The Sting  Edited for easier reading...

Here's the deal. I am a new guy to the forums, but an old hardcore to Stings. (and somehow I will try to answer some common questions from other threads here, go figure) We need a new thread here. Anybody else ready to change gears from trying to identify an obscure Taiwaneese Team Schwinn (albeit fun for a while)? Let's talk "Serious Iron", "The Sting".

The Team Schwinn frame being discussed in another thread, at one point, had some (very few) similarities to The Sting, and the SX-2000/Sting Comp., but really only in the rear triangle. But it was made in Taiwan, and it had the geometry of an old scrambler, complete with laid back seat angle and short head tube. The serious riders all had their eyes on "The Sting". Those who couldn't afford one, but were serious about riding and racing, went with the SX-2000, and continued to dream of "The Sting". Everything else was simply substandard for serious riders from 79 on.

In 1981, they re-named the SX-2000 to Sting Competition, or more correctly, they added a model, called the Sting Competition, but the frame was identical to the SX-2000. I suppose they thought they could sell it better if it had the name "Sting" in it. The ONLY thing they changed with those FRAMES was the name, and the sticker. HOWEVER, they did change the forks on the complete bicycles! For a while you could still purchase an SX-2000, OR, a Sting Competition, and they were both being manufactured at the same time and dates. WHY? Because they had to get rid of the stockpile of old forks on the SX-2000s. The original forks (on both The Sting, and the SX-2000) had straight dropouts where the axles attach, and they were only .100" thick. Also, it was learned that the lightening holes in the dropouts were drilled too close to the axle cutouts. When you tightened the axle nuts on the original forks, and then started pounding on them, the dropouts would crack up to the bottom lightening hole. That lower hole was also
originally used for the safety washer that hooked into the hole, so that if the axle nuts came loose, the wheel wouldn't fall off. But it did little good if the dropout split there and the wheel came off with the washer and the dropouts! (I still have a set, and I had to fix them).

So the "Sting Competition" was a new model incorporating the upgraded "New Forks", along with "The Sting" in 1981 (got the new forks). The forks had 2 major improvements. First, the dropouts became much thicker (almost .150" inch, or 50% thicker!) and they have a curved bulge on the fwd side of the dropout, the lower lightening hole is smaller, and higher in the dropout so it no longer cracked there. Second, they were drilled for "Front Brakes". Serious racers now needed front binders, and were sick of drilling forks. (I have drilled my share).

So, when doing a restoration, Is it a Sting Comp or an SX-2000?? Look at the forks' dropouts. I drilled all of my older forks for front brakes, so did many others, so a drilled front brake hole doesn't say much in itself, but the thicker and curved dropouts are key. If it has the latter, it should have a Sting Comp sticker on it, if it has the former, an SX-2000 sticker is correct. ...Of course, if someone broke their old fork and put a new fork on it then who is to say...

The other thing is, if it doesn't have any stickers on it at all, then it was probably an SX-2000, because we ripped the ugly things off the day we bought them to make them look more like "The Sting" which we couldn't afford (vindicating the decision to call it a Sting Comp.). The SX-2000 sticker was like a neon sign that said, "I am a wannabe Sting owner, but I am too poor! So off they came, and even though you could still read the sign if you knew what to look for, at least the light was off! . The newer Sting Comp. stickers looked much more like "The Sting's", and everybody liked them better that way.

So the pecking order of Desireability and function, was, and still is, if you are going to ride it., or want the latest and greatest motif, like we did back then... 1 The newer Sting
(81-82) because it was still all hand made at PDG, and had the better forks. 2 The older Sting. (79-81) with older forks. 3 Sting Comp, 4 SX-2000.

As a collector, The Sting is always the King, but older years with forks that are not cracked, are way cool because so many of them broke, that they are now much rarer. Making the SX-2000 with original forks very cool as well!

...So, does anyone want to see more photos like these 3, and talk more Sting Iron? PS now I need a genuine SX-2000 sticker, because I tore all mine off 25 years ago! go figure... (anybody?)...

Attached Images
- IMG_0365 (2) bb lowerlower (2).jpg (163.8 KB, 2693 views)
- IMG_0382 dropout.jpg (128.6 KB, 2329 views)
- IMG_0371 (2) st (2).jpg (184.3 KB, 2313 views)

Last edited by 12xlr8; 08-13-2005 at 12:38 AM. Reason: Clarifications....

Randy C.  
Registered User  
Join Date Sep 2002 Location Traverse City, Mi. Posts 88  
Tough read, a paragraphe or two would help 😞

I also am a Sting history buff, I'll correct a few of your points and follow with quoted documents.

Marc Muller now of Waterford Cycles created the Schwinn Sting. He was instructed to create the ultimate BMX frame even though having no previous BMX design experience, in 1978 the Sting was created by Marc while heading the Paramount division of Schwinn while still in Chicago.
The Sting, the Sting Compitition and the SX-2000 were always US built, everything came out of Chicago. When Marc moved Paramount production to Waterford Wisconsin in 1979 he took the Sting and only the Sting with him, the Sting Comp and the SX-2000 continued to be produced in Chicago. I have spoken with Marc and Richard Schwinn @ Waterford Cycles many times over the years, both enjoy sharing Sting history. Marc can also still match the Sting candy red and blue in his Waterford shop.

Every version of the Sting fork was always produced overseas.

Quoted reading for your enjoyment.

The following is quoted directly from Dean Bradley, BMX PLUS

**12-81, Schwinn Sting test artical.**

When Schwinn introduced the Sting frame and fork in 1978 it proved once and for all that the Chicago bicycle giant was serious about bicycle motocross. At that time it was the most advanced machine to ever hit a race track. Schwinn clearly showed it's superior engineering, design innovation and capacisity to build, at any cost, the best bike on the market. Now, three years later, the question is: How has the Sting stood the test of time? Is it still the most advanced machine on the racetrack?

Our answer is: Yes, but other manufactures have closed the gap on Schwinn in several areas. For example, the Sting's tapered fork blades were once a Schwinn exclusive, but now they can be found on other bikes {Panda and Redline}. What keeps the Schwinn on top is that, while some competitors are using only one or two of the Sting's best features, nobody else is using all of them. The reason is sheer economics. The Sting is expensive. The frame and fork alone are about $250.00, far and away the most expensive combo on
the market.

The price is high simply because of all the details that go into making the frame. The most obvious is the expanded-oval ends on the top and down tubes. The less expensive Sting Competition {SX-2000} also share this feature but there's a bid difference in the structure of the tubing. To get the expanded-oval shape, the end of a normal round tube is forced to swell by means of a swedging device. Obviously anytime you stretch out a tube in that manner the metal gets thinner. This is how the tubing on the Sting Competition are. On the Sting however, this is not the case. In order for the factory to get the weight on the Sting frame down as low as it is they had to thin-walled tubing.

Expanding thin-wall tubing would be very dangerous. To get around this problem Schwinn went to bubble-butted tubing. The wall thickness on double-butted tubing is twice as thick on the ends. This allows them to expand the end of the tube yet still retain a sufficient wall thickness for welding.

Why go through the trouble of expanding in the first place. It's a way of increasing the weld area without increasing the size and weight of the rest of the frame tube. Schwinn gets about a 15% increase in the weld area with this method. This, in addition to the five inch head tube eliminates the need for any type of gusset in the head area. The seat mast is also expanded at the crank hanger to help stiffen up the frame in that area.

Although not as fancy as the front half of the Sting, the rear triangle is equally well engineered. The tapered chain stays offer a great strength-to-weight ratio. The seat stays are also tapered but to a lesser degree {the chain stays start at 25mm in diameter and go down to 16mm, the seat stays go from 14mm
to 11mm. Since the chain stays are larger at the hanger it was necessary for Schwinn to pre-dent the sprocket side chain stay in order for the sprocket to have adequate clearance. The crank hanger itself also has a 2mm bias towards the sprocket side in order to give additional clearance.

In case you haven't noticed, the Sting frame is not heli-arc welded. It is hand brazed, an expensive, but very sound method of joining together steel tubing. Brazing created less fatigue at the weld than heli-arc welding {another reason why there's no gusset at the head area}.

Similarities [My own submission]

- 5 inch head tube
- ovalized top tube, both ends
- ovalized downtube, both ends
- 100% chromoly tubing
- identical geometry

Frames differences, most notable first

- headbadge, Sting: round, Comp: vertical long oval
- headtube/headset, Sting: Road bike [smaller diameter], Comp: Standard 1"
- Seat stay/seat mast juncture, Sting: concave tips, Comp: round ends
- Seat mast tube, Sting: ovalized at the bottom, Comp: straight tube
- Tubing material, Sting: All chromoly, front three tubes are double-butted and ovalized, rear tubes are tapered chromoly, Comp: All chromoly, top tube and down tube are ovalized but not double-butted, rear is tapered chromoly.
The history of Waterford Precision Cycles, and their Gunnar brand, is intimately linked to the history of Schwinn bicycles. The story begins with Schwinn's bankruptcy and buy-out in 1993, which Schwinn's web site describes quite succinctly: "1993. Schwinn files for bankruptcy. New management takes over. We fell, we got up. End of apology."

After the cigar smoke had cleared in the negotiation chambers, it turned out that Schwinn's Waterford, Wisconsin factory still remained on the table. Apparently, the Waterford factory, which was devoted to building Schwinn's high-end Paramount racing frames, did not appear economically viable to the new owner group. Under the economic conditions that prevailed in 1993, Asian production appeared much more practical.

That's when Richard Schwinn, former plant manager of Schwinn's last full-scale American factory and great-grandson of company founder Ignaz Schwinn; and Mark Muller, storied framebuilder and Paramount's production chief, made an offer for the orphaned Waterford factory. To be precise, the factory went up for auction, and they made the winning bid. Now let's take a step back in time for some Schwinn history. In the early 1970s, Schwinn's Paramount brand dominated American road racing bicycle sales. By the later half of that decade, however, Paramount's tooling, lugging and tubing had become outdated. A fresh approach was needed. When Ed Schwinn took over the family business in 1979, he decided to shut down Paramount production and not start producing again until Paramount could once again be a world class bicycle. Marc Muller, who was working in Paramount's engineering division, was put in charge of re-
building the Paramount brand, basically from scratch. Marc shut down the then Paramount factory in Chicago and started a new Paramount factory in Waterford, Wisconsin.

He retooled the operation and introduced a string of product innovations that quickly brought Paramount sales back to the boom level of the early '70s. Fast forward to 1993. When Richard and Marc bought the Waterford factory, they continued in the Paramount tradition by producing finely crafted, lugged frames of the highest quality. In fact, Schwinn retained the rights to the Paramount name and contracted the guys in Waterford to build Paramount frames for them. The Waterford-built Paramount frames quickly gained a solid reputation, and soon there was demand for "those bikes built in Waterford." Orders started coming in, and Richard and Marc had a full-fledged business on their hands. Since the Waterford factory already had a reputation, picking a name was easy: Waterford Precision Cycles.

But wait a minute! How does a company known for lugged and brazed objects of art start up a blue-collar TIG welded brand like Gunnar Bikes? The answer is one of those "one thing led to another" stories. Waterford had started contract building TIG welded BMX frames for Standard Bike Company of Davenport, Iowa. Over time, this association honed Waterford's TIG welding expertise. Couple that with Waterford's need to continue growing by offering a more affordable alternative to their lugged bikes, and out came the idea to create their own TIG welded mountain and cyclocross bikes. Waterford-sponsored pro racer Paul Willerton had been instrumental in offering design input for Waterford's lugged mountain and cyclocross bikes. In 1998, Waterford built their first TIG welded prototype mountain and cyclocross bikes for Paul to evaluate. Shortly thereafter, Gunnar Bikes was launched.

Gunnar is the name of Richard's Labrador, the friendly face who greets Waterford visitors and literally leads them to the factory door. But, why name a bike company after your dog, I wondered. Richard explained: "All the things you'd
want to have in a bike is all the things we had in this dog. Which is a lot of fun and an lot of friendship." Kinda gets you right there, doesn't it?

(Ed note: For more information, check out www.gunnarbikes.com or www.waterfordbikes.com )

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*end quote*  Last edited by Randy C.; 07-05-2005 at 09:57 AM.

Reason: spelling

12xlr8  

Registered User  Join Date Jun 2005 Location MN Posts 342

excellent reading Randy!  Most excellent!, I think I have found the right contact for my next question to fill in a little known history gap in "The Sting's" history. But first, I am not exactly sure what you corrected. Agreed, "The Sting" is, and always will be, THE handbuilt icon. The Sting Competition, and the SX 2000 were never the same as "The Sting". But the SX and the SC frames were both identical in every way, and were produced and sold with 2 different names at the same time. This always confuses people. Why were they selling 2 identical frames with different names? The SX was selling as a lower line/price than the Sting Comp. in 1981 because they installed the older style forks on it. So you can have an older frame S/N of March of 1981 with the new name, Sting Competiton, and a newer July of 1981 frame with the old SX-2000 name, even though they were phasing out the SX-2000, and the frames were Identical. Most people think that they simply changed the name in 1981 to "Sting Comp." from "SX-2000" and the SX's were just old stock, but then, why are the serial numbers newer??? They did change the name, But they still apparently had many leftover forks that cracked at the dropouts. So, marketing (or someone) assembled them as SX's until they ran out of the old forks. We use to have a
name for them, It had something to do with "Quick Release Dropu...ts". because when the dropus cracked and spread, the wheel would come off with it. The newer forks were unbreakable. Pictured below, (many have forgotten that there was indeed 2 different forks on the Sting/SC/SX line-up...Old quick release, and newer unbreakable)

BIG question. The photos below were sent to me with questions about it's origin, and I did my best. I persoanlly saw Ted Guilimette break one in half, and deem it "a good idea gone bad". It was a confusing day 23 years ago, because there were 2 Ted's wearing Factory Schwinn colors at the track, and everyone thought I broke my Sting..."It was the Other Ted"...And, "it wasn't a "Real Sting", it was weird..."which Ted? what do you mean not a real Sting?"... But , in 1981 (serial number) Schwinn/Waterford was experimenting with TIG welding the Sting's Tri-ovalized frames, and they were failing miserably due to stress cracking, and other techno stuff. In short, there was no Brazed Fillets to spread the load, and I saw one tear right in half at the head tube welds. The rest of my knowlege is piece meal on this frame and I would love to learn more of the whole story from someone who really knows it. I know it looks silly, and they broke, and they were tested by Factory riders and never marketed, And didn't have badges, or decals, But they were Sting frames that were TIG welded... what was happening at Schwinn when they took this approach, who built them, who got fired over the bad idea??? Was this the first real downfall of waterford....etc...??? Have a look, and maybe we can find some facts to go with the photos, and not just speculation which is most of my knowlege on this one...

Ted 

Attached Images

- Tig welded Sting HT (2).JPG (78.4 KB, 1699 views)
- Tig welded Sting BB (2).JPG (72.1 KB, 1478 views)
- Fork Dropouts.jpg (54.1 KB, 1523 views)
- IMG_0411 (2).jpg (144.6 KB, 1539 views)
Ted,

I guess the only correction I made was that all Sting varieties and the King Sting were always made in the USA, that is until the piece-o-crap Sting that Schwinn put out in 86/87 which looks an awful lot like the close up of the welded frame you posted. Can you show more of that one including the dropouts? What's the s/n on the welded frame?

So you used to ride for the Schwinn team?

Randy

Scrambler Guy

I have seen a few different variances in possible factory rides' bikes. That TIG welded frame looks an aweful lot like a later 83 or so frame. What type of SN is on that frame? Headtube? Rear Stay? Be good to see the serial number.

Good knowledge shared by both of you. Thanks. Randy is always good that way. xlr8 like your views also. Do you have pics of the fork without a brake hole? How about a straight on shot of the fork legs? Do you still have Sting's now?

Stings rule. Period. Like no other.
Registered User   Join Date Jun 2005 Location MN Posts 342

Serial Number  The S/N is HT3 0146 on the left rear dropout, just like any other Sting. The frame is not mine, but I know where it is, and it was offered to me to purchase. It is damaged from some nincompoop bolting a sidehack onto it (go figure). I would just braze it up, and chrome it, and it would be double welded "FrankenSting". So I told him to keep it until we can figure out it's historical net worth. They were Full on Sting Tubing, And completely TIG welded. Here is a full shot below.

I have drilled all my undrilled forks for front brakes years ago. (I am still trying to get my frameset back from my win at Indy in 1981.) It may be undrilled for front brakes yet?? A straight on shot is identical. The only difference is the Dropouts shown in the last photo above. The bottom hole in the dropout is much closer to the axle, and the front edge is straight. They are thinner at .100" inch.

I am leaving out of town for the weekend to ride some vintage trains with my 9 year old in 2 hours. I will catch up with the posts on Monday.

I have 4 total on hand right now, 3 SC's and one Sting fresh out of chrome.. One was in primer never finished from the factory off of Ginny's web site and is virgin and has show chrome as well. Makes the NOS fork chrome look even lousier than it is. Ted

Attached Images
- TIG welded Sting whole.jpg (71.0 KB, 1402 views)
- Side view SC and Sting (3).jpg (196.4 KB, 1427 views)

Reply With Quote

Scrambler Guy
That is an '83 frame then. I thought maybe it was. H = Month, "3" = Year. We got one of those frames as a replacement back in the day. The Sting as well all knew it was gone. I am pretty sure that you see those frames with '82 SN's also. Those are the frames that became the first Predator Sting's. I can possibly get you the rear stay decals that say Sting in the Space Invaders writing if you need them.

The Sting is legendary to me. I'll tell the story of this bike and how it relates to me if anyone wants to hear it.

A REAL Sting never had riveted headbadge. Schwinn started having that when they went cheap to be blunt.
Serial Numbers and Predator Sting. Scrambler, According to my interpretation, the Serial number HT3 is August of 1982, and the one I saw broken in half was is 1982, well before any production. The frame pictured has no holes for a head badge either.


My Sting comps have numbers like DR800779, which would be April of 1980. Otherwise the 8 would denote 78 or 88, and that is incorrect. D denoting April, and The R denotes the year of 1980.

Therefore the TIG Sting is 1982.

What is more interesting is that they used the codes similar to the SX2000/Sting Comp on that frame, and not Sting code format.

A Sting code of F1T0183 would be as you stated, Letter, number, letter, however, it is in the other format, letter, letter, number.

Does anyone have any photos of a PRODUCTION TIG welded Sting "Predator". I was out of it by 1984, and into women and college by then. I have never seen a PRODUCTION bike with Sting tubing, and TIG welds. If anyone can prove that this is not an urban myth, or a prototype, with a photo, or Catalog, I would love to know more. You mentioned "Space Invaders" font on the rear stay sparkes, so you are up on something I have no clue about.

Tell me more...
T
Were the 83 predator stings still being made at the paramount factory, I didn't think they were.

A chicago made one shouldn't have the space between the first three digits and the last 4. HT3 at paramount would be H = August, T = Trioval, 3 = 1983. Chicago would be H = August, T = 1982.

I didn't think they made any stings at the chicago plant in 1982 (besides the comps, minis and kings).

My friend has a Predator Sting. Is this the one you are thinking of? It is very different. So I took some pics.

It has triovalized down tubes, but only a 4 inch head tube.

The seat tube is ovalized, but it is only 7/8 inch, not 27mm.

The rear tubing is totally different. I maintain with the info so far, that the TIG welded Sting frame in question must be a hand built proto, built in paramount with genuine Sting tubing, to set the tone of all future Taiwan production.

Attached are comparison pics of a Predator Sting "Made in Taiwan, in black chrome, and the afore mentioned TIG welded Sting that has every single piece of tubing that a Sting has, only it is TIG welded.

Still remains pretty unclear.

Attached Images

Marks Headtube (2).jpg (157.4 KB, 1258 views)
Marks rear dropouts.jpg (154.6 KB, 1115 views)
TIG welded Sting whole.jpg (71.0 KB, 1178 views)
Factory Photo of Undrilled Forks

I finally found a factory photo of the undrilled SX 2000 forks you asked for. attached.

Old Stings, and ALL SX2000s always had this type of fork. Note, no brakes, no provisions for them.

New Stings and Sting Comps had the newer forks, drilled for front brakes/stronger fork dropouts.

The only difference between an SX-2000 frame/fork, and a Sting Comp frame/fork, was the sticker, and the forks. So that pretty much determines which sticker to put on them when restoring them.

Attached Images

1SX 2000003.jpg (168.1 KB, 1446 views)

Project Photo

This is a crummy pic of my current Sting project. More later.

Stats are...
Fresh Show Chrome (minted dropouts), NOS fork, NOS Shimano DA Cranks, NOS Swiss EDCO BB, Pro Neck (all polished to a mirror finish), Bullseyes, NOS MX-1000 brakes, Schwinn predator tires, Black and Nickel Izumi chain, DX Pedals, Polished chain-wheel, etc....

NOTE;
I am looking for a set of handlebars like the ones in the SX-
2000 photo above. The ones with the drooped crossbar. ANYBODY?

Attached Images

1stingemail.jpg (61.2 KB, 1536 views)

Scrambler Guy

Wanted BMX Anything  Join Date Apr 2004 Location Out Riding
Somewhere Posts 555  Very cool pics there. Love the SX-2000 pic. Your Sting looks like it will be a cool bike when it is done.

I still say that the frame you are asking about is an '83. That is right at the time of the changes. I saw one of those first hand when they did change. Everything that you are saying is what the frame was that we got as a replacement frame. The friend of mine that got it as a replacement refused it. I ended up building it for another friend of mine. Not trying to dispute anything just saying what I remember back in the day.

Reply With Quote

12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342  Fun part about history...  Thanks, I am truly enjoying my new Sting Project.

That is what makes old school history fun. Gathering data and memories with others, and eventually uncovering the truth...

Ted

Reply With Quote

Scrambler Guy

Wanted BMX Anything  Join Date Apr 2004 Location Out Riding
I have always thought to try and track down that old Sting. I asked the guy that I built it for who he sold it to and he can't remember what he did with it. I am also fairly sure that there was no headbadge holes.

Ted, those bars typically go for a couple hundred and they pop up pretty rarely. I need a pair myself.

Yeah I am glad that I have mine.

Are you talking about the TIG Sting? I know where it is. I was going to buy it. Then he changed his mind, and I changed mine. I just e-mailed him and asked if he changed his mind again, that I might still want it.

He did not respond this time. I think he wants to keep it now...

It had a sidehack on it and crushed the seat tube with the clamp pretty badly.

You put that together???

http://www.oldbmxdc.com

It is a part of "Dave's Collection now". As I understand, hanging on the wall with the dent not showing...

Ted
Wanted BMX Anything

The Sting that I was talking about owning was the actual one that I have been yapping about that I built for my friend back in the day.

Where did that one go?.....I got confused on the thread flow....

Where did that one go?.....That is a common question nowadays isn't it?!

Especially if you know of one that was probably taken care of, or ridden very little. Every so often I come across one for sale, and I find there are a LOT of rough ones. Broken off seat post clamps, rusted, dented....It makes you wonder how someone who cared enough to buy a hand made frame, could neglect it.....

I tracked one down that I know would be in great shape through his Father, I found out it went to a half brother, but the guy has serious issues now, and refuses to even let his father discuss it with anybody from the old neighborhood. He has cut off all ties to his past life, so his present wife won't find out about it......

If you put the bug in the right person's ear, you can usually find out where they ended up... After that, it is a whole other deal!......

I could still use one more decent/restorable Sting Frame if anybody knows of one...I have an NOS Fork for one.
Latest Sting

My latest Creation!

I posted it on a new thread, but it belongs in a Sting Thread as well...

I have a totally cool Sting Comp Cooking as well..(I'll share pics soon)

I think the "Sting" pad, and the Schwinn logo on the tires are sweet touches.

I am not sure I like the Black Izumi, and may trade for Blue...On the other hand, I kind of like it, It makes it show off the business end of where the power meets the pavement..

Any Changes needed for perfection!?? Always open to ideas or items I have forgotten even existed!....

Attached Images

vision 2.jpg (186.6 KB, 1049 views)

markgreco Guest

Marc Muller now of Waterford Cycles created the Schwinn Sting. He was instructed to create the ultimate BMX frame even though having no previous BMX design experience, in 1978 the Sting was created by Marc while heading the Paramount division of Schwinn while still in Chicago. I think your wrong check out this patent Sting Patent

To see the images you need to download the reader. I use IE to view these files
12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342  No attachments.... I cant see any attachments. You need to attach them or post a link.

It would be interesting to see the patents.

I am sure that being the head of a division does not mean his name would be on the patent though. In fact, working under a Corporation such as Schwinn, employees are generally not allowed to invent anything that could compete with their business. They make sure that the Company owns the patent, not the individual that created it. You need to be a business owner, or Sole Proprietor if you want to hold your own patents. Nor does it mean he designed every line and every tool and every curve, nor built every one of them by hand. The only connection people generally have to a patent filed under a Corporate name would be to get royalties from sales generated from the product. Bazillions of patents are filed from Corporations every day of the ideas their employees create. But they remain employees, and their ideas remain property of the Corporation.....

