A large spacer allows the use of a headset with a different stack height if replacement becomes necessary. The SunTour AccuShift GPX shift lever has 3 settings: 7-speed, 6-speed, and friction.

Bridgestone RB-1

Another racing bicycle with a chrome-moly frame and Japanese components in the $600-$700 price range? Gimme a break, you say. Do these bikes pop out of a mold somewhere in the Far East?

At first Bridgestone’s RB-1 appears similar to other bikes in this category. But scratch the surface (figuratively speaking, or the dealer will get mad) and you’ll find a bike that’s different from the rest. In fact, this one rides more like a European road racer.

This is a stiff bike that’s better suited to fast riding than leisurely jaunts. The 73-degree head angle and 74-degree seat angle help give it this responsive feel. But the longish 16.25-inch chainstays and 39.5-inch wheelbase keep it from feeling jittery.

The 4.7-pound frame (for our 56-cm test bike) is
built in Japan with Ishiwata EX 4130 chrome-moly. The tubing is triple-butted, meaning the tube walls have 3 different thicknesses to save weight without sacrificing strength. The fork, built with the same steel as the frame, weighs 1.6 pounds. Our test bike totaled 23.6 pounds, about average for the price.

Bridgestone made some unusual choices in designing the RB-1. The stays and fork were shaped to accept wider tires (up to 700x32C) for winter training. Spokes are by Wheelsmith, a nice touch for a bike in this price range. (It comes with Wolber’s 478-gram, 20-mm-wide rims, which are light and quick.) Also, a large alloy spacer in the Hatta Vesta steel headset permits the use of a longer steerer tube. This allows the bar and stem to be positioned higher than with conventional headset spacing. There’s another benefit—if the original headset wears out, you can replace it with virtually any brand, regardless of stack height.

Instead of the GPX platform pedals that normally come with this group, the RB-1 is equipped with SR SP-200s. These have track-style cages that don’t extend past the body, thereby improving cornering clearance.

Not so unusual—but a good choice nonetheless—was SunTour’s new GPX group, including 7-speed index shifting and round chainrings. Shifting was positive and firm across the 13-23T freewheel. In fact, I came to prefer it to other index systems I’ve tried because the clicks are so pronounced.

The AccuShift lever features 3 settings: UL, for index shifting with SunTour’s narrow-spaced Ultra-7 freewheel; F, for friction shifting; and RE (regular), for index shifting with most standard-spaced 5- or 6-speed freewheels. The RE setting is useful when switching to another wheel that does not have an Ultra-7 freewheel. (Use the F setting for 7-speed freewheels other than SunTour.)

The GPX front derailleur shifts quickly, and the lever’s large barrel diameter shortens the movement required to shift chainrings. What’s more, there’s no chain rub, an improvement over previous narrow-cage SunTour road derailleurs. Even when climbing hard out of the saddle, I couldn’t make the chain scrape the derailleur cage in the 2 ridable gears with the severest chain angles (42x14 and 52x20).

The GPX brakes are solid and dependable—one staffer says they did their job with nary a squeal on the screaming descent from North Carolina’s Mt. Mitchell. They feature a small, tightly wound spring inside each caliper arm, an arrangement that SunTour says retains strong spring action longer.

The “Balanced Response System” brake levers, which feature a return spring, operate smoothly. They also have a built-in “reach adjuster” that allows riders with small hands to move the lever closer to the handlebar. (It’s done via an allen-key adjustment under the brake hood near the top of the lever body.) The hoods feature right- and left-hand shaping for a better grip. The click-stop quick-release at the caliper allows you to open the arms in case a mishap causes a wobbling rim.

Other features include an Avocet racing saddle and 2 pairs of water bottle cage bosses.

Our test bike had an eye-catching, white-and-black paint scheme. Solid red is also available. But whatever color you choose, you can be sure your bike didn’t come out of a mold. —Scott Martin See specs on page 100.
# SPECIFICATIONS

## SCHWINN ALUMINUM 564

**Distributed by:** Schwin Bicycle Co.  
217 N. Jefferson St.  
Chicago, IL 60606

**Country of Origin:** U.S.  
**Suggested Retail Price:** $570  
**Sizes Available:** 19 to 25 in. (center-to-center) in 2-in. increments, 23 in. tested  

