4130 chromoly tubing. Use top riders to help you design the frame and fork. With only high-performance handling in mind, design it with the size and length of tubes needed. Light weight wasn't the first

consideration, but it still only weighs four pounds, 1/2 ounce for the frame, while the forks are one pound, nine and a half ounces.

The biggest changes from this year's models to last year's are the new dropouts front and rear, which are a little meatier, and the new yellow/black two-color graphics, which are much spicier than previous versions. Now for specifics.

The dropouts on the forks are welded around the bottom edge



(with a fair amount of filling along the sides), but the ends are not capped. There's also no hole drilled for front brakes, but if you're like most of the rest of the world, you probably don't need one anyway.

The four-inch head tube is ringed top and bottom, and small gussets at the bottom of the head tube also add more strength with minimal weight addition. For easy adjustability, the brake bracket is slotted.

You want measurements and

specs? Here goes. A 75 degree steering head angle is matched with a seat tube angle of 72 degrees, and a wheelbase of from 36 to 37-1/4 inches. From the centerline of the rear dropout to the center of the bottom bracket it measures 15-3/4 inches, while the front end length from the centerline of the bottom bracket to the center of the front axle is 21-3/16 inches. Roomy enough for guys as big as Darwin Griffin and Shawn Texas? You bet. Not to compare this to the Free Agents in

this issue or anything, but just between you and me, what all the tape measurements mean is that it falls right about between a Free Agent Pro and Lingo in size.

The top tube O.D. is one and an eighth inches, while the down tube is a beefy one and a quarter inch. Fork leg O.D. is a pretty much standard one inch.

#### HANDLING

With the 75 degree steering head angle, you can bet the steering is way livelier than a

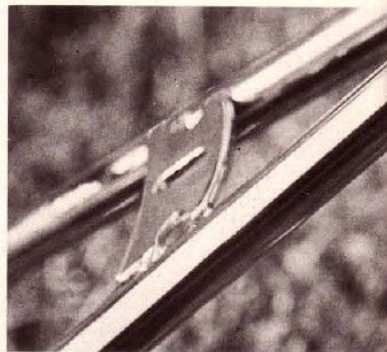
Shawn Texas out in front of a whole batch of pro class horsepower. You don't get out in front of these guys on a bike with second-rate design.

stuffed bear, but after some getting used to, you can carve some mean lines through the corners. After Darwin Griffin got used to his, he reported, "I can go places on this bike that I couldn't go before." That could be pretty advantageous stuff for someone in a class as competitive as the ABA's 17X class. (Oh yeah, will the ABA ever add an 18X class to add some parity between sanctions?)





*What kind of frameset does it take to contain the kind of power Shawn Texas can dish out? A pretty sturdy one indeed. The White Bear can handle it.*



*Slotted brake brackets are cool for quick adjustments after gearing changes.*

#### **HEADING OFF TO BEAR COUNTRY**

A couple other details. Yes, the frame and fork are both made in the USA, and the suggested fee is \$189.00. Now how about a little extra bit of security for the price? Something that would stoke Yogi more than a pic-a-nik basket full of carnitas tacos? This White Bear frame has a lifetime guarantee to the original purchaser, including reasonable racing use. That fact alone oughta draw riders to this frameset like bears to honey. Of course you can't be using it to jump cars or something like that, but it's still pretty cool indeed. Betcha we start seeing a bunch more of these at the track . . .

#### **FOR MORE INFO:**

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# M C S

1988-89

**BICYCLE  
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- FRAME SETS
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