It would still be interesting to see the patents....please post them.

...However, your post looks like a loaded statement... Are you aware of some other artifact that would be of interest in "The Sting's" history of design?

Marc is still at Waterford.

As I posted in "Lucky Dog", The Number 52 is stamped on the bottom bracket of the one pictured above, along with the Letter "M" .....

M as in.........Marc. That is why I always prefer and cherish the ones with an "M", as not all of them have it.
It has always been my assumption that the "M" stamps came from ones he built, or at least welded, or maybe even inspected. I have not asked Marc, but I think it is a pretty safe bet.

I worked for schwinn in the 80s. I also hold patents In my name owned by Schwinn Co. as does Marc Muller.

It is common practice to assign a patent to the actual inventor and the company owns it. Sometimes the company gives you a dollar as a symbolic gesture of purchasing the invention from you.

When you work for a large company there is an agreement signed that anything you design belongs to the company.

I think Marc Muller designed the King Sting, I'm not sure.

I'm also working on finding patents from a designer named Tony panzica who I think designed most of the Krate Bikes.

I will post patents of the sting tonite.
Era  Clearly it was a tumultuous point in time in PDG (Paramount Design Group) history, when the Sting first was presented to the public in "79.

This is a quote from the PDG history page of waterford's website: (there is much more good reading there as well)

Marc finally struck out on his own in October, 1977. During 1978, Marc tested out some of the first of the pioneering Henry James investment-cast lugs and shells. By year-end the problems of business overcame his passion for building and he finally joined Schwinn's Engineering department.

Marc had been approached by Schwinn on occasion to join the Paramount group. He wouldn't accept just becoming one of the builders but he agreed to build frames as part of his job within the Engineering Department under Frank Brilando. His first Paramount, built for Schwinn spokesman Jean Claude Killy, was built at Phydeaux. Frank and Marc sized Killy's frame by looking at a photograph of Killy on his current bike and scaling it to the at the time one inch top tube. The bike included lugs from Albert Eisentraut.

When Ed Schwinn took over the company in 1979, one of the first things he did was to shut down Paramount production. If it couldn't be a world-class bike then don't make one until
Marc was put in charge of re-building Paramount - almost from scratch. He started out by re-tooling the department including a new brazing fixture and alignment table. In June of '80, the company decided it needed the Paramount back but that they would have to move out of the Chicago factory. Marc's first bikes were built for Eric Heiden and the 7/11 team in 1980.

That year, Schwinn brought back the Paramount as a super-custom bike - "anything you want" for the then outrageous sum of $3,000. These became known as the "Elite" Paramounts. By 1981, enough demand had built up to justify bigger plans. Marc got the go-ahead to build a factory which, after a considerable search, landed in Waterford, Wisconsin. The new factory housed what became Paramount Design Group, or PDG. Not simply a framebuilder, PDG was to become a design laboratory for both the re-born Paramount as well as the rest of Schwinn's product lines. Frame production grew dramatically, matching all but the boom years of the early 70's. In addition, PDG built the Sting, Schwinn's high-end BMX race bike.

So it would seem that Randy's posting is indeed in error regarding Marc creating the Sting, as it is slightly before his takeover in PDG.

However, the fact that much of the turmoil and data from that period is somewhat foggy makes it interesting to find real truths!..

As a business owner I have filed for PPA's (Preliminary Pat. Agreements) etc... So I understand complete ownership of patents. ...However, Spending over 15 years at an Airline, I know that when you hire on, you sign a piece of paper that says anything you invent that has to do with Big Jets, or Airlines, belongs to them. They will help you with R&D, and financing, etc... But they will leverage you out. Very ugly. But all situations and companys are different, and it was a
couple of generations of corporate ethics ago that we are talking about here as well. But, all is agreed here, except you have shed light on the fact that the inventor's name is in fact associated with the patent as well as the Company's. Not much satisfaction having your name on a patent and not enjoying the real benefits of truly owning all rights to it!...At least I wouldn't like it!

I would love to see the rest of the documents, as would many others I presume. I can not see any attachments whatsoever viewing these pages on AOL, MSN, or IE. So I bet may others cant either. Can you convert more of them to jpeg docs? I can see and open those here!. I would LOVE to see all of them!....This is fun stuff!...

OK, so the 52 and the M stamped on the Bottom Bracket (on this one I just finished above in particualar). Do you know for sure what it means? I have always assumed number 52 (or whatever number built so far that year) and Marc.

Like I say, Being proved wrong is OK in a forum like this, because eventually you will find someone who knows more, and that is usually the goal....to uncover interesting data and truths!...

Seeing the Trioval patents is awesome!....More JPEG's Please!!!!

One needs to remember to be specific in pointing out both wrongs and rights in a long thread that covers so much
ground, like this one does. Otherwise it is hard to figure out what data is being corrected or challenged!

T

markgreco Guest I will try to make it easy for you to download a viewer for the tiff files used by the patent Dpt. Active X control

After you install this plug in you will be able to view images.

Sorry if I came off like a prick.

12xlr8

Registered User Join Date Jun 2005 Location MN Posts 342 Hyper links

It took me a while to figure out that there are hyper-links on the above responses. They are not underlined, or a different color, so it is hard to figure out that you can click on them.

Those Documents are awesome!

Randy C.

Registered User Join Date Sep 2002 Location Traverse City, Mi. Posts 88 FWIW, my quotes regarding Marc came right from Marc himself, I spoke with Marc on the phone several times, phone in one hand, taking notes with the other. I began a roots level Sting research investigation 4 years ago, the Sting vs Sting Comp debate has always confused everyone at VintageBMX.com.

Perhaps Marc designed the Sting before joining PDG? Those images look to be the Comp model anyway.

markgreco Guest I would say frank Burlando designed the flaired tubing and the concept, as
seen in his patent.

Marc Muller designed the frame.

You would have to ask Marc... Tell him I said HI.

He is a wonderfull man and a Super Person.

12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342 Sting vs. Sting Comp. confusion. No matter...I have heard the name Marc Muller for ages being integral with the Sting design, ...I am certain there were others involved, but without him, I don't think it would have been created. Agree?

The Sting vs Sting Comp. confusion is easier for others to understand with a few photos. I am attaching photos I took, giving you a rare opportunity to see both side by side, with no finish on them, as I had one of each , A Sting, and a Sting Comp., being prepped for Show Chrome. Many very interesting things can be learned/shared from these photos.

1. First, you can see both frames used the same material for the welds. That material is applied differently though. The Sting is Hand Fillet Brazed, making the welds smooth all around. The Sting Comp. (rear in photo) is Heli-arced, making the welds look more like conventional welds, (except on the head tube). However, what is very different from conventional welding on the Sting Comp., is that you can see that there is no melting of the base metal, or "No Penetration" of the weld into the tubing. (How many people knew that?)

2. You can also see that The Sting is sitting on it's rear triangle. The Sting Comp. is sitting on it's head tube. This is not by chance. The Sting Comp is heavier in the front, so it will NOT sit on it's rear triangle, it will always tip forward! (How
many people knew That?)

3. The geometry is identical. (you knew that) But did you ever notice that the seat tube is LONGER on the Sting Comp.? 

4. The thinner tubing and "road bike" head tube can be seen in the photo. The Bottom bracket, the head tube, and the seat post tube, thick nesses can even be seen in the photos!

Since I used the term, I should define "Show Chrome".

Show Chrome is a term easily and often abused. Ordinary Chroming of a frame, or part, starts with a layer of Copper, then a layer of Nickel, then Chromium. That is where the term "Triple Chrome" comes from. Keep in mind, that Chrome hides nothing. Show Chrome is a term used to differentiate a regular Chrome job, from a jaw dropping finish. Show Chroming starts with polishing all the metal, including the tubing and the welds on a bike like The Sting. Chrome-molly polishes to a mirror finish, so the frame (or whatever you are show chroming) looks chromed before it even gets the copper coating. After it is coated with Copper, the Copper is polished to a mirror again, which makes it look almost gold plated. Then they use extra thick Nickel for Depth. Then finally a layer of Chrome. The frames in the photos had most of the welds polished, but had not yet had the tubing polished.

In the attached photo you can see how a NOS factory chrome job on the forks absolutely PALES in comparison. Note the deep blue hues on the frame tubing....That is the Sky above. Compare to the grainy surface, and pale blue sky on the forks....(Sting forks were produced overseas and their chrome was never as good as the frames, but they weren't THAT much different, as in these photos)

I hope the photos are interesting, and useful to readers.

So, can anybody verify the 52 M on my favorite Stings's bottom bracket? Is the M- Marc, as I believe it to be? Or is my perception to be crushed with a horrible tragic fact?
1. First, you can see both frames used the same material for the welds. That material is applied differently though. The Sting is Hand Fillet Brazed, making the welds smooth all around. The Sting Comp. (rear in photo) is Heli-arced, making the welds look more like conventional welds, (except on the head tube). However, what is very different from conventional welding on the Sting Comp., is that you can see that there is no melting of the base metal, or "No Penetration" of the weld into the tubing. (How many people knew that?) O.K. both of your frames are Fillet Brazed using Brass.

All Fillet Brazed joints look like the one in the rear photo prior to Polishing.

Only difference, One Is Polished after Brazing.

This is Heli-arced... Follow this link [Heli-arced](#)
and flux, and somehow been able to use helium and an arc to apply the brass faster on the Sting Comp., such as a wire feed system or something. Brass does not produce sparks, but electricity does. Somehow I have bought into it, that it could have been possible, even logical.

So the Sting Comp. was also hand brazed with a torch and flux as well. The cost savings was simply that the welds were not burnished afterwards. I will buy that 100%. Especially knowing that when you take the paint or Chrome off of a Sting the welds all have indication of being burnished.

I Stand Corrected. They are all hand brazed. They spent more time on The Sting burnishing the welds smooth afterwards. It sure makes more sense to me.

It is nice to have a contributor that has been at the factory to share inside info with us.

Interestingly, FWIW, after a bit of research, MIG (heli-arc, wire-feed) Brazing is common now, and the latest and greatest in many manufacturing fields.

Not being a welder, I didn’t think twice that MIG Brazing was not being done back then. I guess people look at the welds on a painted or chromed, Sting Comp. frame, and assume that it is (MIG or TIG) Heliaced because of the scallops, and say it out loud, and some of us mistakenly listen to it as knowledge, and believe it...And then repeat it!!!...

The term would be Metallic Inert Gas Brazing. MIG-Brazing. Apparently, from what I read, MIG brazing doesn’t like Helium, and Argon is necessary...Making Heliac a completely bogus term with brazing.

As they say on Myth-busters...."Plausible, but BUSTED".
New School process, Old School Bike.

Thanks again for the correction! T

MagScrambler Guest BTTT.....................
Everyone that is visiting should take the time to read this. It is well worth it. I like how at one point a few had different opinions though in the end they all kind of gel'd. Great informative thread. I almost feel like I know a little something about Sting history now.

DetroitBikes Guest 👍
Agreed! Nice work to all involved. Maybe when it has all the info Ted can go through and delete the thread and make 1 easy post so people can save it for reference purposes.

12xlr8
One easy post I will, in fact, go through this thread and take everything, sequence it, and organize it, for a comprehensive thread. It may not be today though!.....T

12xlr8

Registered User Join Date Jun 2005 Location MN Posts 342 Headsets I am getting closer to being able to sift through this mountain of data, and create a new thread, with all the data organized for archiving.

One topic we have not covered is;

"The Sting's" headset. The Sting had what is now known as an ISO (Intl. Standards Org.??) sized headset. It is the "Standard" headset for roadbikes now, and is the same as "English", with 24 Threads Per Inch (TPI). Instead of
pressing 2 cups into the frame, the upper head race is like the crown race, and the Cup is on the top side of both bearings. Making the adjustable race, a cup.

The Sting Comp./SX-2000/ Competition, (all the same frame) used a BMX sized headset.

Both looked similar, but were not.

The primary difference is in the O.D. (Outside Diameter) of the cup flanges. A BMX Cup has a flange OD that is approx. 32.7 mm. An ISO cup has a flange OD that is approx. 30.2 mm.

1. What I would like to know is, which other Schwinn bikes these headsets were used on? I am certain they were used on some of Schwinn's other 10 speeds, but which ones? Some of the Schwinn 10 speeds had BMX sized headsets, and some had ISO sized headsets. This info will help Sting, and Sting Comp. collectors to locate them. The Continental, and the Le-tours (foreign) both used similar, if not identical ones. But were they ISO, or BMX? Some FACTS would be great for all of us here!

2 Does anyone have a part number on them?

As luck would have it. I just used my last NOS Sting headset, and I really need another one (or 2 or 3). And as any Sting owner knows, they shouldn't be THAT hard to find, but they are hard to define as to which headset you are looking for. The term ISO was not in use in 1979-1982, and the term "The Sting Headset" doesn't come up in current catalogs.

Let's see if we can archive some tech. manual info here to help us find some of these things when we need them. (which is now for me, lol, so if anyone has a spare, please drop me a line!)

Ted 📜

Attached Images
Just a little more Sting stuff for you guys. I scanned the covers of some owner's manual I have today. Here are the covers of the 1979 - 1982 Sting owner's manuals.

1. What I would like to know is, which other Schwinn bikes these headsets were used on? I am certain they were used on some of Schwinn's other 10 speeds, but which ones? Some of the Schwinn 10 speeds had BMX sized headsets, and some had ISO sized headsets. This info will help Sting, and Sting Comp. collectors to locate them. The Continental, and the Le-tours (foriegn) both used similar, if not identical ones. But were they ISO, or BMX? Some FACTS would be great for all of us here!

Ted look for those headsets on some earlier full size Schwinn's. Most of the times you can find these bikes for cheap at garage sales and second hand stores. Continental's - Breeze's - Suburban's - Etc Yes they are the same size. I am sure that there is a year break for those headsets but I am not sure of what that is. Getting an old Schwinn beater for cheap is such an excellent source for parts. Sorry I do not have any part numbers off the top of my head. Let me
do some digging.

Pat

Thread: The Sting

fst929 Guest I was under the impression that the SX2000 used Bi-oval tubing instead of the Tri oval. The head tube was different as well.

When I had my SX back in the day, if you lined it up next to a Sting, the ovalized tubes were not as large.

Scrambler Guy

Here are some good pictures of the two side by side. I shot these awhile ago. You are correct or your takes.

Comp / Sting Comparisons

Attached Images

schwinn%20I.jpg (37.9 KB, 1010 views)
schwinn%20II.jpg (43.3 KB, 878 views)
schwinn%20III.jpg (47.7 KB, 885 views)
That is correct. Tri-oval refers to 3 areas of ovalizing. 2 on the head tube, 1 on the seat tube. The seat tube is not ovalized on the SX/SC. So it is only considered Bi-ovalized.

There ovalizing is larger on the Stings as well. The double butted tubing is what allowed them to do that. (page one). Overall the Sting tubing is thinner. The larger Ovalizing, using double butted tubing, on the Stings brought the tubing to closer to the thinner wall thickness it has on the rest of it, hence it's lighter weight.

In fact, the Seat tube, head tube, both forward frame tubes, and the bottom bracket hangar, are all Substantially thinner on the Sting. I am not certain if the rear triangle is thinner tubing. If I was still where I was, for 15 plus years, I could use the ultra sound machinery to measure the thicknesses of the rear triangles, but that seems to be a dead issue at this point.

The nude frame photos posted earlier, show how much heavier the front section is on the SX/SCs. The Sting will sit on its rear triangle. An SX/SC will not.

The geometry is where they are identical. I think that is where the thread is confusing you.

The head tube is BMX sized on the SX/SC and ISO roadbike on the Stings. (previous page) We Still could use an OEM headset part number/manufacturer here! Anybody?

10-08-2005 07:47 PM #5 fst929 Guest

The article on the SX2000/Sting/Sting competition was outstanding BTW. I dont know where you scraped it up but it was a fantastic piece to be posted in a Schwinn Forum!!

Bump up..
While looking in the local used bike shop nearby today, I stumbled into a bone stock Sting Competition. Steel rims, schwinn neck and bars. Hanging from the ceiling collecting dust. Tagged for $300 I think I might just go in and throw them a lo-ball just to see what gives. The BMX kid there said come in on Monday when the mgr is in and toss a $200 offer and he thinks he'll go for it. Been on the ceiling for a while I guess. Its in reasonable shape. The oval badge is missing, there is some light rust here and there and the decals are a little scratched and overall looks to be a cleaner upper. We will see.

Pete

Schwinnnut@aol.com  Join Date May 2002 Location New York Posts 667

Say hello to my little friend!!!!!! Here is my mini Sting, I bought the frame & forks here on the Classic classified's about a year ago for $40, then I found a nice condition Schwinn Comp all complete in the garbage a few blocks from my house, so I picked it up and swapped all the parts onto my Mini Sting. I tried selling it on the forum with no takers awhile back. I think I was asking $200-$250 with no takers, but now I will never get rid of it, it only keeps going up in value, I think there are even less mini Sting's out there then there are full size Sting's.

Attached Images

sting1.jpg (73.8 KB, 978 views)
sting2.jpg (67.9 KB, 817 views)
sting3.jpg (59.8 KB, 761 views)
sting4.jpg (69.8 KB, 743 views)
sting5.jpg (74.6 KB, 771 views)

fst929 Guest

Pete...the bike you found...was a Sting Comp??
Hi, yes it was a Schwinn Sting Comp, chrome original BMX.

I posted a while back about my Sting.

Here it is after a clean up job this weekend.

The grips were melted after 20+ years in the attic. Tires were hard as a rock.

I am missing seat clamp. Any suggestions?

Basically I started BMX when I was 11. When I made it to 13X I was noticed by a local Schwinn dealer. He provided the frame and forks and I chose from there what to put on it.

I had read a previous post about the size of the head set, mine has a Campagnolo Italy.

Attached Images

PA120001.JPG (69.3 KB, 925 views)
PA120002.JPG (71.4 KB, 762 views)
PA120003.JPG (70.9 KB, 699 views)
PA120005.JPG (67.8 KB, 685 views)

Nice Ride!

You need to post that one on the other "show me your Stings"
thread....! Which is more of a photo thread!

T

spistols

Registered User  

Join Date Jan 2005 Location Atlanta Posts 1,455  

Head badge Does anyone have a spare used decent Headbadge for a Sting for sale? Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Speedrcr

Registered User  

Join Date May 2005 Location Ohio Posts 100  

There is one of the round style that was just listed on EBAY - use "schwinn sting bmx" as a search and it should come up.

12xlr8

Registered User  

Join Date Jun 2005 Location MN Posts 342  

Do you want an original steel clamp or the aluminum clamp?

I have a steel, and a Suntour for one.

plainsbikesouth

Registered User  

Join Date Jul 2004 Posts 382  

Ted, I need a steel one, drop me an email if you still have one available.

Todd
i know the Sting was made in the late 1970s and early 80s, as this was the "heyday" of bmx and the Sting. but the Sting was made during most of the 1980s? yes? what year was production of this bike stopped? and then what year did it reappear? i believe they revived the Sting name in the late 1990s?

finding info on this online is proving to be extremely difficult for some reason. so does anyone have Schwinn bmx catalogs from the 1980s and 1990s with factory correct pics of the bmx offerings? i'd like to see the Sting lineage and subsequent model offerings.

i know they went with asian manufacturing after a certain year. i think it was after 1983 or thereabouts. are the later Stings still good and praiseworthy?

Thread: The Sting

1983/84 apparently, in '83 the Sting name was "attached" after the Predator name, only to then appear in '84 as the "Sting Predator frameset." at least this is what i glean from looking at the catalog scans.

it appears that the Sting moniker lived on, if not rebadged, under the whole then-newly-popularized "Predator" moniker. the 1985 Black Shadow Predator, for example, is actually a bona fide (albeit foreign made) tri-oval Sting frameset. the bike even looks like a Sting and has liner notes in the catalog alluding to this.
apparently the next model down from the Black Shadow, the Nighthawk, is the equivalent of the Comp/SX2000.

The subsequent years saw the rise of freestyling and all of the model variants of those. BMX models became sort of relegated to the shadows during the mid 1980s.

1989 the Sting then re-emerged as it's own identity again, issued as 2 models: top-notch "Sting Team Model" and then the second best "Sting." (these were really just the Sting and Sting Comp/SX2000 in newer incarnations).

1989 also saw the re-emergence of the SX1000.

1990, 91, 92 the Sting remained (then gone in 1993? 94?). 1991 the SX2000 returned for that year only.

1994 with the Sting is gone again, the odd Z-Force frames emerge and replace all prior BMX style frames. I believe the Predator is gone this year as well but came back in '95 and remained.

The later 1990s saw the emergence of the XS series frames, getting away from the original tri-oval Sting paradigm entirely. A new type of bike and frame came about -- the Pro Modified and Pro Stock frames. The late '90s saw an explosion of BMX model offerings at Schwinn.

1999 saw the start of the Hydramatic and Torque Flite, Powermatic, frames, Joey Garcia and other signature model framesets.

In 2000 the Pro Modified remained and became the flagship racing frame, like what the Sting was.

2002 the BMX bike offerings began to taper off again. The Predator nameplate, the survivor of the lineage, remained, while most of all of the signature models, the Prostock, all
of the many variants of the "matic" models, they all went away.

. 2003 was slim.

. 2004 the "matic" models returned, but in limited incarnations. Predator was still there.

. 2005 after 12+ years, the Sting finally returns along with the revised Predator Pro and Lavin 1000.

. 2006 Sting and Predator remain.
1988 Sting down tube logo, og smoked chrome finish.

http://www.imagestation.com/picture/...f/f94a865c.jpg

Same bike restored with gloss black powder coat and screw-in badge installed. OG badge was similar but riveted.

http://www.imagestation.com/picture/...5/f94a8673.jpg

Another 1988 Sting on ebay right now, not mine.

>STING<

what did the 1983 Sting look like?

There is an 83 on ebay right now. I am interested in more details myself, but it appears it has a new style fork on it, but it is a classic paramount Sting. They were probably using up all the Paramount parts, and fitting them to the new Taiwan forks. It is possible that they were only being built for warranty replacements as well.
I would imagine you will find both Paramount, and Predator Stings in 83.

The S/N of this one is F3T008 or June of 83 which is the latest I have ever seen. I think I want it just for that (lol) I want all Paramount Stings for one reason or another, it does not take much to find an excuse for me....

Attached Images

83 Sting.jpg (56.4 KB, 872 views)

Originally Posted by 12xlr8 There is an 83 on ebay right now. I am interested in more details myself, but it appears it has a new style fork on it, but it is a classic paramount Sting. They were probably using up all the Paramount parts, and fitting them to the new Taiwan forks. It is possible that they were only being built for warranty replacements as well.

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that bike was removed from the auction. i was bidding on it.

so i am confused, some of the 1983 Stings were Paramounts? and some were not? a crossover year.

any pics of what an '83 Paramount Sting looks like?

An '83 Sting used the regular Predator down tube decals and it used a small space invaders type
sticker on the rear stays that had the Sting name just as the other models did.'83 (Not Waterford/Paramount by the way) models started showing up as replacement frames they came with no decals on them. The quality of the Schwinn Sting was done as of '82. It was many many years until Schwinn had a quality BMX frame again. The entire 1983 Schwinn BMX line was not even half the quality that they once were. Sad sad days really. I bet that '83 was decaled up like it sits now. The quality of those welds are sorry compared to what we all knew. The headtube welds are still smooth but all the others are not.

Scrambler Guy

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yes. the 79-82s are the prizes indeed. the heyday. i am glad to have been a part of that time.

what is your opinion of the new 2005/06 Sting? the geometry is entirely different.

Randy C.

They were probably using up all the Paramount parts, and fitting them to the new Taiwan forks. From the very beginning, Sting forks were always made overseas.
Originally Posted by Randy C. From the very beginning, Sting forks were always made overseas. so you could slap on post 1982 "Sting" forks and they'd be passable?

The point is, there should not be ANY 83 paramount Stings that I knew of....

Did you guys check the photo in the post above? That is a Paramount Sting with an 83 serial number on the left rear dropout according to the posting of the serial number.

So it must have been made with spare parts for warranty replacement or something. Check it out.....That is a Paramount frame with a predator fork.

http://img158.imageshack.us/img158/6955/83sting9il.jpg

All forks were made in Taiwan, but they went back to thin dropouts and shorter dropouts. The quality dropped in 83 again on the forks. They are a different fork with the dropout below the forks, they don't look the same.....

I dont know why it was pulled, someone probably struck a deal on it.

Either that or he did not read the serial number correctly....

That is why I would have wanted it badly, and had made up my
mind that I would have smoked your bid BTW 😊 to get it, if in fact the Serial Number F3T008, or June of 83, was verified with a photo !!! 😊

Look at the 008 part of the serial number, If I am not mistaken, they never made more than 1000 Paramount Stings in any year. And (correct me if I am wrong here) but this looks like the 8th Sting made at Paramount, and it was half way through the year,... in June of 83. That bike has GOT to be one of the very last ones ever welded together with a torch!!! IF that S/N is correct!!!!