### Tires

- **Trail:** 2.26 in.; 5.74 cm  
- **Bottom bracket height:** 10.25 in.; 26 cm  
- **Chainstays:** 16.14 in.; 41 cm  
- **Head angle:** 74 degrees  
- **Top tube:** 21.9 in.; 55.5 cm  
- **Seat tube:** 10.25 in.; 26 cm  
- **Fork rake:** 1.75 in.; 4.45 cm  
- **Wheelbase:** 22.5 in.; 57.2 cm  
- **Head angle:** 70 degrees  
- **Seat angle:** 74 degrees  
- **Chains'says:** 1.65 in.; 42.67 cm  
- **Bottom bracket height:** 11.4 in.; 28.9 cm  
- **Fork rake:** 1.97 in.; 5 cm  
- **Trail:** 2.64 in.; 6.71 cm  

### Frame Material:

- **SCHWINN ALUMINUM 564**  
- **Frame weight:** 5.45 lbs.; fork, 1.6 lbs.; complete bike, 23.6 lbs.  

### Components:

- **Bikes**  
- **Seat**  
- **Headset**  
- **Brakes**  
- **Derailleur**  
- **Fork**  
- **Chainrings**  
- **Crankset**  
- **Gears**

### Frame Material:

- **SHOGUN ALPINE GT**  
- **Frame weight:** 4.7 lbs.; fork, 1.6 lbs.; complete bike, 23.6 lbs.  

### Components:

- **Bikes**  
- **Seat**  
- **Headset**  
- **Brakes**  
- **Derailleur**  
- **Fork**  
- **Chainrings**  
- **Crankset**  
- **Gears**

### Frame Material:

- **BRIDGESTONE RB-1**  
- **Frame weight:** 4.7 lbs.; fork, 1.6 lbs.; complete bike, 23.6 lbs.  

### Components:

- **Bikes**  
- **Seat**  
- **Headset**  
- **Brakes**  
- **Derailleur**  
- **Fork**  
- **Chainrings**  
- **Crankset**  
- **Gears**

### Frame Material:

- **GT TEQUESTRA**  
- **Frame weight:** 4.65 lbs.; fork, 1.3 lbs.; complete bike, 28.2 lbs.  

### Components:

- **Bikes**  
- **Seat**  
- **Headset**  
- **Brakes**  
- **Derailleur**  
- **Fork**  
- **Chainrings**  
- **Crankset**  
- **Gears**

### Frame Material:

- **SCOTT GURU**  
- **Frame weight:** 4.7 lbs.; fork, 1.6 lbs.; complete bike, 23.6 lbs.  

### Components:

- **Bikes**  
- **Seat**  
- **Headset**  
- **Brakes**  
- **Derailleur**  
- **Fork**  
- **Chainrings**  
- **Crankset**  
- **Gears**
GIANT IGUANA

Distributed by: Giant Manufacturing Co.
17050 Margay Ave.
Carson, CA 90746

Country of Origin: Taiwan
Suggested Retail Price: $329-$349

Sizes Available: 15-21 in. (center-to-center) in 2-in. increments; 19 in. tested
Weight: Frame, 5.6 lbs.; fork, 2.3 lbs.; complete bike, 30.1 lbs.

Frame: Straight-gauge chromoly main triangle, high-tensile steel stays, chromoly uniboot fork
Wheelbase: 42.1 in.; 106.9 cm
Seat tube: 19 in.; 48.3 cm
Top tube: 23 in.; 58.4 cm
Head angle: 71 degrees
Seat angle: 73 degrees
Chain stays: 17 in.; 43.2 cm
Bottom bracket height: 11.5 in.; 29.2 cm
Fork rake: 1.9 in.; 4.8 cm
Trail: 2.35 in.; 5.96 cm

Wheels: Hubs: Shimano Exage Country, low-flange, quick-release, 126-mm rear axle spacing
Spokes: 36; 14-gauge stainless, 3-cross
Rims: Araya SS-45, silver
Tires: IRC Crosscountry 700x35C, 80 psi

Drivetrain: Derailleurs: Shimano Exage Country, rear SIS, thumbshifters
Chain: Shimano Uniglide, black
Crankset: Shimano Exage Country, steel
Freewheel: Shimano Z 6-speed

Components:
Brakes: Shimano Exage Country cantilevers.

Garage Inches
14 x 108
15 76 94
17 67 83
20 57 70
23 49 61
26 44 x

MONGOOSE IBOC SERIES COMP

Distributed by: Service Cycle Bicycle Co.
1250 Avenida Acaso
Camarillo, CA 93010

Country of Origin: Taiwan
Suggested Retail Price: $450-$485

Sizes Available: 16-22 in. (center-to-center) in 2-in. increments; 18 in. tested
Weight: Frame, 5.9 lbs.; fork, 1.8 lbs.; complete bike, 29.1 lbs.