I was going to have a chat with the lad, but it disappeared......

Study that frame closely, .....Paramount, '83.

Do you remember the sellers user name? I want to contact him in a big way!....

I was going to have a chat with the lad, but it disappeared......

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I was going to have a chat with the lad, but it disappeared......
Study that frame closely, .....Paramount, '83.

Do you remember the sellers user name? I want to contact him in a big way!....  pardon my ignorance of the subject, but if all the Paramounts stopped in 1982, then how do you know this is a Paramount by the serial number? what is the magic combination of numbers that makes you certain this is the last of the last at Paramount? did the serial number structure or sequencing change after Schwinn rearranged itself? is it the frame welds that give it away?

Thread: The Sting

Yes, all of the above. The welds, the tubing, the location of the S/N. Even the number itself.

Scott, Todd, Randy, and all, help me out here...

For example, I have **just** been blessed with a fed ex delivery of my newest Sting frame 😊

It is L1T0106. L is the month (there is no I), so it is November. Second digit is 1=1981, and 0106 (NOTE 4 Numbers). Now, I can not prove this yet, but it is my theory that this was the 106th Sting made that month. So at a maximum of 1000 per year this was a big month for the builders. (Make sense)

G0T060 July 1980. Head badge number 2170. This bike of mine was completed with the installation of the headbadge on the 217th day of the year in 1980, which translates to Monday August 4th 1980. And it must have been the 60th frame that month (Only 3 Numbers).
If you do the math at 100 frames per month = 1200 per year. It has been said that there were never more than 1000 made in any one year. So this all would make sense. 82 in one month, 106 the next, etc...

So according to this logic, the frame in question would be the 8th frame made that Month.

They must have been making a few Paramount Stings in 83 to honor the "Unlimited Lifetime Warranty". Or using up thinwall tubing and parts in stock. Or making some for the team members (or all of the above).

Randy C.

Could that be a Redline Carrera fork on that Sting?

12xlr8

Here, I fixed the photo....

12xlr8

We gotta find this guy....Who was the seller? Arg....

My apologies, I have a bad habit of calling everything Predator, Taiwans, and it makes some of my posts confusing.
Scrambler Guy

Wanted BMX Anything

Join Date Apr 2004 Location Out Riding

See I would still like to see closeup shots of the welds. Schwinn was BLOWING out real Stings in '82. You could buy a Sting frame for I think 80.00. I know it wasn't more than 85.00. Sting Comps were 65.00. King Stings were around the same. Everything took a quick nose down in '82 for Schwinn. I remember the first "Predator" Sting we saw as a replacement. It was for a good friend that had cracked his. I worked at the shop. When we pulled it from the box we were stoked. Saw that brand new chrome and smooth Sting headtube. Pulled it out and looked at the seat welds and we were like what the ? No decals. I am pretty sure that it had the Waterford type SN. He refused it and forced Schwinn to get him a real one. We later built that chrome one up for another friend of mine. He has no idea what he did with it. That frame looked like it had been welded at two different places. They weren't Comp like welds either. They were those small Predator welds. I remember well because I was already into welding and it was obvious. We had all three frames to look at side by side. Real Sting (Cracked Frame still have it) Sting Comp and that "new" one. Anyway that is my two cents.

Bonzelite - That SN was ONLY used on the Stings. The first digit is a letter. That is the month - A=Jan - B=Feb. Second digit is the year. 9='79 etc. Third is a "T" I have heard a few stories on that but I believe that it stands for Tri-Oval.

Here is a closeup shot.

Attached Images

redstingrs stayed.JPG (40.4 KB, 417 views)
I would still like to see closeup shots of the welds. There were more pics in the ad (which is gone). It was Brazed...

---

Sting is back on the bay. He's back...#7197653323...Seller is tazkmiec....May the best bidder win! Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

---

Love to have it. In all seriousness.

1. Let's get a photo of that serial number from him, and post it here.

2. ...figure out what forks they are.

3. I was messing with you on the bidding. I would really love to have it, but I am far more interested in the history we get out of it.

FWIW, I am a laid off, AND on strike former Mechanic at NWA after 16 years. My severance ran out today (no b.s.).

My side business is in full season, and I could probably win that Sting twice over by simply using the 735 dollars from the delivery I made yesterday. But,....I have a fresh Chrome
Sting on the stand, and most of the parts I need for it. I won't be bidding on this one. I am not broke, but I am not stupid either....unemployment insurance doesn't cover Stings. (I really should erase that! sorry, 😞)

) )

May the highest bidder win.....(nothing like going out on a limb here! lol)

I think it is up to the new guy to obtain PROOF, Myth-busters style, on when this thing was made, and where it came from.

Your up Bonzelite! This is your official hazing! Fail us, and your journey to the dark side shall be eternal! Show us that Serial Number! 😁

The pursuit of the legend never stops it is the journey.....

ok. before we revisit this enigmatic Sting on ebay, let's fast forward our dials a bit to the later 1980s. i know not all Stings are the mac daddy Paramount holy grails we worship, but the Stings lived on nonetheless, in dumbed-down incarnations, and thus have a place in the whole Schwinn saga.

so what is THIS serial number saying to us (under the bottom bracket tube): GT872002

--it is from a smoked chrome Sting frame and forks. i got it today. even though it is NOT the Paramount Sting, it actually looks pretty cool, and the sucker is extremely lightweight.
so what is THIS serial number saying to us (under the bottom bracket tube): GT872002  
Loosely translated, it says "Made in Taiwan".... 😁

smoked chrome Sting: i found stamping on the head tube plate "1678." whatever that means.

"Schwinn discontinued the practice of datecoding in 1982. If your bike was in production before 1981, you can use the lists published at http://www.oldroads.com/sh_sn.asp to figure out the date code in your serial number. Unfortunately, if your bike was purchased after 1982, the serial number isn't date or model-coded."

so a word of warning to newer skool people: the only way you can date or style code a bike after 1982 is to look at the picture of it in the catalog of that year -if you can find it.

this seems rather haphazard and unhelpful of the manufacturer. i don't understand the lack of date coding. how will future bike enthusiasts date their bikes if they don't have pictures? or if they have an obscure model, how will they place it and identify it?
Those look like Redline forks to me, not that you can see much in the pics, but by looking at the taper and the dropouts, I'd say they were Redline.

Originally posted by bonzelite:
"i found stamping on the head tube plate "1678." whatever that means. traditionally for Schwinn it means it was made on the 167th day of the year ending in 8. Or about June of 88.

Date coding provided the Paramount date coding stopped after 1982 "officially," then the ebay 1983 Sting's serial numbering order is of the old way --and that makes that bike exactly what it has been suspected as being: it is a rare replacement frame made in the hand-made Paramount way. it is a hot ticket bike. holy cow.

Thread: The Sting

OK Here it is! This is the EXACT kind of Sting which I called a TIG Sting months ago in this very thread. It is yet another variant of the one I saw.
This one has the Head Tube Brazed (the one I saw Ted Gulimette break in half was TIG welded there as well), but the rest is TIG welded. Yet all the tubing is the exact same tubing as a Paramount Sting. It is not a Predator Sting, but it is not a true Paramount either. It is in the phase during the changeover. I have to believe these were pretty rare, yet I wouldn't have wanted one that way BITD. I would have been very upset to see one of these show up when I wanted a Sting.

It is an 83. Not Brazed at Paramount, but uses all the original tubing. So WHO made these things!?? Did they send the Tubing and Tubing Tooling over to Taiwan, or did they have some hand welded at Paramount to test the welds in preparation for the changeover to the Predator Sting? Dive in Menses....

Here again, I don't think this was ever a production model. Does anyone have a catalog which advertizes this bike as being for sale to the public? Look at the fork dropouts...???

Here is another view.
The floor is open....I for one, would like to know who made these, where, and, were they a production model, or just a proto type/replacement version until the Predators were released?

One catalog page showing this, as an item for sale to the public, would make this frame no big deal to us. Otherwise The possibilitiy remains that it is a rarer proto/replacement version, and possibly more desireable as a collectors item.

http://img294.imageshack.us/img294/8307/bbrear4eq.jpg

Registered User

Originally Posted by Scrambler Guy

An '83 Sting used the regular Predator down tube decals and it used a small space invaders type sticker on the rear stays that had the Sting name just as the other models did.'83 (Not Waterford/Paramount by the way) models started showing up as replacement frames they came with no decals on them. The quality of the Schwinn Sting was done as of '82. It was many many years until Schwinn had a quality BMX frame again. The entire 1983 Schwinn BMX line was not even half the quality that they once were. Sad sad days really. I bet that '83 was decaled up like it sits now. The quality of those welds are sorry compared to what we all knew. The headtube welds are still smooth but all the others are not. It appears you are most familiar with this one. Was this thing in a catalog?

I thought that they went straight to the Predator style frames in 83. So did they run this frame in 83 and move to the Predator in 84?

The 2 I saw of these things had TIG/MIG welding on the head tubes as well. Same tubing. Those really must have been protos then. I saw the brazing on the head tubes and figured it must have been brazed all around since the ones I have seen were TIG all around.

I wish I had an 83 and an 84 catalog.
When Schwinn warranted the Original frame I had obviously noted the different welding. But didn’t know better.

At the time. This was the only way they “Schwinn” would warrant it. As I recall I had to wait for the frame to come in. This bike was a warranty replacement per the owners e-mail.

Maybe these need to have their own title/category for identity purposes. "83 Warranty Stings?" That would make the timeline, 79-82 Paramount Stings, 83 Warranty Stings, Predator Stings.

This one is like the one I saw TG break in half. The head tube is tig-welded also. They must have figured out that they were breaking there, and brazed up the headtubes again.

http://img42.imageshack.us/img42/678/gwhole20rb.jpg

1983 catalog has photos of Predator decals only i have an 1983 catalog.

They went right to the Predator badging and frame, with the highest level one called the Sting. But nowhere on the bike does it have decals with Sting. It’s called Predator Pro Series: Sting and Competition. So they kept the Sting and Comp titles, but they were offered under the blanketing banner of Predator. All of the top shelf bikes for '83 have the yellow and green Predator decals.

The frame welds at the headtube (the downtube and the top tube where they meet at the head) have the rough welds. Not the smooth types of the Paramount Sting.
so the 1983 ebay Sting is an anomaly. as it has the smooth welds at the headtubes, but rougher, non Paramount looking, ones elsewhere. very odd.

i repeat, the Predator Sting in the catalog has rough weld finishes at the head. not smooth.

As for the decals, this is right from the source...

When I got the replacement, I did compare the two frames side by side, all were the same except the welds other than the head tube.

The Chrome was no comparison. The new frame had far Superior Chromeage.

My Sting does not have the circular emblem on the front, nor did it have any stickers when it was replaced. I only added the stickers as it looked tacky without them but left all others off as this was more the look I was trying to get. “Clean and Classy”

I would really like to know more!

If anybody should get this bike it should be one of you guys. This would be a great addition to your collection(s). Let’s see some catalog scans and data!

1983 Schwinn catalog scans let’s see if this posts:

Attached Images

83_1.jpg (78.6 KB, 346 views)
83_2.jpg (96.3 KB, 291 views)
1983 Schwinn catalog scans  here is up to page 9. there are more pages after these. if you'd like more, let me know.

1983 Schwinn catalog scan_technical excerpt  important part of spec sheet at back of catalog 1983 models:

comments about 1983 Predator Sting and Competition  i know the scans i provided are lowrez. so they are sketchy at best. but if you look closely at page 2, the one that has the large, nicely lit photo of the Predator
"Dawn of a New Age" or whatever it says, you can barely make out the weld characteristics at the head tube, particularly the downtube where it meets the head. It is difficult to see, but it is there. And they are the telltale coarsely welded type; looks like little beads all around the tubing weld -- not smooth. The entire transition region from the top and down tubes into the head on the Predator are inferior compared to the Paramount Stings.

And this 1983 Sting on ebay is quite the odd man out.

It is a totally different bike, 4 inch head tube, different tubing....

**12xlr8**

Registered User Join Date Jun 2005 Location MN Posts 342 It is a totally different bike, 4 inch head tube, different tubing....

**bonzelite**

Registered User Join Date Nov 2005 Location north hollywood, ca Posts 175 OEM factory issue Sting cranks I found this on os-bmx.com:

Attached Images

Sugino_Dura Ace.jpg (25.2 KB, 303 views)

**12xlr8**

Registered User Join Date Jun 2005 Location MN Posts 342 Long story short. My good friend and team mate never liked them, and therefore never used his 1981 issue of them. A couple of months ago his brother Jeff called me, and said he was cleaning out his Mom’s basement, and that I should come over to help haul something away. ..??? I obliged him. It seems Mark got bored one day 20 some years ago, and I gladly hauled away the exercise bike for his Mom.

http://img505.imageshack.us/img505/8...eonekey8vc.jpg

Yup......installed once, one key release, and an EDCO BB.
Now, where were we? 😊

bonzelite

Registered User
Join Date Nov 2005
Location north hollywood, ca
Posts 175

cranks wow. that is as awesome as it is funny. those are hard to locate.

Thread: The Sting

Randy C.

Registered User
Join Date Sep 2002
Location Traverse City, Mi.
Posts 88

Sugino_Dura Ace.jpg (25.2 KB, 6 views)

I will eternally question the information I read on os-bmx. There are some guys with great knowledge there but many seem to have just dropped in from Bill & Ted's if ya know what I mean.

Those are Team Schwinn cranks. Made by Suntour, as were the Team Schwinn stems, both models, forged and the later brute style. Neither Sugino or Shimano/Dura-Ace there.

12xlr8

Registered User
Join Date Jun 2005
Location MN
Posts 342

Actually if you look close, Randy is right, (good eye). I got cranks issued from the Schwinn factory (Racing Team), and Dura Ace is what they issued (to the Racing Team). The Team Schwinn cranks shown, are not made by Shimano/Dura Ace, they are Suntours. They issued Dura ace cranks (to the Racing Team), and mine are in fact genuine, with the EDCO Swiss made Bottom Bracket. They also Issued EDCO Headsets.
Somebody thinks that Team Schwinn cranks are Dura-Ace......NO WAY. Actually, I was told when I got them from the Schwinn Reps., that Shimano was working a deal with Campagnolo, and that the DA cranks of that vintage were in fact made by Campy. (this is a piece of history I have been passively trying to tie together)

If you look at the Campy Cranks of that vintage, you will see that it is most likely true.

If anybody is interested in that bit of history. Schwinn Factory in 81, issued (to the Racing Team), ; Stings with Shimano DA Cranks, DX Pedals, EDCO BB and Headsets, DX hubs, Choice of rims ( I chose Graphite Z rims, and I am still looking for some, so drop me a line if you have a line on any), I think Pro-Necks, Aero Seats, Shimano MX-1000 brakes, ......and that is all I can remember...

They also issued Jox Jag shoes and Gaiters, Aero threads, and Oakley goggles.

I had a few disputes with reps over wearing my Vans, because I always crashed and lost from slipping pedals with the( Racing Team), issued shoes. So I settled with them by installing patches on my jersey and on my Cal lite pads, and still wearing my Vans.

http://img508.imageshack.us/img508/7...loseup24iq.jpg
and freewheels are Maillard? and excellent info by the way.

12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342  I have no idea who made the "Team Schwinn" freewheels. I know I rebuilt them, greased them, removed the grease from them, used thin grease, thick grease.....They always started skipping and or splitting in half.

I recently took one off of a set of Z's that a friend gave me, and lo and behold it was split in half. (I was so surprised 😊).

They literally cracked across the threads, and all those extra dust shields and junk that was on there held them together enough that you could ride home with it.

I must have blown at least 12 of them and rebuilt as many, trying different lubes and things, before I finally gave up on them.

You know how certain OS parts just bring an "Ish" memory along with them? Like fluted handlebars, or ....Team Schwinn stems.......and.....Freewheels.

IF I was to build a show Sting, just like it came off the show floor. I would have an equally tough time installing, 1 the Suntour/Schwinn stem, 2 the reflectors, 3 the chainguard, and 4 the Team Schwinn freewheel. No love lost on those babys here.....The first items to hit the trash!....

Is that who made them? Maillard???

ISH Guest 😊

I'am an old school bmxer from Pa. I have a Sting I bought from a buddy in 1983 so its older than that. I will post serial number later. I plan on rebuiding it in the near
future. This is a good forum, I'm glad I stumbled acrossed it.

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca  Posts 175

welcome to the party  good to have you here, Ish. we look forward to seeing your Sting project.

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca  Posts 175

Originally Posted by 12xlr8  IF I was to build a show Sting, just like it came off the show floor. I would have an equally tough time installing, 1 the Suntour/Schwinn stem, 2 the reflectors, 3 the chainguard, and 4 the Team Schwinn freewheel. No love lost on those babys here.....The first items to hit the trash!....

Is that who made them? Maillard??  i think it was Maillard. French company.

umm. yeah. my factory freewheel just crumbled to pieces. it actually surprised me the day it happened. i was like "what?" this is Schwinn?! crumbling apart! --i've since never used Schwinn freewheels on my SX2000.

so Suntour made the factory stems? --that, too, cracked. and it was replaced. so i don't have it anymore. or it's thrown in a box in my moms basement somewhere. when i go back there in the spring, i'm going diving into her boxes of crap on a hunt to find my factory parts. as i saved them all.

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca  Posts 175

Originally Posted by 12xlr8  Actually if you look close, Randy is right, (good eye). I got cranks issued from the Schwinn factory, and Dura Ace is what they issued. The Team Schwinn cranks shown, are not made by Shimano/Dura Ace, they are Suntours. They issued Dura ace cranks, and mine are in fact genuine, with the EDCO Swiss made Bottom Bracket. They also Issued EDCO Headsets.
Somebody thinks that Team Schwinn cranks are Dura-Ace......NO WAY. Actually, I was told when I got them from the Schwinn Reps., that Shimano was working a deal with Campagnolo, and that the DA cranks of that vintage were in fact made by Campy. (this is a piece of history I have been passively trying to tie together)

mmkay. i'm a bit confused --so what you are saying is the Team Schwinn cranks are Suntours. and the standard factory issues, non bmx team, are DuraAce. yes?

and now the Campy cranks are actually under the DuraAce moniker? and were issued as the standard issue cranks? or Team Schwinn?

please clarify.

Okay, lets start over with different verbage.

I suppose it is confusing if I don't clarify. HOWEVER, At great risk of making it worse......

I had "Factory Team" on my jersey. Schwinn gave me (and others)stuff for winning races with their jersey. Factory support/sponsorship if you will. This is what I meant by factory issue. However, I shall refer to this as "Schwinn Team", or "Factory Team Issue" and try again.

It is kind of an irony. Team Schwinn parts, or the parts that say "Team Schwinn" on them, were NOT what they issued their "Schwinn Team Racers". All the "Team Schwinn" parts
were made by Suntour for Schwinn to be installed on the bikes they sold off the floor and were named to make them sound like that was what the "Schwinn Team" riders used. (marketing)

The name "Team Schwinn" simply made the parts sound like the "Schwinn Team" racers used them. And obviously some people believe that and get confused with the facts.

In fact, Schwinn issued "Shimano" parts to the "Team Members", because they were higher quality parts than the Suntour made parts that said "Team Schwinn" on them. They issued Shimano, DA, DX, MX-1000, etc...

In short, the Irony lies in the fact that the Suntour made "Team Schwinn" parts were not good enough to issue to the "Schwinn Team" Racing team members. So the real "Schwinn Team" parts were Shimanos, the "Team Schwinn" parts were Suntour.....

I think I have a brain cramp....ouch...

So when I said, the Schwinn Factory Issued Shimano Dura-Ace cranks to it's racers. That is true.

When that guy on OS BMX said Team Schwinn cranks are Dura-Ace, that is false. But somebody probably told him that the factory (team)issued cranks were DA (true). Since they say Team Schwinn on them, he has assumed that Team Schwinn= DA. Bogus.

What I said about DA was that..... I believe Campagnolo cast the Dura Ace cranks for Shimano in the early 80's. I have not verified this. As far as I know they were fierce competitors. It may be all in the semantics. "A DA crank is basically the same as the Campy". That can be interpreted as, they are made in the same place, or it can mean that they are simply almost the same. If anyone knows the truth, I am all ears. I was led to believe that like some Fords and Mazdas come out of each others factories, the DA's and Campys came out of the same place with different
logos on them.

- See for yourself. Campys were Suspiciously similar to the Shimano Dura Ace.
- http://img504.imageshack.us/img504/9...mxcrank7od.jpg
- http://img508.imageshack.us/img508/7...closeup24iq.jpg

bonzelite

- Registered User Join Date Nov 2005 Location north hollywood, ca Posts 175 12xlr8, i understand now. yes. nice backstory. this is very interesting. fascinating.

- so you can restore a Sting to "Team Schwinn" spec, ie, sold off the dealer floor, or to "Schwinn Team Factory," ie, a sponsored bike ridden by team riders --whose bikes could vary insofar as accessories; what was allowed to be changed. it would appear that to restore a Sting to absolute bone stock dealer condition would prove the most difficult, as many of those parts are extremely hard to locate. many of them were thrown out and replaced with upgrades.

- for the record, i knew there was a difference between floor models and actual Schwinn factory team bikes. i just got lost in the whole wording of it. you cleared it up very well. this is a continually awesome thread, by the way.

12xlr8

- Registered User Join Date Jun 2005 Location MN Posts 342 Bada-bing! EXACTLY!

- Thanks goes to all the participants with those Kudos for sure.

- Yes, I offered it as another way of restoring a bike, and ideas of what parts you might have to locate in doing so.
If you want to do a Mike Poulson bike. Start with a White Frame. Then consider what he was issued, and decide what he actually kept, and what he didn't. Hard to guess what kind of BB, or headset Bearings he used without this info....

PS we got chains too, and I have to look at my friends original, but I think they were Shimano.........DA, or MX.... (???) chains????

T

ISH Guest   WOW , the more I read The more pumped I get about restoring my schwinn. I just have a few questions about my bike. First I notice all the nice bikes on here, the Stings have a round head bage and the Sting Comp. has an oval head badge . Is this one way to determine a Sting from a Sting Comp? Also my bikes serial number is on the headtube across the bottom, it reads AR800487 any ideas on the year and model would help with restoration. When I bought the bike it had a Sting decal ,i know it could have been changed. Any help from the Sting experts on this forum would be great. Thank You ,ISH.

Randy C.

Registered User   Join Date Sep 2002 Location Traverse City, Mi. Posts 88

Interesting news about team schwinn riders getting shimano parts, do you really think Shimano is any better than the Suntour/Team Schwinn stuff? Why didn't they just give you 401 flight cranks like Pouson and Atherton ran, thats an upgrade.

Was your sponsorship a connection to the "factory" or through a local schwinn shop, were you "full factory" did they fly you around? Just curious.

ISH, the badge is the simplest way to determine the Sting. Many other differences are best explained with photos
which I believe are in this thread, look back. If the badge is missing, the sting headtube will have two badge holes, side by side, about an inch apart. The comp will have two holes but vertical, almost 4 inches apart.

Randy C.

Registered User  Join Date Sep 2002 Location Traverse City, Mi. Posts 88 I'm gonna vote that Shimano and Campy had absolutely nothing in common other than they each produced quality bicycle parts. The fact that they share the same chainring bolt pattern is odd but thats the only thing in common.

Scrambler Guy

Wanted BMX Anything  Join Date Apr 2004 Location Out Riding Somewhere Posts 555 Ish. AR = Jan 1980 in your serial number. Definitely not a Sting. No SN like that for a Sting. The Stings also do not have any SN's on the headtube. I would say good chance that yours it a Sting Comp.

12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342 Was your sponsorship a connection to the "factory" or through a local schwinn shop, I was on the 1/3, 1/3, 1/3 plan. Aside from the bike. In theory, I paid the first 1000 for travel, the Factory matched that, and the dealer picked up the rest.

The dealer actually became the fly in the ointment. It became
more like the 50/25/25, and later, the 60/33/7 plan, as time went on. The factory always lived up to their end of the contract. The dealer started to waffle. Therin was my first real introduction to politics at an age where is was most resented and least desired.

I have a copy of the contract. After a quick peruse, I remember where the stink was. Keep in mind, I am eternally grateful to both My Dealer, and the Factory for their efforts. The contract was written such that the Factory would Reimburse the Dealer for 50% of thier expenses, not the other way around, as would have given the rider more teeth in the contract. I think most of the other racers under this plan (nationwide) found the same results. Steve Quam was a strong supporting dealer mananger as far as dealer managers go, and I thank him eternally, but....you can see why and where this whole concept fell apart in the end. Many had poor dealer commitment altogether.

Hypothetically.....As such, If I spent 3000 dollars, I needed to get the dealer to pay 2000 to me, and then the Factory would pay them back 1000. You can see where things got mucked up in that language. If the dealer decided that 300 was enough for them, then the dealer got 150 back, and then who got left holding the bag? (But who can blame a dealer, a racer could shock a store's monthly expenses very suddenly. Seemed like a good idea at the time I suppose! It needed more time to evolve.)

Bada-bing........

As for Shimano being better question. Let's compare....Shimano DX pedals vs Suntour ......Shimano MX-1000 brakes vs Suntours (980s???).....Shimano DA cranks vs Team Schwinn....Shimano free-wheel vs Team Schwinn.....I have no doubt about it. I prefered Shimano parts hands down.

Reply With Quote
12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342  Is this stuff interesting history to you, or is it blah, blah, blah? Not sure where it has been steered to? But it sure got here quick somehow!lol 😊

Reply With Quote

12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342  ps  Why didn't they just give you 401 flight cranks like Pouson and Atherton ran, thats an upgrade. Donny and Mike were also issued different company credit cards.... 😊

Reply With Quote

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca Posts 175  good legends and lore 🙋‍♂️

Originally Posted by 12xlr8  Is this stuff interesting history to you, or is it blah, blah, blah? Not sure where it has been steered to? But it sure got here quick somehow!lol 😊

yes. keep it coming. this stuff needs to be told. it is part of Schwinn history, particularly to the legendary days of the original Sting and factory sponsorship. that was the heyday, in my opinion. bmx bikes had a magical appeal then, that which seems lacking today. i dunno why. maybe i’m romanticizing the past. i mean, i was 9, 10, 11, and 12 during that 1979-1982 span of time.

it makes me wish i had gone farther into bmx than i did. you get major props and kudos for going pro. that is just cool ass h*st. you should be proud of that.

Reply With Quote

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca Posts 175  MX1000 and 980s  i thought MX1000 and 980s were DiaCompe.

Reply With Quote
I was caught up in the numbers game. They originally came with a suntour 980 or 890(??) and then they came with a Diacompe 1024 (?), Then they came with a BMX-1000 brake which still looked the same as the other 2, but the name was closer to MX-1000, so that made marketing happy, even though the brake was the same old brake, far as I could tell.... The MX's were way better was my only point there....my bad, sorry.

(fyi, I never went pro, but I did well occasionally).

Schwinn had parts made by Suntour, Dia-Compe, ACS, and many others. I think J was a Dia-compe/Schwinn BMX 1000, I think N was the 1024?

L is labeled as TD Cross freewheel....Who could keep track? 2 completely different Team Schwinn stems shown, 2 completely different Team Schwinn pedals shown. So it is tough to ID a lot of Schwinn stuff by name. Ya gotta see it to ID it. (that was an accident, sorry 😐).

http://img519.imageshack.us/img519/6...rts00128jf.jpg

restoration items nice.

yeah. that catalogue page is an excellent reference tool. so we
can restore the Stings, SX2000/Comp Stings, Scramblers, King Stings, with any of these parts and they will be era-correct and Schwinn-correct--even if you were not a factory rider, per se, you could go to the dealer and put "team schwinn" 3-piece cranks, for example, on your Scrambler or SX2000--and that would be, in a way, "correct."

you could use the SR stem and that would be correct and an acceptable example of a restored original. you can use the Suntour pedals that appear on that page and they would be "correct"--yes?

---

**Scrambler Guy**

**Wanted BMX Anything** Join Date Apr 2004 Location Out Riding Somewhere Posts 555 I still say until the proof is put in front of me I don't believe that '83 on the bay is a Waterford Sting. If it were built at Waterford why would they move the SN location. Why the tig welding? Not trying to dis anyone with this. I personally would rather have a real Sting myself. It would be cool to have the frames side by side to compare differences but not for that kind of money.

**OS-BMX Rocks. Old School BMX forever.**

**12xlr8**

**Registered User** Join Date Jun 2005 Location MN Posts 342

Originally Posted by **Scrambler Guy** I still say until the proof is put in front of me I don't believe that '83 on the bay is a Waterford Sting. I agree with you.

But those are the questions here. **Who made it? Where was it made? Was it offered to the public for sale, or was it just offered for warrantys?**

I thought they went straight to the Black Smoke Stings in 83
myself. What were they selling in 83 as Stings? Both?

I don't think we have proof yet in front of us. I hope someone offers it to us here...

T

Scrambler Guy

Wanted BMX Anything  Join Date Apr 2004 Location Out Riding Somewhere Posts 555

1983 Predator Stings that I saw new looked just like that. Predator Stings did have the Sting designation on them by the way. They had the rear stay sticker that said Sting just like all the other models. Still used the Predator downtube stickers though. We sold two complete Predator Stings at our shop. We got just one of those replacement frames. They were the same frames. I know that was years ago but I remember that very well.

Attached Images

83Sting.jpg (94.4 KB, 219 views)

Late edited by Scrambler Guy; 11-23-2005 at 08:35 AM. Reason: picture

12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342

http://img123.imageshack.us/img123/746/83sting9ck.jpg

It appears we are getting closer to the truth!.....

It does not look like the head tubes are brazed in the photo on this one. I wonder if they added Brazing over the top of the TIG welds after they figured out they broke there, and that those welds weren't cuttin' the mustard?

The ebay one is clearly Brazed on the head tube, which had to
be done by hand the old fashioned Sting way. So we have proof that some were TIG only on the head tube, and some were Brazed (or both) on the head tube. Still leaves some questions.

So did these have a "Made in Taiwan" Sticker on them?

Are these the "Space Invader" Decals?

bonzelite

Registered User

Join Date Nov 2005 Location north hollywood, ca

Posts 175

clues maybe the whole date coding system changed after 1982, according to the FAQ on this schwinn site. that is, schwinn no longer date coded by the frame serial number. the FAQ on here is maybe 1/2 wrong in that date coding DID continue, but on the head tube badge only. the frame number evidently lost its original meanings.

see my posts on the recall thread:

http://www.schwinnbike.com/heritage/...ad.php?t=29304

so you can date code schwinnss after 1982, but the serial numbering on the frames apparently no longer gave date information. but the head tube badges did. and still do.

the point is: why would a 1983 Sting frame be coded the old way? as was stated, the SN location on the 1983 ebay Sting is located in a different place on the dropout. why? and why would Paramount change the location of it if it was made there? so maybe, as was suggested, it was not made at Paramount. and is foreign made. but has brazed welds at the head tube --features that did not reappear on Predator Stings until 1984.

Attached Images

1984PredatorSting.jpg (197.8 KB, 220 views)
ca Posts 175  

respect granted  gene,

out of respect for you, then, i will only post scans of catalogs that i personally own. i have the 1983 catalog, as do you. and i posted pics of these pages in here. i can prove it because i scanned and posted more pages than you have posted on your site from the '83 book.

the more catalogs i get, and what does apply when the discussions happen, i will scan and post those pages, too. but i will post what i have, and not steal from your efforts and hard work. i will do my own work.

i am sorry that you had a bad experience with the moderators on here. i love your site and visit it often --as many schwinn fans should. i have learned a lot from you already, and want to continue this way.

and you have helped us here on these forums by doing the work and time and putting care into your research. i am sorry you cannot be a part of our posts.

sincerely,

chad  
(bonzelite)

Thread: The Sting

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12xl8  

Registered User  
Join Date Jun 2005  
Location MN  
Posts 342

Gene,

You got in trouble by the moderators for posting links to other websites. More specifically, your own personal web pages, which is against the listed schwinn forum rules. The catalog you were assembling was at another website, and it was
linked to it here.

We are posting Schwinn items, for Schwinn reference, and Schwinn history, on the Schwinn forums, using data that Schwinn made public and gave away to customers for free, to generate knowledge and sales on their products.

The moderators will contact us if we somehow over step our boundaries. Just as they contacted you for posting links to your personal websites.

If you want to be constructive in our quest for all Schwinn Sting History and Information gathering, we all welcome your input.

But please do don't ask us to stop posting Schwinn Data, on an Official Schwinn Website designed for us to do just that. That is a moderators job. It appears you still have a vendetta to settle, and you still don't seem to understand why you got in trouble with the moderators so many months ago. You posted LINKS TO YOUR PERSONAL OFFSITE WEBPAGES. Your continued vendetta concerns me about your personal well being. If you persist, we will be forced to ask the moderators of this Schwinn web site to consider revoking your registration liberties (That means freedom to post in good faith).

This is a 1979-1982 Schwinn Sting History thread. Please Start a new thread if you want to dispute forum rules on it, or take up policy modifications with them directly. Please, Do not muck up our Sting History Page. Almost 4000 people have read, and many, many, have contributed to this thread, including Schwinn Employees, and Moderators, clearly there is much information to be learned here, and it is enjoyable for everyone. Every contribution has been fun, and greatly appreciated here. It makes if fun for all of us.

First we seek Knowledge. Then we find the Truth. Then we have Wizdom. Knowledge + Truth = Wizdom.

Please feel free to contribute to "The Sting's" History and
questions here. It is all about Sharing, and Contributing. Please do not try and moderate us.

ricgre Guest  I have a '83 Predator Competition. Was that a sting frame? I can provide a pic if needed.

On a personal note: Sorry can't resist today.

I really appreciate all the hard work and effort by "everyone" in getting this BMX forum going. If in the future if either of the requests for online catalogs and serials charts could be honored we would be one step closer to eliminating some of those questions that are always asked repeatedly. But I am content this forum now exists. As some may know Schwinn BMX are frowned on at other sites.

I still have catalog images that I was helping provide Gene and sure other members have images that could be provided to Schwinn. Another popular site has an online museum. I think it would be a great benefit to the Schwinn community to have this online catalog, but also will respect the reasons why we can't. Whatever they may be.

My only comment about Gene, and sure don't know whole story, nor do I want to is this: I have seen it done before and since then. Same rules should apply to all. Remember when we were not allowed to link to bay auctions as well.

Not trying to stir the pot, just my opinion as always.
Main thing is we respect each other and all follow the same rules...

bonzelite  
Registered User  Join Date Nov 2005 Location north hollywood, ca Posts 175  1983 Predator Comp  83 Comp frame is bioval tubing, Sting is Trioval. different frames.

this goes for all Stings. the Sting is at the absolute top of the hierarchy in frame construction --except for in 1989 they
somewhat redefined the names, making the "Sting Team Model" the "top," and the Sting the 2nd fiddle bike. by then, though, the Sting had lost it's legendary stature in newer model variants. 1990 saw the Sting just alone without any other sub-models of it. the 89 and 90 Stings were not under the Predator name; they were their own identities again.

as far as i'm concerned, as long as my relationship with the moderators remains favorable, i will post what i have to help spread knowledge. there are many people who do not have access to catalogues, and some who need to have images right away on the thread to help the flow of discussion. constantly linking to other sites to find things is often necessary, but if it can be avoided, then so be it.

i'm posting pics. Schwinn should smile on this gesture, as it also advertises their bikes and spreads the love around.

So the "team schwinn" issued brakes for the Sting are by Weinmann? yes? not DiaCompe, not Shimano.

what was, then, the "Schwinn Team Factory" brakes? the same? or were you allowed to change these out?

Yes, depending on the year. Between 79 and 82 they changed things on them. Each year of a build would be slightly different for a "Showroom Build".

Basically, when the factory issued a "Factory Support" status to
a dealer, they issued specific parts with the package. However, there were 18 dealers listed on the 1982 program list. The contract provided for a "Minimum Equipment List". Uniforms, a Sting, and some other do-dads. Depending on the dealer support and other factors, they would expand the package. I am not sure what each of the other 18 teams got. But the equipment I listed is correct for our package.

Essentially they really wanted you to use all of it, due to co-sponsorship deals they made in the program. But if you wanted to go buy your own "Flight Cranks" and use those, there was nothing stopping you.

It was a contract. You had to wear the issued uniforms (where the shoes became an issue), you had to maintain a gpa in school, you had to have top 10 status in state points (grey area), etc, etc....... Most of the stuff they issued was premium stuff, so I used all of it (except those stupid shoes with the rock hard soles).

The DA cranks were something I probably should not have used, but the BB was SOOOOO sweet, and the DX pedals were 9/16. Three piece cranks were in a funk in that era. Red Lines, and Profiles had all gone to spline drive, and I couldn't get a set of square drives anymore to fit my BB. The other alloys of the era, were usually not as good as the DA's, and the DX's had their own spindle design too. So I would have had to buy a complete Flight set, or a complete DX set, or a complete Profile set. I didn't have money to burn, so I used what they gave me. I wanted DX's (spendy), or Square drive flights, but there was no ebay at the time, to find used flights was a different story back then...

I found cranks of the era to be a hassle. They ALL left something to be desired. They all had a weakness.

T
**bonzelite**

**Registered User**  
Join Date Nov 2005 Location north hollywood, ca  
Posts 175  
what about Sugino 3-piece cranks? those were of that era.

so to restore a showroom Sting, or a one like it, Weinmann, Diacompe, and Shimano brakes can all be used and it will be "correct." i suppose this depends upon what kind of restore one wishes to have. you can get very picky, for example, and restore the bike according the exact year of the serial number. or you can assume that throughout that 1979-1982 era, a Sting owner would have changed at least something.

i suppose the same goes for rims and hubs. from what i understand, Weinmann or Ukai were issued to Team Schwinn floor models. but not Araya. true or not?

---

**12xlr8**

**Registered User**  
Join Date Jun 2005 Location MN Posts 342  
It appears from the photos, that in 1983, and 1984, the Predator Sting had TIG/MIG welds in both years. But it appears that sometime in 83 they started brazing the head tubes just like the good old days.

So it would appear that if a Sting has the original paramount tubing, and is TIG welded all around, INCLUDING TIG welded head tubes, then it was an early transition model, either a Prototype made in 1982, or an early production model of 83. Making this the least desirable Sting with Paramount Trioval tubing of any of them ever built between 79 and 84, because they would sheer off at the headtube, leaving you with a 2 piece bicycle.

If it has the brazed head tube, but TIG everywhere else, then it was in it's final form before the complete transformation to the Black Smoked version with all new tubing in 1985. Which for the purposes of this thread, was not a Sting at
all. The brazing on the head tube would mean that it would likely be as durable as the originals, but still less desirable, as they were not handmade at paramount, but being assembled in Taiwan, with less desirable techniques.

Neither the 83 or 84 models were drilled for head badges, but were left blank for the Predator "Space invaders" decal.

Does that timeline sound correct?

I am getting closer (I think) to putting this into one comprehensive timeline thread.

- bonzelite

that sounds right. In 1984, the catalog shows the Sting with brazed head tube welds. In 1983, the head tube welds were TIG.

any information about Sugino cranks? and rim/hub makes?

- Speedrcr

From what I've read in the catalog, the '83 Sting came with one piece Sugino cranks, but the Competition and the Team series both came with Sugino 3 piece (Comp has Maxy Cross and the Team's had GT's).

As for rims, they list the '83 Sting as having Araya 7x's with Shimano DX hubs.

- 12xlr8

I just answered this on VBMX, here is the cut and paste. I think I will add it to the Sting thread as well to keep it in one spot.
Seat post is 26.8 MM. (In todays world). You can still order them from any dealer in 26.8.

It was officially listed as a 1 1/16 inch.

Add 1/16 for the Sting Seat tube, or 1 1/8 clamp, which is (top of my head) 28.4 mm.

Add 1/8 for the SX-2000, and Sting Comp. which has thicker seat tube. Or 1 3/16 clamp. The only clamps made to fit those are the factory steel ones. But you see a lot of 1 1/8 clamps spread to fit them. They are obvious when you see the bent bolt. I prefer to use a Sting clamp, and bore out .0625" out of the clamp on the mill so it fits correctly. The seats were team Schwinn. In 82 the seats were Elina Lightning bolts.

Registered User
Join Date Nov 2005 Location north hollywood,
c Posts 175 Sting headset and BB what size/brand headsets are standard for the Sting?

what size/brand BB are standard for the Sting?

Registered User
Join Date Jun 2005 Location MN Posts 342 Back up a few pages there Bonzai....

Registered User
Join Date Nov 2005 Location north hollywood,
c Posts 175 oh. sorry. i got lost in the pages. i will look.

Sting_Sting Competition_Mini Sting_ 1981 catalog scans bikes and accessories for 1981 Schwinn BMX:
Thread: The Sting

Casket1 Guest Sting geometry Does anyone have the specs for the early Schwinn Sting frame & fork?

I am thinking about having Kappa make a one off K-20 for me with Sting geometry and need the head tube angle, etc...

Thanks!

Gary

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca Posts 175

Originally Posted by Casket1 Does anyone have the specs for the early Schwinn Sting frame & fork?

I am thinking about having Kappa make a one off K-20 for me with Sting geometry and need the head tube angle, etc...

Thanks!

Gary then why not just buy a Sting?
My objective is to set up a bike that feels as close as possible to my old 20” race bike, but is robust enough to thrash around on.

I have a 1982 Sting Comp that I raced as a kid. I’m working on restoring it and don’t really want to damage it for sentimental reasons. I don’t have an accurate way to measure the critical angles on the frame. I was hoping someone might have an old product data sheet with that information on it. I remember that there was much discussion of frame geometry when I was racing in the 1978-1984 time frame.

Based on my research, I figured that the best way to obtain a robust “Sting” would be to have Kappa build one for me.

You know, I’d probably buy a real tri-oval Sting if I could find one, however I got to see several of them fail at seat-stay/seat-post junction back in the early 80’s. I weigh about 220lbs and can squat about 500lbs, so I have serious concerns about the durability of a real Sting with me riding it. I’d probably buy one anyway if I could get it at a reasonable price, ...just because it’s a work of art.

As far as obtaining a Sting, from what I have seen they are as rare as an honest politician. Now and again you see one on Ebay. But how do you know that it isn’t cracked?

The new Schwinn BMX bikes use what is loosely termed “modern geometry”, right? There aren’t any modern versions of the Sting sold today, are there?

If my assumptions are incorrect, let me know. I’d hate to be creating a problem where there isn’t one!

Thanks.

Gary
there is a new Sting available right now. 2005-2006 models. there's pics of it in this thread. it's very stout and seems to bring back the old touch in a new geometry. people have nothing but good words about it.

finding blueprints or shop drawings of a Sting frame may not be very easy, but may be possible if you are relentless in pursuing it.

site on frame building: Tim Paterek's web site for a start. he's published quite a lengthy book on framebuilding: http://www.timpaterek.com/index.htm

and try the NBHAA: http://members.aol.com/oldbicycle/FAQs.htm
BOX 28242 SANTA ANA, CALIFORNIA 92799
(714) 682-1949
email at: Oldbicycle@aol.com

"National Bicycle History Archive of America is an archive containing over 30,000 catalogues, books, photos and other related items pertaining to bicycles. Our earliest items begin in the 1860s and range through the 1980s. We have rare original bicycle movies ranging from the 1930s through the 1970s. The Archive also has access to your curator's collection of over 1,000 classic bicycles, so we know what we are talking about. NBHAA is an archive, but not a museum."

if you do not find what you need there, i am sure they can point you somewhere.

I am sure
they use jigs to build their frames at Kappa.

I would just hand them your SX-2000/Sting Comp (same geometry as the vintage Sting), and let them clamp it up in the Jig. Then their jig is set for all the correct angles and locations already

Why bother with the blueprints. All you want is the angles and locations right? Then they just need to make the pieces fit the jig and weld it up.....

T

Originally Posted by 12xlr8 I would just hand them your SX-2000/Sting Comp (same geometry as the vintage Sting), and let them clamp it up in the Jig. Then their jig is set for all the correct angles and locations already. That's a great idea. I'll track on doing that.

Regarding the new Sting, from what I can see it’s a “Sting” in name only. In my view it’s just another Chinese made aluminum bike frame with steep head tube and seat post angles that are designed to make it handle like a 20” mountain bike. Quite different from what I’m looking for. ...It even looks like a PK Ripper.

It is strange that no one knows geometry numbers they way they used to. Back in my day everyone I knew could pontificate about the relative merits of the specific critical angles of a JMC vs. a Paterson vs. a PK Ripper vs. a Redline Proline vs. a Sting. Today all you hear from people are words like “modern” or “updated” geometry vs. the “old school”. When asked about a specific head tube angle people look at you like you just asked them the absolute value of Pi.

Gary

4MYKIDS

Registered User Join Date Aug 2004 Location Hudson, Wi. Posts 111
learn it, know it. Simply amazing. Excellent history lesson guys. "Time is never wasted, When your wasted all the time"

is "FR804316".

Does this mean that it was made in June of 1980?

Thanks guys.

Gary

Yup....its true....June of 80... 😊

Bump Bump up for the new guy.... 😊

After much soul searching, I ended up buying a 1990 Predator Sting off of ebay. I’ll try to post some photos of it once I get it cleaned up (and remove that horrible smoke clear coat “paint” 😕 that is all scuffed up).

There are couple of things that are note worthy about it.

1) It’s a “Tig Sting” as you all know.
2) It does have a 5” head tube.
3) When I set it along side my 1980 SX-2000 the geometry is exactly the same, and FYI, it’s got a 68’ seat post angle, and 72’ head tube angle. The big difference is that the front
triangle is 1” longer than my 1980 frame. So it’s like what people now days would call a “pro version”.

4) It has a standard 7/8” seat post and the “ovalizing” of the seat post tube into the bottom bracket is only about 75% the size of an early 80’s Sting. It almost looks like my SX-2000 seat tube.

5) Everything is very much the same as the old school Sting’s except that the dropouts are very different, and the chain stays are bent a little different.

So now I’m on the hunt for some proper “The Sting” stickers for the down tube. Any ideas where some can be had???

Gary

bonzelite

Registered User Join Date Nov 2005 Location north hollywood, ca Posts 175

1990 Sting the ’90 Sting on the downtube just says Sting. i have yet to see any repro or original badging/decals for the 1989-1990 Stings. there was on the bay not long ago a couple of complete Stings from those years.

as far as i know, the 1989-1990 Stings were not Predator by name. they returned to their own identity apart from the Predator line. i am nearly certain this is correct.

Casket1 Guest Ah, I see that you are taking me literally.

I’m looking for couple of “The Sting” stickers to dress up the ...well I’ll just call it “The Tig Sting” from now on, as an old school Sting.

This is going to be a bike that I’ll ride, with no historical significance to me. I have my SX-2000 for that. So "incorrect" stickers are ok.
And FYI, I got the original owners manual and receipt with the purchase. The documentation says “Predator” all over it, although the actual frame just said “Sting” in the space invader font.

Another dumb question.... 😐 Can we host photos on this site or do we need to do some sort of photobucket link?

Gary

bonzelite

Registered User

Join Date Nov 2005 Location north hollywood, ca Posts 175

i know they gave customers the Predator owner's manual because they did not print specific Sting ones for those makes. the Sting by that point was a limited offering and was not to be continued.

i understand what you mean. you want to dress up the frame with vintage stickers even though the frame is newer. i wouldn't do it, but we all have our unique preferences and tastes.

it's all good.

bicycleheaven

Registered User

Join Date Feb 2004 Location pittsburgh pa Posts 405

Sting

What Are The Schwinn Sting Bike Go For,,bad Condition To Very Good

Thread: The Sting

this is subjective. but i have seen bad condition Sting frame and fork sets go for over $200. and that means it needs to be sandblasted and rechromed or painted.
NOS Sting f&f can go for $350+

Sting Competitions go for a little less, but in my opinion, are rarer than Sting f&f sets.

---

**bparker Guest  Conflicted Dad in Dallas**

My son (who is turning 8 soon) needs a new bike. Dad thought it would be brilliant to fix up my "good old Schwinn" and let son follow in dad's ~footsteps~. Never was much of a BMXer, but I read all of the mags every month and could hear the crowd roar as I bunny hopped over the curbs!

A friend suggested that I double check the value of the bike before I let the little guy tear it up, and I ended up here after an extended Google session. This was quite a set of posts to get through. But I am now concerned that this may not be the right first bike for an 8 year old as it may have more value to someone who collects than my boy will ascribe to it.

The bmx bike is a Schwinn "Sting" purchased for my birthday in early 1983, but I believe it was something of a clearance item or an older item in the shop. Nothing has been changed on it since it was purchased, and then stuck in the attic in the late 80s. My father once remarked that he spent more on that bike than he had on his first car, which probably says something about the respective quality (or lack) of both. The descriptions of "The Sting" distinguishing factors versus Comp or SX2000 seem to apply to this bike (round Chicago badge, tapered rear wheel frame tubes, etc). But the S/N on the lower left side of the frame is F9T92 which doesn't seem to match the type of S/N's that were described earlier.

So, I am not sure what to do. Lube, polish, and let the 8 year old demolish? Or sell to a collector . . .

Do you guys mind weighing in, or is this a newbie mistake post?
Thanks in advance for your patience,

Bruce (Conflicted Dad in Dallas) Parker

12xlr8

Registered User  
Join Date Jun 2005 Location MN Posts 342

F9T92 says it is an early 79. Possibly the 92nd one made in the month of June.