Frame: Tange 4130 double-butted chromoly, Ti-welded, chromoly fork
Wheelbase: 40.9 in.; 103.8 cm
Seat tube: 18.5 in.; 47 cm
Top tube: 21.5 in.; 54.6 cm
Head angle: 70 degrees
Seat angle: 73 degrees
Chain stays: 16.9 in.; 42.9 cm
Bottom bracket height: 11.5 in.; 29.2 cm
Fork rake: 1.75 in.; 4.45 cm
Trail: 2.90 in.; 7.36 cm

Wheels: Hubs: Shimano Exage Mountain low-flange quick-release, 130-mm rear axle spacing
Spokes: 36, 14-gauge, 3-cross
Rims: Araya Competition CMP-20, 606B 26x1.2 in.

Drivetrain: Derailleurs: Shimano Exage Mountain LX, rear SIS, thumbshifters
Chain: Shimano Uniglide, black
Crankset: Shimano Exage Mountain, 130-mm rearaxlespacing
Freewheel: Shimano Exage Mountain LX, 28/38/48T Biopace High-Performance chainrings.

Components:
Brakes: Shimano Exage Mountain LX cantilevers, Shimano Linear Response levers

Garage Inches
14 x 108
15 76 94
17 67 83
20 57 70
23 49 61
26 44 x

FUJI ACE

Distributed by: Fuji America
116 Bauer Dr.
Oakland, NJ 07436

Country of Origin: Taiwan
Suggested Retail Price: $360-$396

Sizes Available: 49, 52, 54, 56, 58 (tested), 61 in.
Weight: Frame, 5.3 lbs.; fork, 1.75 lbs.; complete bike, 26.2 lbs.

Frame: Chromoly triple-butted, channelled tubes in main triangle, high-tensile steel stays and uniboot fork
Wheelbase: 40 in.; 101.6 cm
Seat tube: 22.8 in.; 58 cm
Top tube: 22.4 in.; 57 cm
Head angle: 72 degrees
Seat angle: 73 degrees
Chain stays: 16.3 in.; 41.4 cm
Bottom bracket height: 10.8 in.; 27.4 cm
Fork rake: 1.75 in.; 4.45 cm
Trail: 2.51 in.; 6.38 cm

Wheels: Hubs: King Kong KP-200, low-flange, quick-release, 126-mm rear axle spacing
Spokes: 14-gauge 3-cross, 32 front, 36 rear
Rims: Araya SS-45 700C, black-anodized
Tires: SCR Tri-Max 700x25C, 100 psi

Drivetrain: Derailleurs: Shimano Tourney, rear AccuShift, down-tube levers
Chain: Biopace High-Performance chainrings.

Components:
Brakes: Shimano Exage Country cantilevers

Garage Inches
14 x 108
15 76 94
17 67 83
20 57 70
23 49 61
26 44 x

MIYATA TRIPLE CROSS

Distributed by: Miyata Bicycle of America, Inc.
22526 W Pratt Blvd.
Elk Grove Village, IL 60007

Country of Origin: Japan
Suggested Retail Price: $450

Sizes Available: 46, 50, 54, 56 (tested), 58, 60, and 63 cm (center-to-top)
Weight: Frame, 5.1 lbs.; fork, 1.7 lbs.; complete bike, 27.3 lbs.

Frame: Miyata splined triple-butted chromoly main tubes; high-tensile steel stays, Mangalight fork
Wheelbase: 40.1 in.; 101.9 cm
Seat tube: 22 in.; 56 cm
Top tube: 21.9 in.; 55.5 cm
Head angle: 72 degrees
Seat angle: 73 degrees
Chain stays: 17 in.; 43.2 cm
Bottom bracket height: 11.5 in.; 29.2 cm
Fork rake: 1.9 in.; 4.8 cm
Trail: 2.35 in.; 5.96 cm

Wheels: Hubs: Shimano Exage Country, low-flange, quick-release, 126-mm rear axle spacing
Spokes: 36; 14-gauge stainless, 3-cross
Rims: Araya SS-45, silver
Tires: IRC Crosscountry 700x35C, 80 psi

Drivetrain: Derailleurs: Shimano Exage Mountain, rear SIS, thumbshifters
Chain: Shimano Uniglide, black
Crankset: Shimano Exage Mountain, steel
Biopace chainrings, 170-mm crankarms
Freewheel: Shimano Exage Mountain LX, 28/38/48T Biopace High-Performance chainrings.

Components:
Brakes: Shimano Exage Country cantilevers.

Garage Inches
14 x 108
15 76 94
17 67 83
20 57 70
23 49 61
26 44 x

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