Check your PM. That is a collectors item. If it is for sale, I am a potential buyer...Especially if it is red.

spistols

Registered User  
Join Date Jan 2005 Location Atlanta Posts 1,455

Sting  
I respect everyone's opinion on this site, especially Ted's, since he is the one that gave me good advice on buying my red Sting last year.

But, I was in the same boat with what type of bike to buy my 8 year old. When I grew up, we were into the old school Scramblers from the mid to late 80's, and by the time the Stings came around, I was reading Hot Rod magazines. Unfortunately, I did not save any of my old bikes. I have quite a collection of restored and unrestored mid 70's to early 80's Scramblers, but when I brought the Sting home (after reading all about the welding process, I was hooked), scratched up and not as pretty as a showroom bike, nor anywhere near the restored pieces that I have, my 8 year old gravitated right to it.

I thought about doing a full blown restoration on the Sting, and even trying to turn it and make a profit, but the memories my son will have on this bike, will be priceless. This the only bike he now rides, amongst a large collection of nicer
looking bikes. He can beat on it all he wants, because if I squirrel it away in the basement, to him it will only be garage sale material in the next 10 years. If he has a fun connection with it, then so be it, he can ride and demolish all he wants. Read this site, or even this thread, a lot of beating on bikes BITD has brought us to this forum today.

Here is another case in point- I did a complete frame off restoration on a 1967 Camaro Convertible SS/RS. It was my college car. The car is immaculate. For the first 2 years after the restoration, I would keep it in the garage, drive it only sparingly, and never let my kids do anything but sit with their hands on their lap in the back seat. Then I found some old pictures of my parents' first car, a Chevelle. I have so many fond memories of that car, that I wish it was never sold. Now, I let my kids do whatever they want in the Camaro- if they want to pretend like they are driving sitting in the drivers' seat and pulling every knob and shift the very rare M22 transmission, by all means they are. If they want me to drive them to the local ice cream shop, hell yes, and they can eat anything they want in the car. If they want me to drive them to soccer practice or baseball practice, we go in the Camaro. So what if it gets door dinged, this will be a great excuse for my kids and I do restore it again, when they are teenagers.

Point being, they will have fond memories of the car, and hopefully pass it on to their kids. If I scared them to death about don't touch this or don't scratch that, then what was it worth?

How cool would it be for any father to pass onto their kids, the bike/car they had? Too Cool!!! Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC
Thank you for your responses. I am posting two pictures, one of the bike, and one of the serial number. As you can see, it is black with red rims, has a bit of rust on it (ouch!), and still has everything exactly the same as when I got it back in the "good old days".

I think that we will probably sell, rather than let him at it. I suppose that if he ends up being a BMX nut then I will have to answer for that, but unfortunately we aren't really in a position to have him ride something that valuable at the moment. I'll get him a cheap bike and let him tell me that he wants something more sophisticated if he's interested later. This whole process started from the save money perspective, so it is a welcome surprise (and I owe my buddy a beer!) rather than a difficult decision.

In the ~doh~ department, I spent all of that time reading the thread (which was awesome, thank you) last night trying to figure out which Sting it was, only to notice the sticker on it for the first time this morning after I got your replies and started to snap the pics . . . "The Sting" clear as day. Ah well, I could claim that 3 kids and a fourth on the way have sapped my brain, but nobody would care. 😊

If we are to sell, what is the best process? eBay (never done it before), or a classified here in the forum?

Bruce (Embarassment of Riches) Parker

Attached Images

TheSting.jpg (151.6 KB, 350 views)
SmallSerialNumber.jpg (142.7 KB, 304 views)

Reply With Quote

03-09-2006 11:08 AM #171

12xlr8

Registered User Join Date Jun 2005 Location MN Posts 342 It needs a
rechrome on the bars and forks. It is a restoration project. but it is a genuine Sting. As you have seen many of the restos that I have done on this thread, it appears to be workable. Chrome is the really expensive part.

You can sell with any format you wish.

I have a figure in mind that I would pay you in a clean deal.

Check your PM.

I think you are wise for not letting that one be ridden around by young kids. It would get "marked" and stolen the first time it was left unattended anywhere for 30 seconds.

Ted

Where does the Schwinn "Competition" come into all of this?

The SX-2000/Sting Competition was also from 1979-1982, same years as The Paramount built Stings.

1979 it was called SX-2000 with rainbow decals, 1980 it was the SX-2000 with blue oval decals, in 1981 it became the Sting Competition (but there was an overlap where you...
could buy either one, and in 1982 they dropped the name Sting from it and it became the "Competition".

Hummm....It's always been my understanding that ONLY the original Sting was Paramount built. SX-2000/Comp Sting/King Sting and everything else came out of Chicago.

I haven't read these two Sting threads in a while, did someone state your claim?

I was just trying to word it so that it was clear that we are discussing 1979-1982 generation only stuff here.

Genuine made in the USA, Chicago, and Paramount built bikes only.

I edited the post to better convey the intent. It was 4AM.....

Thanks for the info on the "Competition". Would anyone know if I have a "Sting Competition" or a "Competition"? It has the oval head badge and the serial # is JR800431 located on the head tube.
S/N ...JR. The first letter is the month, not including I. September. The second letter is the year. 1980.

Late 1980 it could possibly have been an SX-2000, or a Sting Comp. The key is in the original forks it had on it. This thread, and a few others detail the subtle differences in the forks.

The exact dates of the overlap between SX-2000, and Sting Comp. are not known for certain here. The best of my knowledge is late 80 to late 81 you could purchase either one. Same exact frames, subtly different forks. Different decals.

If you want to be EXACT. Study the forks, and this thread, the info is already here. Otherwise you can build it as an SX, or and SC, and most will be "None the wiser".

12xlr8, You have been very helpful and I really appreciate it. I am having it shot in black and have a NOS blue Schwinn neck as well as the blue fork decals so I am definetly going to go with the "Sting Competition". Any idea where I can get a set of decals?

I ride mine. I got one thats chrome ISO neck bearings no badge S/N FTP0024 I think. Its at home and I'm away. Itching to get back and see!
Cool email

I got some cool emails recently. I'll share soon.

For now, just a bump to answer a question....

odd sting

regarding the unusual sting being discussed on the forum, my guess is that is a schwinn built test for the taiwanese stings, predators and black shadows. BUT...i was at the murray world cup and talking to virgil poulson (he was running the factory team that summer) and noticed a odd schwinn (not mikes) AND was told that a member of the team was recuited from a competitor and could not get used to the sting so they made him a sting built with the dimensions of the bike he was used to riding. if i remember right it had a welded on seat post clamp. my daughter raced a aero schwinn frame before her sting and it had a welded on seat clamp. hope this helps stir things up even more. remember when you had a factory you could do this. later when lawan c. was getting a proto 24 it took 6 months. ol bob

I was truly exited to hook up with Bob (BMX Bob) recently, for many reasons.

He has shared some really cool info with me. He asked me to post it, so he didn't have to re-type it! lol

First, I was thrilled to find out that what I was now 95% certain was original paint on my mint blue Sting, is in fact, the
original NOS finish. The bike was from Bob's personal collection!

I was also interested in his comments about why some Stings are nearly perfectly welded, and others are not quite as flawless.

His answer to my question about our longstanding debate about the final coat of paint on the Stings was very enlightening as well. It is a fact that the Stings were Red primer, then Silver metallic paint, and then Semi-transparent topcoated. The question has been, was the final coat paint or powder coat? From Bob's knowledge, I think it is safe to say, that they are electrostatically painted. Though they were built in the 'Paramount Room', they were sent down the same line as the rest of the bikes for paint.

Here is a copy of some of Bob's info that he shared with me.

My family has been Schwinn dealers for 70 years. sold my shop (broke my heart, the walmart thing) but to answer your questions. ill put all this on the schwinn forum later. yes that was a new sting frame, but to clarify the stings. no stings were made by waterford. when schwinn devoloped the sting they were brazed in the "paramount room" which was a room were the paramounts were built. have you ever noticed that some stings were a lot better looking than others? The paramount room was at the factory at 1856 n. kostner ave i Chicago. Waterford was established later. anyway i dont know exactly how many Stings Schwinn thought they could sell but they had a hell of a dealer network but they sold many more than they projected. any small town dealer could order any kid who wanted one a Sting. When they came, i'm sure i sold them for around 500.00 big ones. By todays price that would probably be 2000.00 or more!!! But back to Stings. when they realized how many were selling they had to hire more people. the new people simpley could not braze as well as the old timers. Thats why you see some stings that are beautiful and some that are with ripples and low places in the brazing. oh well thats all for now. can you put this on the forum so i wont have to do it again!!! i get tired of hearing about waterford stings.... there ain't any ol bob Thanks Bob!
JCE_TX Guest I stumbled on this site after I saw on cyclingnews.com that Schwinn was making a new single speed Madison. I took my ’86 Madison out for a spin tonight on the road. It probably will not see the track any more since my Trek T1 came in this week. A Gunnar Street Dog is next on the list. Thanks all for the Sting info. Interesting reading. From reading this thread I will be getting my Sting from my parents house this summer and bringing back to TX to clean up. It was chrome with the red components. Some of the components were upgraded. I remember the Weinmann rims did not last long and they were replaced by I think Araya 7x rims with Bullseye hubs. I have the original cranks with a Bullseye BB. I am a bit bummed my parents made me sell a bike before getting a new one. That was two Sting Ray’s down the drain.

Cheers,
John

spistols

Registered User Join Date Jan 2005 Location Atlanta Posts 1,455 Bump Bump to the top. Where did everyone go?

By far, this is the best Sting information on the web. Please keep adding to it. Ted- you really need to write a book on this! The information is priceless. Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Hi,

On Ebay a 1956 Schwinn is for sale today with some new parts
including a nice seat and mud flap. What would be the ceiling to bid on this? Does anyone know what the bike title is and is that a rare frame?

Thanks,

Fausto

ricgre Guest Jet Setter,

First welcome. Second I would delete this from the BMX forum and add to the collectors forum. Without seeing condition, model and what parts have been replaced hard to judge. But original is always worth more to a true collector. I would grab a pic if possible and get as much info from the seller.

12xlr8 Registered User Join Date Jun 2005 Location MN Posts 342

Well, I don't know about priceless, lol, but we have had a lot of great contributions, and there is a lot of great historical data here on The Sting, that much is for sure!

I do want to run with it in the near future. But it keeps getting bumped off the priority list. 😞

One day soon.... 😊

Ted

JCE_TX Guest

Originally Posted by JCE_TX From reading this thread I will be getting my Sting from my parents house this summer and bringing back to TX to clean up. I brought back my Sting. S/N J9T0215. Headbadge #2759.

I believe that is October 79 from looking at the posts. I do not know what the Headbadges number means. Would that have been 1979 model year or 1980 model year? I would
like to see a catalog picture. Any out there as I am not having much luck with google.

It was bought at Bushey's Cyclery in Lemoyne, PA. I remember there was also a blue one there when I bought the red one. Passing by the old store it looks like Bushey's is no longer in business and has not been for a while.

I am off to search the forums for advice on cleaning the rust off. Any advice on what not to do when cleaning the Sting that someone has experienced? The handlebars are bad with rust. The wheels look like they need to be respoked. The rust is really bad on the spokes. I see no shiny metal at all. They are Araya 7x and Bullseye hubs. It has a Redline stem and a single piece 180 cromoly crank. I found the original stem and the original cranks. I could not find the rims and hubs although they should be somewhere in my parents house. I think the original seat was black. The tires on it are Mutsuboshi Competition III.

Thanks for the thread. I will try to bring one more Sting back to life.

John

Attached Images

sting.jpg (61.0 KB, 311 views)

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**plainsbikesouth**

Registered User  
Join Date Jul 2004  
Posts 382

Originally Posted by **JCE_TX**  

I believe that is October 79 from looking at the posts. I do not know what the Headbadges number means. Would that have been 1979 model year or 1980 model year? 1979. The first 3 digits on the badge is the day and the 9 is the year. So 275th day of 1979.

---

**12xlr8**

Registered User  
Join Date Jun 2005  
Location MN  
Posts 342

Rust removal
This is a link to 10 pages of removing rust from chrome using Oxalic Acid which I started some time ago.

The Photos are from the 79 I recently purchased. It is the way you want to approach it.

It is a long read now, but well worth it. Proof is in the pix.

http://www.vintagebmx.com/cgi-bin/ul...c;f=4;t=004702

Good to see another one in the works! Keep us posted with some pix!

JCE_TX Guest Thanks guys for the info. I will keep you informed on progress.

marko

Registered User Join Date Feb 2006 Posts 404 Rust remover In the photos he says there's something fishy, The sting headset bearing parts changed brands. It, s a miracle! I've tried lots of ways, even polishing leaves metal stains. I used muratic acid/water it works great on refinishing metal, timing is everything. Bottom line is elbow grease and never dull polishing wad it works the best for me.

Walmart auto isle in a can. Been around forever. Has anyone tried this oxy stuff??? later.........

12x1r8

Registered User Join Date Jun 2005 Location MN Posts 342 I started that thread. Those are indeed my parts and my Sting shown. The headset was a tongue in cheek joke, the actual one is shown later with the same great results.

There is no better technique. It works like no other. Lots of testimonials on the thread.
The Sting

Here is another recent one.

http://www.vintagebmx.com/cgi-bin/ul...c;f=4;t=005153

T

Registered User  Join Date Feb 2006 Posts 404  surface rust  Thanks for responding so fast. I knew that you knew, That you knew that I knew! I,m going to play with that stuff. Normal surface rust on decent rides. Even timecapsules get it. I detailed my new Speedster a 74 that my uncle gave me, Like new been hanging 30 plus years cause it is too tall for him. Yet still had very minor pecking on bar/wheels/neck probably from humidity. The term mint is so loosely used on bicycles that are used. The fit and finish isn,t perfect and the chrome is so so. I,d call this bike near factory, still one of the nicest original speedsters around. I used Never dull and my fingernails for 5 hours. It was worth it !!!

RIDER BUILDER BIKE NUT!!!!!!!!!!!! Later

Thread Tools

Registered User  Join Date Jan 2005 Location Atlanta Posts 1,455  Bump  Bump up for the new people!  Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda
Pro Am Raider Bennett CW Racing Kozumi DG Torker
CyclePRO Cycle Pro VDC

I just thought it was time to freshen this one up with some fresh candy!

http://img170.imageshack.us/img170/5...1sting2lv6.jpg

http://img222.imageshack.us/img222/8...st06532mf3.jpg

There.....Fresh as a daisy..... lol

Those are sweeeeeeet, i have a blank check ready for any one of them... j/k... p.s. this is the best thread on the whole site, thank you for starting it & letting us view your better than new stings...

There.....Fresh as a daisy..... lol
hell yes those Stings are boss!

marko

P sting The neck and seat are stashed w/the other bulldog.

Kazenasj

1987 Sting? I too am wondering about the 1987 Sting. I recently purchased a Sting at a garage sale, and from the serial number, I think it was made in 1987. It is identical to the Sting "expert team" model shown in the 1989 brochure, so I am wondering if what year it was really made. It has it's share of scrapes and dings, but after 2 hours of clean up, it rides like a dream. Anyone interested in pictures?

bmxbob

sting? pictures are always good. ol bob

likeeverything

Hey Bob Does this look familiar

Check your PM 😎

Attached Images

Image001.jpg (62.4 KB, 285 views)
Sting  Isn't that the one that Jeff at First Flight bought from Bob? I thought it went to Ted in MN? I remember the Vector bars.  Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

stings  thanks for the pictures....i was so sick when those were sold that i cant remember much but i thought we did that bike in black and white, that is white rims and maybe white brakes. i thought that somebody south of atlanta got it....is that you. we did a black and chrome sting for harry brock to ride, its in nashville, tenn. somewhere,.. it was stolen at dixieland track..the guy that stold it put on harrys shirt, helmet, gloves and rode off on it. ol bob and sponsoring bmx racers was high maintainice.

How do you compress .jpg's to post here?  I'm trying to post some pictures, but it keeps telling me the files are too large - any suggestions? I have a canon 5 mp camera, and each picture is about 1.4 mb, and the limit here is about one tenth of that.
and I will resize them for you. I shot with a Canon 20D so I always have to resize as well.

I like how the pics are embedded here instead of the links. How is that done?

Rick - I assume you mean how they show up in the message, without double clicking on the attachment or link?

If that is the case, it took me a while to figure it out. I have a photobucket account (free). When I load my photos, and right click, I click on properties and highlight the URL then I click copy. So now I have copied the URL of the photo.

When I type a message or reply and I want to post a photo, after the message I type and paste the URL as indicated below.

[IMG]pastetheurlherewithnospacesbetweenthebrackets[/IMG]

I didn't get the Black one from Bob's collection. That was parted out and sold off, as was the red one. I watched both auctions, and negotiated the Blue and Chrome one from Bob's collection.
I got the Blue Mint one. (Yep, Bob't confirms it, that's all original paint and stickies), and I got a chrome one, "King George", which I keep promising a photo of, and failing him. But the latter was for my friend Mark, so even though I built it, and polished the begeses out of it, it is not in my possession any more. When I remember to bring my camera over to his house, I will snap some pix. I proooomise Bob....Sorry.

The black one in my pic is also original paint and stickies, but that is definitely NOT the one out of his collection.

The one with the vector bars was broken up. I saw the bars go on auction as well. I watched all the parts....

Thread: The Sting

1987 or 1989 sting? I picked this up at a garage sale for $27, and have put another $10 into it. I'm trying to determine if it is a 1987 (which I am basing the serial number GT873359) or 1989 - identical to the one in the brochure. Anyone interested?

How do I remove the Sting and Schwinn decals I have a 1989 Schwinn Sting, and the Sting and Schwinn names on the
bike are kind of scratched up. I don't think they are stickers - they seem to be painted on. What is the best way to remove these without harming the chrome frame?

bmxbob

Registered User Join Date Jan 2006 Posts 2,011 sting stickers i would be sure i had new stickers before i took the old ones off. these could be hard to find. unless you don't care whether it has stickers or not. ol bob and those MAY be under clear coat.

Kazenasj

Registered User Join Date Oct 2006 Location Itasca, IL Posts 108 sting stickers Thanks for the reply - I don't think they are under clearcoat because I can scratch off some with my fingernail. The problem is that STING name on the frame about 15% scratched off and now it looks like STINC. This bike doesn't deserve such a fate. I was wondering if there was an easier way, or if I should just alternate fingernails. NEVER DULL does not remove it. Maybe there is something similar?

plainsbikesouth

Registered User Join Date Jul 2004 Posts 382 Those are screened on. They are impossible to replace, keep that in mind.

Kazenasj

Registered User Join Date Oct 2006 Location Itasca, IL Posts 108 screened on sting Would you think I should try to restore the screened on - any suggestions?

plainsbikesouth

Registered User Join Date Jul 2004 Posts 382 Honestly, I have no idea. If you find out anything let me know.

12xlr8

Registered User Join Date Jun 2005 Location MN Posts 342 More Secrets
OK Back to 1979-1982 Paramount built Stings.....
My number 52 that is stamped in the BB remains a mystery.

I believe we have narrowed down the date of the changeover of the Patent Pending decals, to the Patent decals to May of 1980. There may be some rogue leftovers and such. But if you have a Sting that you KNOW has the original decals in the area of May of 1980, check our findings against what you have.

The 2 other great mysteries are;

Headbadges. It is known that some frames have original headbadges that are NOT stamped. Why?

The best theory is that they only had so many badges made up/stamped for a day, and when they ran out, they got plain ones. This ASSUMES the logic that the badges would be installed in an assembly line fashion, after the frames got out of the oven on the paint line, (or chrome) and were installed at the same time and fashion as the decals.

Any insight or facts on this mystery would be appreciated....

Another mystery involves the letter "B" that has been found on the RIGHT rear dropouts of some Stings.

Also, any insight or facts will be appreciated by fellow hardcores like myself, who can't get enough facts on the coolest BMX bike EVER built!

The Paramount built, Schwinn Stings of 79-82....!!!!!
1981
http://img215.imageshack.us/img215/7...g001wsxie7.jpg

1982
http://img178.imageshack.us/img178/4...llpage0lu8.jpg

BMXA Sting Test. June 1982
http://img228.imageshack.us/img228/4...gtest00dh3.jpg

Nothing Quashes blasphemy like dogma, (kidding)

Some very early ones MAY have had Weinmann rims on them, but from mid 79 on they were UKAI Box rims.

Although other than very early posters of Mike P riding with 7B style Weinmann rims on it, there is little proof of them actually putting them on production Stings. In fact, I have yet to see it. I would like to if it exists other than the MP poster. Schwinn sold Weinmann rims in their catalogs as parts, but my mid 79 SX-2000 had UKAI Box rims on it.

OK, one of the few early promotional photos of the Stings with the (Araya 7b style) Weinmann rims on them. Soon after this they all had the aforementioned UKAI Box rims on them. Though, as stated in many places before. With the size of the Schwinn company, they may have used a Weinmann box rims during the style changeover, or in times of stock shortages, or other possible scenarios over time. They made deals with other companies, and the deal that was on paper at the time of publishing a catalog, was always subject to "modification".

ie...Ford had exclusive deals with Firestone tires for many
years, and they are even family. That's not to say you
couldn't ever buy one with other tires right off the show
floor... Just the same with Schwinn. There were norms.. But
a "norm.", is not the same as an "Absolute".


Note the different fork decals on the early ones. The more
common SBC 4130 decals do NOT belong on the early 1979
bikes. The other worthy items of note, are the early
undrilled forks with the old style dropouts.

http://img138.imageshack.us/img138/6742/79ad5ot2.jpg

12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342 Next on the
list of items is a set of photos from Ol'Bob.

There was some discussion on another thread with confusion
over the later 83 and 84 Stings. (Or TIG Stings).

Bob sent me a couple of great shots. And although I don't know
who was trying to prove what, here is what the pix show,
and there are no new mysteries unraveled here.

(Note; Don't confuse the details here with the early prototype
one from very early in the thread. They looked the same,
but that one had a Sting Comp style serial number on the
head tube and that is NOT normal, etc)

Things of note on the production TIG Stings in this photo.

First, note the UNDRILLED head-tube. Decals only, no badges.
Yes, they are Predator decals shown, but these are
INCORRECT. They often came with NO decals on them in
these years, or with the correct "Space Invaders" font
decals on them. (Bob was a long time Schwinn dealer, the
decals were cheap and easy, and they got changed all the
time)
Second, the location of the serial number on the left rear dropout, is the same as all the other Paramount Stings, with the same code used. However it was positioned on the dropouts slightly different. It is below the cutout, instead of being at an angle in front of it. Otherwise, same, same, same. This one reads that it is the 9th Sting frame built in the month of June in 1983.

Third, the TIG welding is quite apparent on all the tubing. The head tube may have been (Probably was) brazed, but ALL other welds are TIG welds. This really fell flat cosmetically, from the mesmerizing appeal of the smooth polished brazing of the hand built Paramount Stings of 1979-82 era.

Fourth, the bike needs a bath, but you can tell that the chrome was also a cheap Taiwaneese knock off of the original quality chrome The Sting was known for. It just falls flat on it's face by comparision.

Aside from that, I don't see anything notable, or otherwise helpful in the details in the pix to help us collectors out. (Or settle the former debate, lol) It's a production 1983 Sting with the wrong decals, nothing more, nothing less.

http://img147.imageshack.us/img147/6...s001wsxnu0.jpg

Here is a GREAT Vintage racing shot from Bob's collection!

In his note with the photos:

1980 Powder Springs, GA.

Turn one action! 3 Stings lead the way! #32 (One of my guys). Note the jersey was a spinoff of the Harley Eagle shirt.

On a personal note, I find it strange that one of Bob's Stings found it's way to my friend Mark. I built it for him, and I decided to use "Lightning Bolt" California Lite pads on it. Then Bob sends me a photo of #32 who has the same pads
in 1980 on it. I don't think it is the same frame-set, but it is odd coincidence with the lightning bolt decor, none the less. (And yes, eventually I will get some pix of it as promised.)

(I also would bet it is 1981, not 1980, from the Haro bubble visors, square Haro plates, the type 2 plate, the #34 JMC? plate, and of course, the newer style forks with the newer dropouts and drilled for a front brake on number 53N, and front brake installed on the other one.) You can't lie to us Bob, we'll call you on to the carpet! ....lol

http://img145.imageshack.us/img145/8...olbobxmar6.jpg

And of course the official Bob's Cycle X-mas card. Sorry I didn't get a chance to post it earlier.....~~~~~~~~shrug~~~~~~~~

Great shots, thanks Bob!

scubadoo79  
Registered User  Join Date Sep 2006 Posts 529  Thank You for all of the pics and info 12X. That was really awesome of you to post for all of us.

I've been strictly into Predators thus far, but I'm really wanting to build a Sting......

..........If you (and this is to everyone out there) have the opportunity to build and own 1 Sting for your collection, and 1 Sting only (if you have others, pretend you don't), what exactly would you build?

..........What year/color frame would you want?

..........What color scheme would you go with?

..........What are the components you would use on it, and what colors are they?

Everyone: Describe your ideal Sting build, answering the above questions and whatever details you can add to your description.
dang.......i cant get away with anything....ol bob whose memory is slipping! and i would have to go with chrome and blue, i like red but the original stings came chrome and pinkish instesd of red.

bonzelite

where is Bob's?

Thread: The Sting

bmxbob

bobs is just up the road in rome ga. did you know that the track was run by COPS or the community of powder springs, and that mr bob pepperdine the head of schwinn sales south lived in powder springs and backed the race track. the schwinn warehouse was nearby on peachtree industrial. the service manager built a black and gold sting and put it on display in the model store (that warehouse had a complete model store built inside it. the service area was used for sewrvice school) that very night the window was broken and the sting was stolen!!! before that track you raced at there was the original track, we went to a nba national there , they used a 10 man gate. my son still has a 9th place trophy from that race. i have tons of pictures from there , what class, number, bike, etc was yours and as i look thru my photos sometime ill watch for you. long shot but stranger things have happened. i have bought a scanner but still cant figure how to use but im working on it.
btw the racer in yellow in 4th place is john kovatchi, if you raced there you might know of him as kovatchi wheel fame. ol bob and if anyone has a 95, i think catalogue you can look in the timeline and find me in the picture!

As far as the Ultimate Sting build question goes, I have too many of them to have to choose. One of each color is coolest.

I think the only thing I would add to any of my builds to make it sweeter, would be a set of 401s with square drive, so that they fit the EDCO BB. And a set of graphite Z-rims.

Scott L. has a few items on his that I think would be way cool to add to a build.

I have my favorites, but it would be hard to whittle it down to one. In the end, I'd say it would have to be exactly like mine was in 1983, if I had to have only one.

I hate the thought of having just one though.....

I'd love to have just one. lol. I'm sure I won't be saying that a few years down the road, but for now, because I don't have one yet, one would be great. I don't know what colors I'd choose. I really like the red Sting frame. And, because I haven't seen one of these color schemes yet...I was thinking of doing a red/yellow build as soon as I can find a nos red frame set to buy. Have you ever seen red/yellow? Have you ever seen any color schemes that didn't involve a standard frame color? For instance, green/blue--the frame being painted green? Actually, I think I remember seeing an orange one in the museum.
Anyone know where to get a nos red Sting frame set?

plainsbikesouth

Registered User    Join Date Jul 2004 Posts 382

Originally Posted by 12xlr8 I think the only thing I would add to any of my builds to make it sweeter, would be a set of 401s with square drive, so that they fit the EDCO BB. Well now they'd be 400's then wouldn't they Ted?

plainsbikesouth

Registered User    Join Date Jul 2004 Posts 382

Originally Posted by scubadoo79 Anyone know where to get a nos red Sting frame set? You don't ask for much do you?

In several years of collecting I've seen 5 nos sting framesets for sale, 3 blue, 1 red and 1 chrome. Rare animal and very $$. I have 1 of the blue.

I'd imagine if a NOS red 79-81 frameset with minimal shelfwear popped up it would probably go for 700-1000+ and once it is built there is one less NOS frameset out there. Why not restore a used one?

12xlr8

Registered User    Join Date Jun 2005 Location MN Posts 342

Nobody builds with Yellow. Schwinn is Red White and Blue. There was never yellow on the uniforms, and therefore rarely on the bikes. Yellow is for Torkers and GTs.....Yellow is Blasphemy.

When a Mint or NOS red one pops up, I know I will be bidding hard on it......

Who knows... I think the 400s were in both spline and square also. But I can't keep track of all the flight crank numbers and variables. Starting with the legendary ones in the ads
that never existed..... 😊

---

**Randy C.**

**Registered User**  Join Date Sep 2002 Location Traverse City, Mi. Posts 88  
NOS Yellow Sting? Sure looks real. I always guessed it was a factory warranty/repair and the owner requested yellow, who knows?

http://i127.photobucket.com/albums/p...gyellownos.jpg

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**plainsbikesouth**

**Registered User**  Join Date Jul 2004 Posts 382  
Randy, I was just about to bring that up. I forgot about that until Ted said yellow. I remember that popping up a couple of years ago.

Ted, I've never seen splined 400s. The splined ones with no pinch bolts are the first gen 401s. Aside from the difference in the spindle, the spider is removable on the 401s.

---

**12xlr8**

**Registered User**  Join Date Jun 2005 Location MN Posts 342  
Yeah, that yellow frame remains a mystery. Maybe a special order that never got paid for? I am sure it's something like that. With the cups in there it sure looks like it was delivered that way though.

I was just commenting on a red and yellow build. There is a few black and golds out there. Never seen a red and yellow build.

---

**scubadoo79**

**Registered User**  Join Date Sep 2006 Posts 529  
Well 12x, if Schwinn is only red, white, and blue, then I guess they shouldn't have made all of the other colored components. When you look
in the 82 catalog, the Sting handlebar pad displayed is yellow, with red writing. And, how many other yellow Team Schwinn items have you guys seen? I'm surprised that with the display of that Sting pad alone, no one has seen a red/yellow Sting build. You'd think this pad color alone would inspire riders to go with that color combo. I'd love to have an original color scheme, but I'm just waiting for people to see this post and start saying that this color combo was popular, and they've seen many. That's why I was wondering--I just wanted to build something original. Speaking of original... hmm..where can I get that yellow frame?

I'd rather build a red frame that came from a previous show build than a NOS one in perfect condition. I couldn't bring myself to take one of the few remaining true NOS frames out of existence by the damage done when building them. I just said NOS because that term seems to be thrown around loosely anymore to describe anything that is semi-unused. I think this is probably so because many so-called NOS items have some shelf wear, so even though they are called NOS, they are far from perfect.

I know I'm new at this, so this may sound like a stupid question to many of you, but doesn't anyone make some kind of frame or dropout protector to protect NOS frames from the damage the bolts do? Doesn't this seem like a simple enough idea? I don't understand why any more NOS frames have to be damaged. C'mon, we can put a man on the moon, but not prevent NOS frames from being scratched by the bolts!?! LOL. Now that's blasphemy 12x!!!
patter. scooby, get yourself a jersey to go with your bikes. ol red, white, and blue bob

plainsbikesouth

registered user  join date jul 2004 posts 382

originally posted by scubadoo79 speaking of original... hmm..where can I get that yellow frame? That sold on ebay in 2004 I think, I forget who got it.

originally posted by scubadoo79 but doesn't anyone make some kind of frame or dropout protector to protect NOS frames from the damage the bolts do? Helix makes excellent dropout protectors at around $20 a pair, but I dont think he has one in the proper length for a sting, or at least he didn't last time I checked. There are also the nuts that were made by skyway I think that had the washer attached to the nut and rotated independent of it. So when bolted on the washer would stay stationary as the nut was tightened. Some people have used felt washers also. Regardless, once something is built, it is no longer NOS. The one difference in stings is they were shipped with cups pressed in, so even the NOS sets have them. Whereas, with many other companies, this was not the case. So there is less potential damage to be done by building a NOS frame with a sting, but still, I hate to see it done when there are so many perfectly good restoration candidates out there.

scubadoo79

registered user  join date sep 2006 posts 529  thanks for the info plains. I guess I don't understand the whole NOS thing yet. Don't you think that if someone took apart a build that they had done, to sell it, and the frame was still undamaged, they would list it as NOS? I've never seen a listing in any classifieds or auction that said, "not NOS, but perfect shape" or "previously used on a build, but is in NOS shape, even though it is not NOS." I guess I'm confused because I've seen a lot of different items listed as NOS, then when I get them, they are "NOS" alright--("Nothing Other than Second-rate"). Maybe there should be a better way to
describe items, since people seem to have so many different ideas of NOS. The one that usually gets me is when it is called NOS because it hasn't been used on a build, but the shelf wear is far worse than anything that could've happened to it by putting it on a build.

I'm so glad they make these protectors though. I don't understand why more people don't use them. I've never seen a bike that had them on it, but I've seen many that say, "only damage is on the dropouts because it was a show bike." Are they not allowed to use the protectors in the shows? You'd think the judges/coordinators would recommend the use of them.

Yeah Bob, I understand that Schwinn is Red, White, and Blue--I was just addressing 12x's comment that it is blasphemous to throw Yellow onto your Schwinn build. I understand that Red, White, and Blue may be the favorite colors of some, but I bet that whoever calls these their favorite colors on a Schwinn bike appreciates those colors a lot more knowing that every single Schwinn bike is not strictly those colors. How mundane would it be if every Schwinn was only Red, White, and Blue? I do however appreciate the significance of those colors to you Bob. It must have been such a sight to see your team all decked-out in Red, White, and Blue uniforms, sitting high atop their Schwinns.

Don't you think that if someone took apart a build that they had done, to sell it, and the frame was still undamaged, they would list it as NOS? They shouldn't. If the item was NOS, built, and then taken apart, most respectable sellers would state that the item was NOS prior to being built. NOS = New Old Stock. It doesn't mean perfect condition, it just means it has never been used/built. Once something is built it is no longer NOS. When describing condition terms such as mint are generally used for something in perfect condition.
Originally Posted by *scubadoo79*  

I'm so glad they make these protectors though. I don't understand why more people don't use them. I've never seen a bike that had them on it, but I've seen many that say, "only damage is on the dropouts because it was a show bike." Are they not allowed to use the protectors in the shows? You'd think the judges/coordinators would recommend the use of them. I've seen a lot of people use them. Some might not because some of the good ones made today were not available at the time and therefore not a period correct piece, which is a very important aspect to a lot of collectors.

By the way, with all this NOS talk I think it is about time for a 5 page spiritual dissertation from Ted on a bicycle or bicycle part not realizing its intended destiny if it is not built and ridden.

*Reply With Quote*

**Thread: The Sting**

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- **12xlr8**

Registered User  
Join Date Jun 2005  
Location MN Posts 342  
That might be dandy in one of the many NOS discussion threads, but, since this is "The Sting" thread, I'm not about to debate NOS parts here.

Personally I don't care what colors people build with. Stings were sold in Black, Blue, Red, and Chrome. And Mikey always had white ones.

There was a black and yellow Sting comp. in 82.

Anyone who donned a Schwinn jersey generally dumped anything yellow or gold right away. The only time I ever bought gold parts was to remove the anodizing and polish
it. It's just the way it was.

...SE was blue and brown, GT was yellow and blue. Patterson orange and blue, Tremco in green, Redline was black white and red. Schwinn ...had nobody who would touch a yellow part with a 10 foot pole, cuz people wanted to match the unis.

Here is how I see it....Sting owners were generally racers, as it was the top of the line racing frame-set,...and racers wore unis,...and everyone wanted the bikes to match their unis. Street riders usually rode the less expensive Schwinns, and any color was fair game in that market. You just never saw any substantial yellow parts on Stings at the track bitd. Yellow Schwinns, but not Stings. You'd be hard pressed to find many pics of them with any gold or yellow on them bitd. However, I do have one....mine!

In fact, I was one of the VERY few that had any gold on their Sting at all, and that was short lived. When I did that, it was to accent the Gold Hubs on the Graphite Tuff wheels. So I spun a couple of gold valve caps on the wheels, and added a gold X-caliber seat post clamp. But it wasn't long before I stripped those and polished them, when I switched to Graphite Z-rims.

Schwinn sold a yellow Sting pad for the bars. But the same pad sat on the shelves at 1/2 price for years cuz nobody wanted it....I need one now, but only to complete my pad collection...lol.

That yellow Sting, albeit an interesting topic for debate (as to it's origin), is not anything I'd personally bid on. It's just not an original color for Stings, whether the factory did it, or not, it's a freak. Personally, I'd strip it and chrome it, and have a mint chrome Sting.....

Color adds the spice to builds. My Sting comp (previously posted) has a gold stem. However,.....That's 24Karat gold,
not gold anno...... I'd still ride with that and wear a uniform with that one.....http://img254.imageshack.us/img254/7...outside6fp.jpg

12xlr8

Registered User Join Date Jun 2005 Location MN Posts 342 BTW, nylon washers work great for show bikes. Just dont expect them to hold while riding on them.

plainsbikesouth

Registered User Join Date Jul 2004 Posts 382

Originally Posted by 12xlr8 That might be dandy in one of the many NOS discussion threads, but, since this is "The Sting" thread, I'm not about to debate NOS parts here. Attn: Thread Police

The current conversation is about NOS Stings, therefore appropriate for the thread.

Thank you.

bmxbob

Registered User Join Date Jan 2006 Posts 2,011 Mikes White Sting


12xlr8

Registered User Join Date Jun 2005 Location MN Posts 342 http://img246.imageshack.us/img246/6...uonahufef1.jpg
Ol'Bob Rocks!

Registered User  Join Date Nov 2006 Posts 29

Originally Posted by Genesbmx  I posted up a cool Associated Press news clip about Mike Poulson back on 08/29/2006 If anyone missed it, here is the thread link to it: ( AP News - Former BMXer Left With Memories, Trophies )

Check that T-shirt that hes got on in the ap photo shot, Hes still flying the Schwinn logo today. - how cool is that.......  I have a Black Sting. I am wanting to restore it. Just trying to get a few ideas.

12xlr8  

Registered User  Join Date Jun 2005 Location MN Posts 342  What ever happened to the thred you started with the pics and other info. listed, deleated by the moderator or ???. I sure would like to read over it again.  You mean this one?

12xlr8  

Registered User  Join Date Jun 2005 Location MN Posts 342  Truth be known, I am finally getting around to archiving all of this info. (slowly but surely)

It is in progress at my web site. Have a look and see... As things progress there, I will add more of it here too...

If I didn't screw up my profile and signature page here, the url should show on this post as part of my signature.

Cheers.  TC
hobbs Guest 1982 Sting Comp I have a sting comp that I am trying to find the decal for. Does anyone have any tips?

spistols

Decals/Stickers Sting stickers are tough. Sting Comp stickers are tougher to find. Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

JOEL V.

The Sting... Bump... :d Professor J...

Norrin

Good thinking, it's always good to have this post near the top.

12xlr8

Bump diddy bump bump for the questions.... TC
The Sting...

Originally Posted by 12xlr8
Bump diddy bump bump for the
questions.... Bump Diddy bump bump for da new year!!! 👀

Professor J...

Norrin

Registered User Join Date Aug 2002 Location Ann Arbor, MI Posts 1,443
Since we haven't had any new information on here for a while I thought I'd post a picture of my Sting.

Attached Images

sting 8.JPG (111.7 KB, 213 views)

Thread: The Sting

View First Unread
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spistols

Registered User Join Date Jan 2005 Location Atlanta Posts 1,455
Sting for show..... Yeah, what Norrin said, since nothing new is being posted, how about some photos?.............

This smoke chrome and blue lettering Frame/Fork combo is for sale, btw:
http://i21.photobucket.com/albums/b2...g?t=1203252329
http://i21.photobucket.com/albums/b2...g?t=1203252412
http://i21.photobucket.com/albums/b2...g?t=1203252470
This NOS Chrome Sting Comp frame is up FS as well.
http://i21.photobucket.com/albums/b2...g?t=1203252518

Sting Fork dropout differences:
http://i21.photobucket.com/albums/b2...g?t=1203252651

Which one is a Sting set?
http://i21.photobucket.com/albums/b2...g?t=1203252756

Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Topnotch

Registered User  Join Date Dec 2007 Posts 40  this is one of the best threads i have read in a long time (even though it's an old thread that i had not seen) i really had a good history lesson here on the Sting. i thought i knew my share of the Sting history but you guys blew me away and i thank you Randy C. and 12Xlr8 for all your knowledge. The Sting was and in my eyes still is the KING OF ALL OLD SCHOOL BMX BIKES. when schwinn made the Sting they broke the mold and no other factory even came close. so if you have one like i do ( 2 actually) hold on to them cause you are they owner of a legend. 😎

Original owner

Registered User  Join Date Sep 2007 Posts 104  Here is my red Sting
She's a 1981 NOS Beauty !!
http://i266.photobucket.com/albums/i...topgoat/23.jpg

Topnotch

Registered User  Join Date Dec 2007 Posts 40  she is a beauty. i always did like the red ones. if your ever looking to sell her drop
me an email at thebbd@comcast.net will give you top dollar for her.

Norrin

Registered User  Join Date Aug 2002 Location Ann Arbor, MI Posts 1,443

spistols, the top set is the Sting set of bars.

spistols

Registered User  Join Date Jan 2005 Location Atlanta Posts 1,455

Bingo

Patrick- you win the prize. This was just a test to keep the Sting fanatics on their toes!!! Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro Pro VDC

Topnotch

Registered User  Join Date Dec 2007 Posts 40

hey spistols sent you a pm wanted to know how much for the sting comp and forks ur selling. you can email me at thebbd@comcast.net thanks for any info.

ewabmxer

Registered User  Join Date Nov 2005 Posts 54

Bump up for one of the best threads on the forum. Lots of good info in here.

Antonio501

Team Schwinn  Join Date Oct 2006 Posts 34

Sx 2000  Thanks for all the info guys, its really a great help.

I now know i have an early SX 2000, the fork does not have the hole for a brake and the drop outs are squared off.
Its almost complete less the decals, correct wheels and stem.

I acquired mine from an older gentleman that used to race BMX. It was kept in really nice shape. He had a skyway pad set on it, the vinyl ones, it has a mint pro neck and black skyway tuff II's aluminum flange hubs with an interchangeable cassette type freewheel.

I'll post pics later.

Great thread. I'm new here.

Attached is a pic of my Sting. I purchased this bike in 1987 from Laurel Bicycle in MD. I was 12. I paid $300.00 for it back then. I know it was a few years old, I've always thought it was a 1985?

I've still got it.

http://img.photobucket.com/albums/v5...stom/92887.jpg

Can you post a new, closer pic? If so, and you can tell us the serial#, we can identify the year it is!

I took these pics awhile ago to show someone the fork differences. Forgot to post them on this thread. So here we go. Sorry they aren't the best pictures.
How about this......
I rolled this out of my closet for it's yearly cleaning. Oh the memories.

Attached Images

Sting Side.jpg (124.9 KB, 155 views)
Sting Backend.jpg (147.5 KB, 138 views)
Sting SideFront.jpg (134.8 KB, 144 views)

sweet
very nice, love the numberplate. did you race it ?

The last complete year I raced, I finished 13th in points for the state of Iowa, thus the 13 on the plate. That would have been VERY EARLY 80's.

Thread: The Sting
**flatcat60**

**Registered User**  
Join Date Jan 2007 Location eastpointe mi Posts 597  
**WOW** that's pretty cool you still kept your old race bike, cool little story about that number.

**spistols**

**Registered User**  
Join Date Jan 2005 Location Atlanta Posts 1,455  
**Stingalicious** Sweet mother of pearl. No matter how much I try to diversify and pick up other brands, the Stings just keep bringing me back. You gotta love the welds!!! By far one of the best bikes of all time! Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

**Randy C.**

**Registered User**  
Join Date Sep 2002 Location Traverse City, Mi. Posts 88  
beautiful Sting!

**sjwilbanks**

**Registered User**  
Join Date Jul 2008 Location Georgia Posts 32  
First off, I'm very impressed with the staggering amount of information
contained in this thread- it took me two days to get through it. Excellent job to all contributors. It should be its own website.

Next up, after prompting from my 5 year old son, I've decided to reassemble my old Sting racing bike, which he happened to see in my parent's basement one day (parent's basement, attic, garage, etc. seems to be a recurring theme, I've discovered). After checking the serial # (F9T0174), I believe I'm correct in identifying it as a 1979 frame, which was purchased by my Dad (a.k.a. Crew chief) as a F/F set, not a complete bike. So basically all I have are aftermarket parts to go with it. That being said, I'm thinking I would like to restore it more or less factory, so I'm in the market for any parts I can get my hands on. From what I gather, some of the more difficult pieces that I'm looking for will be the headset, handlebars, seatpost, and decals. Any assistance I can get would be greatly appreciated.

On a separate note: bmxbob and bonzelite: I noticed your old posts about the Powder Springs track. My brother and I also ran there from '81-'83 (in addition to all of the north GA and TN tracks for locals, as well as all over GA, FL, AL, TN, for nationals). Bob, I remember your shop playing prominently at all of the locals. We rode for the Gwinnett Schwinn shop. Glory days!

On a separate note: bmxbob and bonzelite: I noticed your old posts about the Powder Springs track. My brother and I also ran there from '81-'83 (in addition to all of the north GA and TN tracks for locals, as well as all over GA, FL, AL, TN, for nationals). Bob, I remember your shop playing prominently at all of the locals. We rode for the Gwinnett Schwinn shop. Glory days!

Attached Images

Cascade Plunge AL 1982.jpg (72.7 KB, 191 views)

bmxbob

Registered User Join Date Jan 2006 Posts 2,011 cascade plunge!!!!!!!!!!! wow...yes i remember c.p. oh so well. at one time that place was a showplace..i was talking about it one time in my shop and a elderly matron said..cascade plunge, i had my wedding reception there, is the olympic pool still there? yes it was i told her but not in use but the big ballroom was in disrepair. we ran a national there one
time and it RAINED big time. we didnt get done till about
midnight and then had to drive to peachtree city for
sundays national. i dont even remember getting any sleep
'cause practical started about 6 o clock sunday morning. ol
bob and for those who dont know cascade plunge is on the
outskirts of birmingham, al. its a 20s...30s..country club.

plainsbikesouth

Registered User   Join Date Jul 2004 Posts 382   OK, off topic I know, but
I just had a flashback of racing a national in the Atlanta
area (totally forgot about it, not my usual stomping
grounds) in either 1992 or 1993. It was an ABA national
and it rained like crazy. The track was clay based if I
remember correctly and there was a little pond or small
lake next to it where everyone was washing off all the mud
from their bikes.

Is that powder springs? I can't remember the name of the track
or the national that it was. I vaguely remember the track, I
remember it turned left after the first straight and was
pretty nice. The highlight was my grip coming off in midair
in the mains from all the moisture from the rain.

spistols

Registered User   Join Date Jan 2005 Location Atlanta Posts 1,455   Powder
Springs   Sounds like Powder Springs, as this has a small
lake/pond next to the parking lot. You should remember
passing a school to get to it (Tapp Middle School).

This is where they held the ABA Dixieland Nationals a couple of
weeks ago. That is where I met Bob for the first time! 😊

Looking for anything 26" BMX- King Sting Mongoose KOS
Kruiser S&S Laguna Newport Champion MCS SE OM Flyer
Profile Supercross BOSS Powerlite Cook Bros. Brothers
Firemans Gary Littlejohn Little john Kappa Bassett Raleigh
Bomber Panda Pro Am Raider Bennett CW Racing Kozumi
What is trailing the Sting?? sjwilbanks- is that a Hutch Pro Racer behind you? It sort of looks like it has a looptail, and the horseshoeish fork. Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

---

Sorry to get the thread off topic. Is there an old thread somewhere for posting old BMX pics? I've got a ton of 'em from all over the Southeast and even the 1982 Grand Nationals at Pittsburgh.

---

A couple of Stings out Front sjwilbanks I won't hijack the thread any further beyond this. I include it here due to references to numerous other posts previously in the thread.
This is another shot from Cascade Plunge, with two Stings leading the pack. The #30 rider was Reed Miegel (sp?), a good racer who rode for J&J Schwinn. He and I usually ran a pretty tight race, with him besting me more often than not. Our bike set-ups were usually very similar.

The second photo is from the same race. I include it because if you'll notice in the background, the Factory Schwinn motorhome is visible (Mike Palmeri, Brad Delaney and others). I'm not sure what the arrangement was for those guys. I know they were heavily sponsored, with "Factory" on the jersey, but to exactly what level I'm not sure, because they were mostly local guys. When the nationals were in town, the big guns from Schwinn always hung out with them, though. **12xlr8 can you provide any insight? Was this the same type of contract you rode on?**

I was always enamored with the Stings those guys rode, and they seemed to enjoy a certain celebrity status among us shop riders. For their part, I remember them all as pretty nice guys and tough competitors. Maybe my memory has been favorably tainted as the years passed, but it seemed that Schwinn loomed larger than life in our local BMX scene, and when the factory motorhome was at a race it was always a primary point of interest.

Bob, I believe I remember that rain-out you referred to. I think that was our first race at that track. 🌧️

Attached Images
- Cascade Plunge AL 1982 (2).jpg (73.1 KB, 173 views)
- Cascade Plunge AL 1982 (4).jpg (108.9 KB, 166 views)
a completely different setup than most teams..including my own team. tim merrit was one of the members, he was at the dixieland nat. a few weeks ago (still racing) palmeri has a bike shop near elijay, if you remember he had to carry his birth certificate with him. he was 12, big and had a mustash. i have put a picture of schwinn south on here before but ill do it again. ol bob.

Registered User  Join Date Jul 2008 Location Georgia Posts 32  To somewhat get the thread back on track, I'm curious about the date coding of my frame. Serial #F9T0174, head tube badge number 1080. Using the post below as a reference...

Originally Posted by 12xlr8  ... It is L1T0106. L is the month (there is no I), so it is November. Second digit is 1=1981, and 0106 (NOTE 4 Numbers). Now, I can not prove this yet, but it is my theory that this was the 106th Sting made that month. So at a maximum of 1000 per year this was a big month for the builders. (Make sense)

G0T060 July 1980. Head badge number 2170. This bike of mine was completed with the installation of the headbadge on the 217th day of the year in 1980, which translates to Monday August 4th 1980. And it must have been the 60th frame that month (Only 3 Numbers).

If you do the math at 100 frames per month = 1200 per year. It has been said that there were never more than 1000 made in any one year. So this all would make sense. 82 in one month, 106 the next, etc...

So according to this logic, the frame in question would be the 8th frame made that Month.  ...if I interpret it correctly, according to the serial # I have a frame manufactured in June of 1979. But if the the number on the head tube badge equates to the 1980 Julian Calendar, it would seem to indicate that it was finished on April 17th, 1980. Seems like a lengthy gap there to me.

Perhaps I've read it too many times now and become a bit
confused regarding the fork dropout differences. Was the older vs. newer dropout issue restricted to the SX-2000 / Sting Comps, or were any of the Stings subject to having the older style? My F/F combo was supplied with the newer forks with the updated dropouts.

Yes, earlier stings came with the earlier style of fork. I have one from early May 1980 that came with the earlier style forks. This one has been in storage since new and has never been built (still has the original wooden dropout protector), so I'm pretty sure they were the original forks. The changeover seemed to be right around that time to the newer style fork. They may have started putting them out with the newer style a little earlier than May and worked out some with the earlier style fork to get rid of any extra inventory.

The dropout vs. headtube dates plus the newer forks on yours is odd. But it is certainly possible that a frame was built and got put aside mistakenly for a long period. The newer style fork and date on the headtube would make me think it didn't leave the factory until 1980, even if the frame was built in mid 79. Is there a rectangular decal on the downtube of the frame mentioning patent? And if so, what does it say. The switch from the patent applied for to the
patent with number decal seemed to happen right around May of 1980, so either way yours should say applied for, just curious.

Attached Images

sting08.jpg (34.7 KB, 166 views)
Patent Decals.JPG (162.3 KB, 159 views)

Originally Posted by plainsbikesouth
Is there a rectangular decal on the downtube of the frame mentioning patent? And if so, what does it say. The switch from the patent applied for to the patent with number decal seemed to happen right around May of 1980, so either way yours should say applied for, just curious. Unfortunately, this frame took a beating during my racing years and had to be repainted around 1983, and we didn't replace the decals at that time.

Thread: The Sting

Originally Posted by plainsbikesouth
Is there a rectangular decal on the downtube of the frame mentioning patent? And if so, what does it say. The switch from the patent applied for to the patent with number decal seemed to happen right around May of 1980, so either way yours should say applied for, just curious. Unfortunately, this frame took a beating during my racing years and had to be repainted around 1983, and we didn't replace the decals at that time.

Motley Crew
I started to thin the herd, so I took one last complete photo shot!!! 😊

http://i21.photobucket.com/albums/b2...g?t=1216344105
http://i21.photobucket.com/albums/b2...g?t=1216344211
http://i21.photobucket.com/albums/b2...g?t=1216344249
I also have one mint Black one complete to be built with mostly NOS parts, two Chrome frames/forks, and an '87/'88ish frame fork combo. Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

stings makes my heart beat faster! ol bob

Hey everybody,

I'm new to the post and I've greatly enjoyed reading through the Sting thread.

I'm basically out to ask general questions. I have a 1980 Sting Frame that I've just stripped of all of it's cheap, non-original parts and I was wondering what the best way to proceed would be. I've seen a few really nice powder-coating jobs in the threads and didn't know if it devalued the frame at all. The paint on my frame is in pretty bad condition anyhow.

Also, does anyone have a lead on where I can get "The Sting" decals to go back on once it is re-finished?

Thanks again for all the informative posts.

Excellent thread. Thanks for all the great info. Just purchased my first Sting (thanks spistols) and plan to rebuild it the way I would have wanted it BITD. I rode/raced a Race Inc., but
always admired and wanted a Sting. Now I am able to recapture some of my youth and this thread has been extremely helpful in pointing me in the right direction as far as parts, etc.

Does anyone know if Waterford cycles restores Stings? Their website indicates they do restorations, but it doesn’t really mention Stings or BMX...

- Reply With Quote

[Image]

spistols

Registered User  
Join Date Jan 2005  
Location Atlanta  
Posts 1,455

Waterford  Shaasegb- from what I read and hear, Waterford can paint the Sting, but I am not sure about the restoration part. Maybe someone that knows can chime in.  Looking for anything 26" BMX-King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

- Reply With Quote

shaasegb

Registered User  
Join Date Jul 2008  
Location Green Bay  
Posts 6

I sent them an email and will post the response when I hear back from them. As far as a restoration, what I essentially meant was a refinishing and decals. They do do this for all Paramounts according to their website. I guess we'll find out soon enough.

- Reply With Quote

plainsbikesouth

Registered User  
Join Date Jul 2004  
Posts 382

Originally Posted by  shaasegb  I sent them an email and will post the response when I hear back from them. As far as a restoration, what I essentially meant was a refinishing and decals. They do do this for all Paramounts according to their website. I guess we'll find out soon enough.  They can do the paint for a few hundred,
they won't have the decals for you though.

Richard Schwinn confirmed plainsbikesouth post that they can and will refinish most frames including Stings, but they do not have access to the Sting decals at this time.

So, does anyone know if someone is making them, or can they only be had through the secondary markets (ie, NOS)?

Sting downtube decals...

Put me 2nd in line for a pair of the "STING" downtube & blue "schwinn" chainstay decals i have stuff to trade or ca$h...

Any new Sting owners lately that want to share some pix?

She's a 1981 NOS Beauty!!
http://i266.photobucket.com/albums/i...topgoat/23.jpg  wow that is so wonderful. I wish I had that one.

that was the one I never had back in the day. I had an SX2000 instead; couldn't afford the Sting back then.

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca Posts 175

Originally Posted by Hammymrm
I rolled this out of my closet for it's yearly cleaning. Oh the memories.  wow another great one. 13th isn't too bad for the whole state I'd guess. glad you kept the Sting in top shape.

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca Posts 175

Originally Posted by Norrin
Since we haven't had any new information on here for a while I thought I'd post a picture of my Sting.  nice. do you have any more pics of it? that is one of those new ones. Those look so awesome.

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca Posts 175

Originally Posted by bmxbob
btw the racer in yellow in 4th place is john kovatchi, if you raced there you might know of him as kovatchi wheel fame. ol bob and if anyone has a 95, i think catalogue you can look in the timeline and find me in the picture!  I actually bought 2 Free Agents from Kovachi wheels. I have a Kovachi Wheels jersey. I think that shop is now long gone.

Do you have pics of the pre-Wild Horse Creek track? I did race there. I have pics at my mom's.

bmxbob

Registered User  Join Date Jan 2006 Posts 2,011  yo bonzelite......
another forum earlier i mentioned that i went to the dixieland nationals at wild horse creek track earlier. it was sorta a reunion of old bmx'ers. AND i talked with john kovatchi, he's still selling at the track, out of a trailer (he and i have something in common, we both had heart transplants) i didn't ask if he still had a storefront but he was doing good business at the track. i'll look for pictures from the original track, i know i have them...just don't know where. ol bob

- Attached Images
  - beg.jpg (59.1 KB, 143 views)

**Thread: The Sting**
- View First Unread
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John is in the wheel biz and doing fine from what i understand. His hubs are a big thing here in the SE. I was talking to him at the Dixieland Nationals, about building me a set of wheels for my Cruiser. His son is one of the top BMXers.


- Registered User
  - Join Date Jan 2005 Location Atlanta Posts 1,455 Kovachi Wheels
  - John is in the wheel biz and doing fine from what i understand. His hubs are a big thing here in the SE. I was talking to him at the Dixieland Nationals, about building me a set of wheels for my Cruiser. His son is one of the top BMXers.

- Registered User
  - Join Date Nov 2005 Location north hollywood, ca Posts 175 bonzelite
Originally Posted by bmxbob

In another forum earlier I mentioned that I went to the Dixieland Nationals at Wild Horse Creek track earlier. It was sorta a reunion of old bmx'ers. AND I talked with John Kovatchi, he's still selling at the track, out of a trailer (he and I have something in common, we both had heart transplants) I didn't ask if he still had a storefront but he was doing good business at the track. I'll look for pictures from the original track, I know I have them...just don't know where. ol bob

Some more lore while we're at it....

Back in the day, I'd say about 1984 or 1985, my dad did some freelance side jobs and he designed the logo for Free Flite bicycles. And when I went back there to visit recently, they were still using it!

But about Kovachi.... he took over the original Free Flite store location in that plaza off Canton Hwy. Free Flite moved up the road a bit past Piedmont Rd (?).

I haven't seen the Kovachi store front at that location for years, so I assumed they went under or moved. Last time I saw it was in the late 1990s/early 2000s. I bought 2 Free Agent bikes from Kovachi; one in 1996, another in about 1998 or 99. I still have them with the Kovachi sticker on the frame.

My dad also designed the first, or one of the first, T-shirt/logo designs for Wildhorse Creek Park, ca 1981. I think he got the assignment through knowing the owner of Free Flite (who I think is named "Dan" ---maybe you know him, too).

This is all 300 years ago so it's amazing we can talk about this common ground having never seen each other or met. We were part of the same era/scene in Georgia BMX culture.

In some ways I have some regrets from that period because I quit racing just about the time I began to get really good. I wish I had continued. Some of my friends kept on and ended up appearing in magazines and at nationals.

The problem, too, was time and money. My parents sort of shunned the idea of going to other tracks --which would
have meant more time, committment, buying more gear and perhaps more bikes, and going farther out to locales such as Griffin, Peachtree City, etc... I think some races associated in the region were even in Alabama. People got really hardcore into it and had mobile homes and trailers to take their kids around the region. I fantasized about that life but knew my parents would never go that far.

I guess that is why I hoard vintage BMX stuff. I'm trying to recapture something I felt was taken from me. Last edited by bonzelite; 09-23-2008 at 07:21 PM. Reason: additional info

bmxbob

Registered User Join Date Jan 2006 Posts 2,011 remembrences........
yep....dan thornton is the freeflite man. he has 3 stores in the atlanta area. hes a member of the north ga. bicycle dealers assn., of which i was a member. we were bitter enemies in the bmx wars, as a matter of fact i can atteat to the quality of his stickers as we had one in our urinal and p****d on it for years before it finally came off. we were good friends and our assn sponsored mnt bikes races for years as a fund raiser. ol bob and more pictures coming when i find them.

bonzelite

Registered User Join Date Nov 2005 Location north hollywood, ca Posts 175 dayum ....a small world ---but in a way comforting to hear (and hilarious about the sticker!)

dan is still doing it; that's excellent. he stuck with it, doing what he loves.

spistols

Registered User Join Date Jan 2005 Location Atlanta Posts 1,455 Ga Bmx Bonz... You probably raced against Tim Merritt? He is still around and racing. Actually he is leading in the men's Cruiser division. I think he is @ 46-50 yrs. old, or
something like that. By the time I am out of the gate, he is already half way around the track! Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker Pro Am Raider Bennett CW Racing Kozumi DG Torker
CyclePRO Cycle Pro VDC

bmxbob

Registered User  Join Date Jan 2006 Posts 2,011  tim merrit...... i have put this picture on before, but this is the schwinn south racing team. can you pick out tim...this is the early 80's. i got the trailer when they quit ,......towed it all over the south. ol bob

Attached Images

team.jpg (24.6 KB, 240 views)

Original owner

Registered User  Join Date Sep 2007 Posts 104  Originally Posted by bonzelite

wow that is so wonderful. I wish I had that one.

that was the one I never had back in the day. I had an SX2000 instead; couldn't afford the Sting back then.  http://i266.photobucket.com/albums/i...oat/zz1022.jpg
. http://i266.photobucket.com/albums/i...oat/zz1009.jpg
. http://i266.photobucket.com/albums/i...oat/zz1018.jpg

bonzelite

Registered User  Join Date Nov 2005 Location north hollywood, ca Posts 175  Originally Posted by Original owner

My God, that looks 100% stock. I can't believe it. that is the holy grail of
BMX bikes. you have a piece of history. That is the color, too, I wanted. My SX2000 had those rims and red anodized accessories, but The Sting always looked the Ferrari of bicycles. It was the supreme machine.

Originally Posted by bmxbob

i have put this picture on before, but this is the schwinn south racing team. can you pick out tim...this is the early 80's. i got the trailer when they quit ,.....towed it all over the south. ol bob I remember them and that trailer. They were there at the original PS track. I dreamed of being on the team. Never happened.

Originally Posted by bonzelite

My God, that looks 100% stock. I can't believe it. that is the holy grail of BMX bikes. you have a piece of history. That is the color, too, I wanted. My SX2000 had those rims and red anodized accessories, but The Sting always looked the Ferrari of bicycles. It was the supreme machine. The bike is NOS never ridden.It hung in a bikeshop display.

Looking for advise to rebuild my Sting from BITD

My name is Roger Hertzberg. Lived in Kankakee IL, raced from 75 to about 83, worked for and was sponsored by Messier's Riding Co. Would like to rebuild my Sting from BITD. CP Schwinn Sting (1979 or 1980 model?), Redline Flights, Graphite Tuff-Wheels, GT Pro bars would get me started. Can anyone help me locate these items? The attached picture was before I added Graphites & GT bars.
Welcome to Sting Heaven Roger! Great picture. There are a lot of Sting nuts here, and I am sure, eventually, bits and pieces will pop up for your bike. I seem to remember someone in the Chicago area with a chrome Sting for sale, on this site, on Craigslist, and I believe also listed it on Ebay, but do not remember the details.

I have several framesets, in various stages of builds and/or repair at the present moment. But with all of the aftermarket parts you had on due to racing, it seems like the tough part will be finding a frameset? Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little John Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

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attached picture was before I added Graphites & GT bars.

- thanx-
  - Roger  Graphites from that era will run you $1000-$2000. Might be better off buying the new school ones from Skyway for $200 and change and adding the gold Kool Kaps for $40.

  - Reply With Quote

Roger H IL-3  

Former Sting Racer  Join Date Oct 2008 Location Houston, TX Posts 4  First things first...  After reading this thread it looks as if the tough part will be finding someone willing to part with a F&F. 😞

  - Reply With Quote

plainsbikesouth  

Registered User  Join Date Jul 2004 Posts 382  Originally Posted by Roger H IL-3 Reply  After reading this thread it looks as if the tough part will be finding someone willing to part with a F&F. 😞  Not that rare, just watch ebay, they show up a lot. Look to spend about $400 on a decent used frame/fork.

Reply With Quote

Thread: The Sting

View First Unread  Thread Tools  Rate This Thread  Display

JOEL V.  

Registered User  Join Date May 2002 Location n.w ohio... Posts 2,212  Sting Thread...  Btt For The Holidays & For More Reading Enjoyment... :d
P.s. I Will Be Listing Some Kool Bmx Parts Here Soon... Thanks, Joel 😊

Professor J...

Reply With Quote

spistols

Registered User   Join Date Jan 2005 Location Atlanta Posts 1,455   White
Sting I was playing around with some Vector bars, that I once saw on a Black Sting- I believe it was an old bike from BMXBOB's shop, and now 12XLR8 (Ted) may own it.

Anyway, I loved the Vector look. Not to sure on white, but I will see if it grows on me, or if I just need to build another Sting.... 🧛

Attached Images
DSCN0977.JPG (108.8 KB, 298 views)

Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

ByStickel

Registered User   Join Date Feb 2005 Posts 2   OK, I made my way through all 22 pages of posts...

The Sting is clearly one of the coolest bikes ever. There was one hanging in the window of our local Schwinn shop, but I only had $75, so we left with a Sting Ray.

I saw mention of Predators and Predator Stings (I forgot that they said 'Sting' on them.) No mention of the Predator Aero. I was wondering if anybody has any info. I think Randy might be the guy who's contacted me about mine. Does anybody have pics of complete bikes or of the original decals? Mine is decent, but bare. It's got the round head
badge and is built with Suntour track dropouts. Nice detailing and a cool frame. Probably way rarer than a Sting, and worth much less. Any info would be appreciated!

(PS: I was just over at ---museum and I saw the 'Schwinn Aerodynamic' and other frames claiming to be Predator Aeros, but mine is different, with aero downtube, seattube bottom, seatstays, with an oval top tube and oval, tapering chainstays. I'm confused)
Tell me more...

T  I may have that.... Is the attached picture what we are looking for? Ser#F9T35. Let me know email
tcsjunkmail@yahoo.com  

Attached Images

IMG_0312.jpg (182.0 KB, 273 views)
IMG_0317.jpg (183.2 KB, 247 views)

Hi, Spring is coming, and we are already talking StingS....I love it!  Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Seems like a good time to talk about 'em.

keeping at the top the best Schwinn BMX bike made. But still want a "Black Shadow".
Sting headset... Hi all, i need some pics, part #s, dimensions, etc. for the headset assys. that fit the early `79 & up STING bmx bikes... thanks in advance, joel 😊

Professors J...

bmxbob

Registered User  Join Date Jan 2006 Posts 2,011 sting headset..... to simply put it,...schwinn roadbike headsets of the same period fit perfectly. when was out of "sting" headsets i would just order super sports or some other headset. ol bob

Reply With Quote

JOEL V.

Registered User  Join Date May 2002 Location n.w ohio... Posts 2,212 Sting headset... Hi bob, kool... thank you... i had heard that they were basically a roadbike headset, i just picked up a big box of headset pieces cups bearings etc. some wald, some crown, some (few) campagnolo, etc... if anyone can post a pic of the headset i would greatly appreciate it... thanks again, joel 😊

Reply With Quote

Tim Perry

Registered User  Join Date Feb 2003 Location Midwest- Illinois Posts 127 Well Maniac... ...I cannot believe that you've not found that Black Shadow yet. Good grief, how many years have you been looking?!!!

I still want to find that 1988 or 1989 black chrome Schwinn Predator that I once had and have some sell it to me! Please!!!
I've not been actively looking the last couple of years, but I'm still hopeful.

Good luck to both of us.
Keeping at the top the best Schwinn BMX bike made. But still want a "Black Shadow". "Ridetorelax"

Ridetorelax@comcast.net

Fork stickers I need to know what the correct lower fork stickers, or why they used two different styles. The round black and gold VS. the oval red and blue.
I have a 1980 sting.

You need the oval red and blue. The round black and gold were used in 1979.

Just checking in.... Been about 8 months since my last visit.... Still looking for a 1979 or 1980 Chrome F&F to get my build going. Recently missed a complete bike on Craigslist/Milwaukee area. Had a done deal and then it fell thru. 😞
Here's my '81 schwinn Sting. The only sting thing left is the frame and fork. Everything else is mostly GT parts from the late 90's. I've been thinking about parting it and selling the frame and fork and headset, let me know if anybody here is interested. I posted the whole bike on craigslist but didn't get much interest. one guy checked it out and found a crack where the seat post is.

http://i182.photobucket.com/albums/x...0/DSC04023.jpg

---

I would be interested in the F&F and the GT Pro bars. How much? and can you send me pics of the crack in seat post tube?

reach me at roger.hertzberg@hunting-intl.com

---

How much for the cranks? You can email to suprapep@yahoo.com. Thanks

---

i don't have any prices set yet. If you're interested in something just give me an offer and you can email me - jsjohn10(at)louisville.edu
Geez Louise....let's get some life back into this forum.

This has got to be one of the best Schwinn Sting threads on the web, EVER! If only someone would take this information and stick it in a reference book, it would sell better than a set of Sting bars on a Huffy!

Now, because of this thread, I started to collect Stings dating back @ 2005ish. I went crazy buying everything I could Sting related. To date, these are some of the best bikes in my collection.

So whose got them? Let's see some more cool Stings. Don't forget, if you have any King Stings, throw them up as well!

Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Ok, I'll start with some pictures. First is my 2005 Sting, I love it and it's all XS parts.

Next is a King Sting that I built from an NOS frame. I spent months building it, rode it once, hated it and sold it.

The last two are the same bike with different frames. Does that make any sense? I had the black Sting Competition and I really wanted to paint it white, then I found someone that had a white one that wanted black. Seemed like a trade
made in Heaven so we traded frames. Don't have either any more but that's ok.

Attached Images
- Sting.JPG (40.0 KB, 265 views)
- King Sting.jpg (41.9 KB, 263 views)
- Sting Comp white.JPG (98.8 KB, 267 views)
- Sting Comp black.JPG (93.4 KB, 254 views)

how do you ..... get to the last schwinn sting posts. ol bob

get to the last schwinn sting posts. ol bob ...Take a left on N. Kostner Ave, pedal 16 times, coast for 2.8 seconds, and take a right into... errr... hold on a tic.... TC

www.maidenusammp.com

Cycle Pro VDC

bmxbob

Registered User  Join Date Jan 2006 Posts 2,011  12xlr...... where you been....other than working for a living...and putting funny answers on this site. ol bob

12xlr8

Registered User  Join Date Jun 2005 Location MN Posts 342  Hiya Bob!

Indeed, I have been busy... Too busy. In fact, I'd be willing to engage you in some good clean Sting conversation, but I am neglecting my duties as I type! ....

Truth is, once we had to start clicking on all the images, instead of being able to see them on the page, I pretty much lost interest. ...Not in the peeps, or the topic, but in the site... ...Kinda like reading a magazine with no photos. If they would open up the [IMG] code again, I'd be all over it... It takes bandwidth, but, ya gotta have it to be a player in the forums game methinks...

Case in point, I did aquire a consternation era Sting ('83) to show the era change in my collection, but, posting it up, really isn't posting it up anymore....

Let's show those pix again, and get the traffic flowing once again mods! 😊

Gotta run. I'll find a lull in the action sooner or later...lol.

Cheers man! 😊

TC

www.maidenusammp.com

JohnnyC

Registered User  Join Date Dec 2009 Posts 2  🦦
Bump for a cool thread. Who has some latest Sting acquisitions? I just scored a 1980 Sting Comp F/F from Ebay. I will post pics when I get it. Does anybody have a parts list for that year.

Where did the Sting Comp fall in the Sting family. was it Sting and then Sting comp?

Did you win the chrome one? It falls below the Sting. I sold a frame identical to this last year, NOS, chrome, with the same sticker problems noted in the auction. But my frame went to Miami. Not sure if the guy resold it. Also, my frame did come from an authentic old school Schwinn shop, where it was hanging as a display.

Interesting, as the auction shows a frame and fork, but never mentions the fork being in the auction. Does it come with it?

Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC
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Interesting, as the auction shows a frame and fork, but never mentions the fork being in the auction. Does it come with it? I got mine from St. Louis. Just got it today and this thing IS SPOTLESS. Just a beauty. I have never owned a NOS bike frame that is actually NOS. Some shelfwear but other wise just beautiful. Shiney Chrome. It has never had an axle touch the drop outs.

Just missing the fork stickers. Big deal.
I'll get some pics up soon.

Question for all you sting lover's. Does the mini sting have the same headset as the 79-82 paramount built headset on that year of "the sting"

Please and Thanks in advance

No, from my knowledge the Mini Sting has a regular headset. Although, I have never owned a Mini Sting.
Question for all you sting lover's. Does the mini sting have the same headset as the 79-82 paramount built headset on that year of "the sting"

Please and Thanks in advance

Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Thread: The Sting

Registered User Join Date May 2009 Posts 18 any others that may know the answer to this question.

Thanks-

I've never owned one either.

But, BITD we studied them in great detail, and we used to wonder why they didn't call them Mini-Sting Comps., or Mini-SX-2000's, because they were actually built exactly like the Sting Comp, not like The Sting.

They even had the thicker walled tubing like the Comp.... if my memory is not completely shot. ( Afterall, I am ANOTHER year older today even...lol)

Which means they used the standard head set, just like the Comps., not ISO's like The Sting did.
It never made sense to me to build a mini with the heavier tubing. I guess cost in Tri-ovalizing, and double butting the tubing, which is what they had to do to make a Sting, was too expensive for a mini.

They missed the mark on that one IMO. If you are going to build a super lite racing bike for a little guy, go all in, and use the good stuff, and thinner Tri-ovalized double butted tubing, especially since they are little guys, and aren't going to break it. ...

So, when you think of mini-Stings, think of them as mini-Sting Comps, and if you know the difference between the two, you will pretty much know every detail on the mini... Built just like a Comp.... TC

www.maidenusammp.com

bmx-racer

Registered User  Join Date May 2009 Posts 18
My son rides this
http://i489.photobucket.com/albums/r...1/100_0882.jpg
My daughter rides this
http://i489.photobucket.com/albums/r...1/100_0302.jpg
I want to build this
http://i489.photobucket.com/albums/r...100_1131-1.jpg
I also did purchase a mini sting to build 😊

prolinell

Registered User  Join Date Apr 2008 Posts 20  i built this one last september. i can't remember the exact date but i think it's an early 1980. the frame used to be red but i had it chromed along with the fork and redline micoline v-bar. most of the components are NOS except the team schwinn crank which i polished out cause they were a bit rough
when purchased. All OG stickers which cost a bomb, the hardest hit was the frame tube stickers. I changed the pedals to black rat traps since these pics were taken and feel it has a much more "correctness" about it now. I just need to find some tiny screws for the head badge and it's complete. I also need to get decent outside pics to show how nice the chrome came up.

http://i37.photobucket.com/albums/e8...11sep09015.jpg

http://i37.photobucket.com/albums/e8...11sep09009.jpg

http://i37.photobucket.com/albums/e8...11sep09010.jpg

bmxbob

Registered User  Join Date Jan 2006 Posts 2,011  beautifully built bike...sting frame stickers..... are hard to come by...I think the guy who used to work for me still has a couple of sets of repro downtube stickers that I made in the early 90's. He wants 50.00 a set. Anybody interested...let me know! Ol Bob

plainsbikesouth

Registered User  Join Date Jul 2004 Posts 382  Originally Posted by prolineII  i just need to find some tiny screws for the head badge and it's complete. I have some of these. If you want to shoot me like $3 in paypal I'll mail ya a couple.

vrobb3

Registered User  Join Date May 2009 Posts 75  here is my contribution..... complete, nos, never assembled, sting comp, found this myself in local schwinn store few months ago, parts were buried in a collegiate box at the bottom of a pile of varsitys and collegiates, the frame was under couple nos team schwinn frames, than the parts were buried few more boxes down, strange thing was, something told me to open up the collegiate box, and there it was, hit gold, literally.... obviously these parts are for a black sting comp, but who has seen a chrome sting comp with factory correct
parts in gold......... btw the fork is used nice, anyone with a mint or nos fork hit me up

http://img.photobucket.com/albums/v2...keparts246.jpg

Reply With Quote

spistols  ♡

Registered User  Join Date Jan 2005 Location Atlanta Posts 1,455  Funny, as I had an NOS Sting Competition chrome frame, and was going to build it up with gold parts as well at one time. I even mentioned here on this thread about 2+ years ago, and got mixed reviews. Nevertheless, other projects came first and slowly my gold parts went to a worthy cause- a mint black Sting, and the chrome NOS Sting Comp frame was sold to a guy in Florida.

Originally Posted by vrobb3 ♡
here is my contribution..... complete, nos, never assembled, sting comp, found this myself in local schwinn store few months ago, parts were buried in a collegiate box at the bottom of a pile of varsitys and collegiates, the frame was under couple nos team schwinn frames, than the parts were buried few more boxes down, strange thing was something told to open up the collgiate box, and there it was, hit gold, literally.... obviously these parts are for a black sting comp, but who has seen a chrome sting comp with factory correct parts in gold......... btw the fork is used nice, anyone with a mint or nos fork hit me up

Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans
about that black sting...ol bob in the summer of 79 the schwinn warehouse in atlanta had there service school (yes...back then they had such things..i sent my shop rats) build up a black sting with gold parts and putm it on display in there model showroom (yes they had such things back then)...it was beautiful...that night someone threw a concrete block thru the window and stole the sting. mr pepperdyne told me...they walked right past 2 paramounts and stole the sting. i said...that tells me something about there age. oh...that reminds me...next year someone broke in the stiveers house and stole all there valuable silverware..i mean familt heirlooms...the stivers family at that time owned the flour mill that made stivers best meal..etc..that silver was expensive...there son ..john raced for me...he said.. they walked right past my sting..boy im glad they didnt get it. she was heartbroken. sorry for wandering! ol bob

stings etc....ol bob the guy who used to work for me told me he still had 2 sets of repro sting downtube decals. i made these and i think there pretty good. he wants 50.00 a set./ anybody interested let me know. ol bob

cpierce.... i did not get a email....phone number or something and i will pass it...
BMXBOB: email: motorific65@yahoo.com  krisKrates

Randy, good to see that you still check in occasionally.

Thread: The Sting

Sx-2000

Looky what I just found at the LBS and bought promptly.

VERY nice original condition, with and upgraded KKT lighting pedal, and black AME grips.

Frame is perfect with ZERO cracks

Rear hub has Schwinn Approved France 2 7 79, Who made this hub?

In my opinion and research, it is more difficult to find this in original form and quality like this. I still want a "The Sting"
but this is way cool.

Serial #AR800xx on headtube.

Attached Images

rsz_img_9844.jpg (183.9 KB, 199 views)
rsz_img_9848.jpg (173.0 KB, 174 views)
rsz_img_9856.jpg (181.8 KB, 162 views)
rsz_img_9850.jpg (174.7 KB, 163 views)
rsz_img_9851.jpg (170.1 KB, 168 views)

If you want a Sting, I am in Atlanta, and have plenty. PM your contact number.

Looky what I just found at the LBS and bought promptly.

VERY nice original condition, with and upgraded KKT lighting pedal, and black AME grips.

Frame is perfect with ZERO cracks

Rear hub has Schwinn Approved France 2 7 79, Who made this hub?

In my opinion and research, it is more difficult to find this in original form and quality like this. I still want a "The Sting" but this is way cool.
I picked up this Schwinn Sting a few weeks ago from a former Team Schwinn rider. I'm having trouble figuring out the date from serial number, H0T171 (see pic). 1980? Thanks! Jeff

Attached Images
sting# (Medium).JPG (70.7 KB, 193 views)

well I'll take.... a guess... h= august......0=1980.... t= trioval frame... 0179th frame built that month.... what team member? besides the full factory team they had maybe 10 or more co-factory teams and they were always changing. ol bob

I'm just bumping this because I'm getting ready to be the proud owner of a Sting!!!!!!

Just think? After 30 years I finally get one.

Hey, do these headsets fit a Sting?
I'm just bumping this because I'm getting ready to be the proud owner of a Sting!!!!!

Just think? After 30 years I finally get one. 😎

Let's see some pictures!!

I will. I can't wait. 😊

I'm just getting a frame and fork to start with.

I won't have it in my hands probably till next week sometime.

I've begun looking for parts already. 😃

Find out the OD, and I can tell you tomorrow if it will fit the frame.

Hey, do these headsets fit a Sting? 😮

macr0w

Registered User  Join Date Apr 2010 Posts 40  I wonder about this one?

The seller said it was 1 1/4 on the small end and 1 3/4 on the big end.

What is the actual internal dimension of the headtube on The Sting?

macr0w

Registered User  Join Date Apr 2010 Posts 40  Okay guys,

Do you think this headset is a reasonable facsimile for the Sting?

macr0w

Registered User  Join Date Apr 2010 Posts 40  Ok guys, I know some of you would want to kill me for this but I had the headtube lengthened on this mini Sting fork. Now it fits my big Sting like it was made for it.

Before
  http://i177.photobucket.com/albums/w...obinson008.jpg
  http://i177.photobucket.com/albums/w...obinson007.jpg

After
  http://i177.photobucket.com/albums/w...g/IMG_5838.jpg
  http://i177.photobucket.com/albums/w...g/IMG_5831.jpg

spistols

Registered User  Join Date Jan 2005 Location Atlanta Posts 1,455  Awesome
job. I need to start buying some more Mini Sting forks. Actually, I think I have one laying around and may use your guy.

Originally Posted by macr0w
Ok guys, I know some of you would want to kill me for this but I had the headtube lengthened on this mini Sting fork. Now it fits my big Sting like it was made for it.

Before
http://i177.photobucket.com/albums/w...obinson008.jpg
http://i177.photobucket.com/albums/w...obinson007.jpg

After
http://i177.photobucket.com/albums/w...g/IMG_5838.jpg
http://i177.photobucket.com/albums/w...g/IMG_5831.jpg

Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Don't let it slip away.

I don't have the money for it right now. Or I would have called dibs already.

Factory Team Sting for sale

Hey guys. I thought I would post pics of my new Sting project.

Since the pics don't show up in the thread, let's just link to my photobucket.

The Sting!!!
Let me know what you think. I freakin LOVE it.

Thread: The Sting

ricgre

LoneWolf Rider Join Date Jan 2009 Location ASchwiylum Posts 256 That is so sweet. Thanks for posting.

Jim,
No sure how much of this you have copied and backed up. But let me know and will work on putting that page or doc together.

Just in case... As the #2 most viewed post(76k). Collegiate, Travelers post at 78K. Way to go BMX crowd. I am proud of this forum. Last I looked my roadie rost only had 15k+ views

Lone Wolf Rider - Official member since 2002
Don't be fooled by the #

spistols

Registered User Join Date Jan 2005 Location Atlanta Posts 1,455 Ric- I got it all, except the pics. PM your email, and I can send it to you.

I will start grabbing some of the pics.

my dad's sting just for kicks...here's one of my dad's sting from BITD

Evan- nice pictures. I see now that you are looking for a Chrome Sting. Real cool aftermarket parts- no doubt not a complete Schwinn issued bike- built the way a racer would want it!

Those are awesome pics.
Love The Sting.

Okay, let get some "expert" opinions.

I hear tell that there are 2 different types of Sting bars.

The standard ones that most of you have and a "high rise" version.

Is this true?

I bought some Sting bars from someone. They look good.

I'm pretty sure they are authentic.

But someone pointed out to me that they are taller than his Sting bars.

Look at these pics and tell me what you think.

http://i177.photobucket.com/albums/w...heSting022.jpg
http://i177.photobucket.com/albums/w...heSting030.jpg
http://i177.photobucket.com/albums/w...heSting034.jpg

I have never seen high rise Sting bars before. Not sure what to say- either "Holy Crap that is rare" or "Are those real"?

The only different Sting bars I know of are the regular dipped on the end crossbar and the '82 V bar version. Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile
Supercross BOSS Powerlite Cook Bros. Brothers Firemans
Gary Littlejohn Little john Kappa Bassett Raleigh Bomber
Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker
CyclePRO Cycle Pro VDC

macr0w
Registered User  Join Date Apr 2010 Posts 40  Well, I don't know what to say either.

They look good.

The SBC decal looks legit.

By that I mean it looks like it's been there for a while.

The bars are super clean under it.

I didn't pull it off but you can see under the rolled up end.

BMXBob2
Registered User  Join Date Jul 2010 Posts 157  anything could be..... if you have a racing team and you have a tall rider...well...make him some tall bars....having said that the decal looks like it's been peeled off another set of bars and stuck on those bars...so...mike poulson told me that schwinn let them look thru all the sprockets looking for those with perfectly centered holes so that there were no tight spots..so it could have been special bars as well. ol bob

macr0w
Registered User  Join Date Apr 2010 Posts 40  I'll look at it again but the decal doesn't appear to be pulled off another set of bars.

They came off of a Sting that sadly got parted out up in Jersey I believe.
The bars look GTish— their old school tall bars. Not sure what they are called— maybe Andy Patterson bars, or something like that.

May be original, but I am not the expert. Ol' Bob forgot more about Stings, than I think I can ever remember. Contact Ted, 12XLR8, as he is the resident non Bob Sting expert.

There was a time where I was going to have a shop replicate a set of bars, because they are so hard to find. And it was fairly easy to replicate or even take the crossbar and put it on another set of bars. But time and money slowed me down. Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Here are a couple more shots.

In this one you can see the decals glue residue under where the decal peeled up.

To me it doesn't appear to be a transplant.

But anything is possible.
1965 Murray Cadet Flite
1968 Sky Blue 5spd Stingray Fastback
1971 Orange AMF Roadmaster Renegade 3spd
1973 Red Huffy Cruiser
1974 Opaque Blue 10spd Continental
1980’s Red Ladies 10 spd Traveler
1984 Champagne 18 spd Le Tour Luxe

Hi there, new to this forum but not new to old school bikes. A buddie of mine picked this sting up from a flea market for $5.00 bucks 🍒. Then I bought it from him not for the $5 score but for a very nice price 😊. Front wheel is bent and missing the non drive crank arm (anyone here has one for sale?)

Looks to be an early 79 one with a serial of D9T91

Blue was a factory replacement frame. Non drive arms are super tough to find. You will have better luck with finding a whole new crank. $5 for the bike sounds like he got ripped off !!!
BMXBob2

Registered User  Join Date Jul 2010 Posts 157  

 dont know......  where you got that idea...i sold blue right along with the red and chrome frames..look in the book....ol bob

spistols

Registered User  Join Date Jan 2005 Location Atlanta Posts 1,455  

Actually, I read somewhere that Black Sting frames were the replacement frames when racers brought their broken frames back to a Schwinn dealer for warranty. You don't see any Schwinn Stings in black in any Schwinn literature.

Bob, is that right?

Originally Posted by Original owner:

Blue was a factory replacement frame. Non drive arms are super tough to find. You will have better luck with finding a whole new crank.

$5 for the bike sounds like he got ripped off !!!

Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Heck of a score there...

I bet by now you wouldn't ship it to me for $5... lol. I'd love to have that one.

Looks like an early 1980 without seeing the S/N.
Amazing ...after 27 pages of Sting details and history, that mis-information shows up like that.

Blue ...is in all the catalogs.

Sorry I don't keep up much on this thread anymore, but I still check in once in a while... TC

www.maidenusammp.com

---

Registered User

Ted- after the highs and lows of Sting collecting, they are starting to make a strong comeback in the collector world. We need your input as there are quite a few of the Team Schwinn frames popping up that I have never seen before. One of my friends just picked up a Team Schwinn only frame, sold by Bob's old shop in Rome, GA. It has the smaller Sting Comp headtube, no headbadge holes, but has concave tipped seatstays.

 Heck of a score there...

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Sorry I don't keep up much on this thread anymore, but I still check in once in a while... Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS
guzziee

Registered User  Join Date Sep 2010 Posts 4
Originally Posted by 12xlr8
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I bet by now you wouldn't ship it to me for $5... lol. I'd love to have that one.

Looks like an early 1980 without seeing the S/N.

Amazing ...after 27 pages of Sting details and history, that mis-information shows up like that.
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Sorry I don't keep up much on this thread anymore, but I still check in once in a while... Serial is D9T91

Ted- after the highs and lows of Sting collecting, they are starting to make a strong comeback in the collector world. We need your input as there are quite a few of the Team Schwinn frames popping up that I have never seen before. One of my friends just picked up a Team Schwinn only frame, sold by Bob's old shop in Rome, GA. It has the smaller Sting Comp headtube, no headbadge holes, but has concave tipped seatstays. I have a team Schwinn frame somewhere, I need cranks a 1 wheel.
SCHWINN frames were only sold as frames. So anything goes as far as components. It was all based on what the racer put back on BITD.

Originally Posted by guzziee

I have a team Schwinn frame somewhere, I need cranks a 1 wheel. 😊
Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Reply With Quote

Original owner

Registered User  Join Date Sep 2007 Posts 104  Yes sorry about the bad info on the sting frame. 😢

I have read this thread a couple of times but I guess it all did not sink in. I also have a team frame. Am I correct in assuming that all team frames were chrome ???

Reply With Quote

spistols

Registered User  Join Date Jan 2005 Location Atlanta Posts 1,455  As far as I know, yes they were all chrome. If you look at the back of the BMX catalogs circa '76-'78 ish, they have the frames listed individually, and they were chrome. The down tube decals are the long Red White and Blue ones and the top tube decals says TEAM SCHWINN.

Reply With Quote

Originally Posted by Original owner

Yes sorry about the bad info on the sting frame. 😢

I have read this thread a couple of times but I guess it all did not sink in. I also have a team frame. Am I correct in assuming that all team frames were chrome ???

Looking for anything 26" BMX-
King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Norrin

Registered User  Join Date Aug 2002 Location Ann Arbor, MI Posts 1,443

Here are a couple of the Team Schwinn catalog pages.

Attached Images

teamswinn-catalog.jpg (82.9 KB, 93 views)
teamswinn-catalog2.jpg (180.4 KB, 84 views)

Original owner

Registered User  Join Date Sep 2007 Posts 104

The head badge on mine is gray. I see they were sold until 82 in the catalog. Mine has the white team Schwinn sticker on the gusset. The little oval one. I have the team Schwinn decals (nos) but not the red, white and blue streamer decals.

guzziee

Registered User  Join Date Sep 2010 Posts 4

Originally Posted by spistols

TEAM SCHWINN frames were only sold as frames. So anything goes as far as components. It was all based on what the racer put back on BITD. I meant I have a "team" frame somewhere in my garage maybe for trade for the parts I need.

macr0w

Registered User  Join Date Apr 2010 Posts 40

You're killing me with the $5.00 Sting...
I got some new wheels and a stem for mine.

I'll take some pics later today.

Okay, I'm bumping the Sting thread.

Opinions needed.

http://i177.photobucket.com/albums/w153innSting008.jpg

or

http://i177.photobucket.com/albums/w153innSting02.jpg

Straight seatpost with black seat. Lose the newer school thin seatpost clamp, and either find a natural Schwinn 28.6 seatpost clamp, or deanodize a colored one. Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little John Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker
Does anyone have a Schwinn NOS Sting Complete Bike or Frame/Fork Set for Sale? Greetings,

I'm new to this forum. Great forum. Great contributors. Great information.

I recently made the mistake of selling my 1982 Schwinn Sting. So, I'm in the market for a NOS Schwinn Sting -- complete bike or frame/fork.

Also, does anyone have the patent information for the oval tubing, schwinn sting frame and fork? Any help would be greatly appreciated.

Thanks,

Matt Jarvis

macr0w

Straight seatpost with black seat. Lose the newer school thin seatpost clamp, and either find a natural Schwinn 28.6 seatpost clamp, or deanodize a colored one. Sir! Yes Sir!

http://i177.photobucket.com/albums/w...nnSting070.jpg

This is not the same clamp. I still have the blue one.

http://i177.photobucket.com/albums/w...nnSting055.jpg

New Pedals

http://i177.photobucket.com/albums/w...nnSting052.jpg

New Stem

http://i177.photobucket.com/albums/w...nnSting054.jpg
This bike just keeps getting better.

Cool....now sell it back to me!

Looking for anything 26" BMX- King Sting Mongoose KOS Kruiser S&S Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS Powerlite Cook Bros. Brothers Firemans Gary Littlejohn Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO Cycle Pro VDC

Holy $#*!# What a neat thread, spent about 4 hrs reading it... LoL... I have bits & pieces of an early sting hanging in my basement since i moved into the house circa early `90s... bought a few pieces for it here & there but mainly kept getting outbid on stuff which kinda put the fire out on bringin it back to life...

don’t go to the bay ,go to bmxmuseum.com   sharidavignon@yahoo.com

What a neat thread, spent about 4 hrs reading it... LoL... I have bits & pieces of an early sting hanging in my basement since i moved into the house circa early `90s... bought a few pieces for it here & there but mainly kept getting outbid on stuff which kinda put the fire out on bringin it back to life...
Greetings,

I just purchased a Schwinn Sting frame and fork. I was wondering if anyone could date the year of the frame for me! Serial number on left rear drop out is E0T0131 and there is a B stamped in the right rear drop. Any clues about this frame. Welding is nice and smooth -- not all Sting frames that I have seen are.

Thanks,

Matt

paolooch

Registered User  Join Date Feb 2011 Posts 6  E is month (5th letter, 5th month May), 0 is year, 1980, T is tri-oval. r

Originally Posted by pmjarvisvt2011

Greetings,

I just purchased a Schwinn Sting frame and fork. I was wondering if anyone could date the year of the frame for me! Serial number on left rear drop out is E0T0131 and there is a B stamped in the right rear drop. Any clues about this frame. Welding is nice and smooth -- not all Sting frames that I have seen are.

Thanks,

Matt  see title, put it in wrong place. the rest of the numbers are the production numbers for that month or year, not sure.

RACER X

Registered User  Join Date Jan 2011 Posts 48

The sting  see title, put it in wrong place. the rest of the numbers are the production numbers for that month or year, not sure.  Mine is JOTO219 its little bro, i believe the last #s were for the whole year as not many frames were produced being hand brazed/welded/assembled/made (however you may say)
along with the Paramouts in Wisconsin.
P.S. please correct me if im wrong?

BmxBob3

 Registered User  Join Date Nov 2010 Posts 122  
more schwinn from ol bob.....  the 0131 number is the number of frames built that month....the reason form the difference in the weld (brazeing) is when they realized that they could sell so many sting is that they hired new brazers when all the work (in the paramount room) had been done by a few people (mostly women) so the good frames were done by old workers and the rather sloppy brazing was done by new people. ol bob

pmjarvisvt2011

 Registered User  Join Date Jan 2011 Posts 3  
Thanks everyone for your comments. That all makes sense to me. It's nice to have a 1980 Sting with much neater welds/brazing. It makes sense that each bike's welds/brazing may be slightly different done by the same welder with others being extremely different as the years progressed and the company's bottom-line changed.

New-style forks were included with the frame. Now, if I'm not mistaken, Schwinn changed over to the new-style forks around May 1980. So, I don't think that it's much of a stretch to say that these style forks could have been on this frame to begin with. Am I correct, or not?

Does anyone have the elongated oval 4130 decals for the new-style forks? If so, I would like to buy a set or two. I know that there were three sold on eBay recently, but I hadn't purchased this combo until after the sale ended.

Let's keep this forum alive!!!

I'm still undecided to whether I'll try to make this Sting as NOS as possible; assemble components that were dated for around 1980 that were of higher quality; or, assemble a quasi-retro Sting with a mixture of old and new.
Specifically, I love the anodized components -- Crupi and Profile do a good job, but it all falls short when it comes to brakes!!! Any suggestions???

Thanks,

Matt

---

paolooch

Registered User Join Date Feb 2011 Posts 6 handlebara good luck with the bars. we are all waiting in line!

---

RACER X

Registered User Join Date Jan 2011 Posts 48 Sting barz...

Originally Posted by paolooch

good luck with the bars. We are all waiting in line!

---

prolinell

Registered User Join Date Apr 2008 Posts 20 here's my 1980 sting from a show i went to last weekend.

http://i37.photobucket.com/albums/e8...tblast2011.jpg

i need those little fork stickers and the bar one

---

1eyedwilli3

Registered User Join Date Aug 2010 Location Dark side of the moon Posts 283 I have a beautiful sting thats built up on a minty team sample frame from 82 its a prototype of the tig frame and it was verified my Mr Marc muller himself. And it was the 35 frame made in 1982 of the team sample frames. I think i may part with it. It just sets. Its built on ALL NOS parts and it has a NOS yellow elina schwinn racing seat.
Doesn't have the right forks but they are cut to fix Ashtabula forks and they looks sharp.

- http://i1194.photobucket.com/albums/.../photo1-17.jpg
- http://i1194.photobucket.com/albums/.../photo4-12.jpg

Thread: The Sting

**purple64**

- **Registered User**
- **Join Date** Jan 2006
- **Location** southern NJ
- **Posts** 1,071

Looking to trade or sell this sting been a long time since I been on here, looking to sell or trade this 1980 Sting for orig paint cotton picker or nice off-brand muscle bikes. Also just posted more pics in the classifieds.

thanks Leo 🥾

**paolooch**

- **Registered User**
- **Join Date** Feb 2011
- **Posts** 6

my stings, hope you like! black one as close to original as I could do. the white one purely for fun and something different. red frame on the build.

- IMG_0394.jpg
- IMG_0376.jpg
- IMG_0382.jpg
- IMG_0387.jpg

*Reply With Quote*
Here's what I've been working on:)  Black has mostly NOS parts.
Chrome is very close to original.
Red is my next project and then of course I'll need a blue one 😊

Attached Images
- IMG_0400.jpg (206.5 KB, 35 views)
- IMG_0414.jpg (190.7 KB, 32 views)
- IMG_0405.jpg (208.7 KB, 35 views)

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Is the Red and NOS frame? Nice!!!  Looking for anything 26" BMX:
- King Sting
- Mongoose KOS Kruiser S&S
- Laguna Newport Champion MCS SE OM Flyer Profile Supercross BOSS
- Powerlite
- Cook Bros. Brothers
- Firemans
- Gary Littlejohn
- Little john Kappa Bassett Raleigh Bomber Panda Pro Am Raider Bennett CW Racing Kozumi DG Torker CyclePRO
- Cycle Pro VDC

---

Originally Posted by spistols
Is the Red and NOS frame? Nice!!!  No it's not, we just took a pic of it's best side.
I could prob. use anything you wannta get rid of, so put a list together and post it.
You know your not gonna use that stuff anymore.

Black has mostly NOS parts.

Chrome is very close to original.

Red is my next project and then of course I'll need a blue one 😊.

Those are sweet Stings.

I need a chrome one myself.