

The Scorpion is an extremely under-rated race bike. R.L., smokin' on a huge vert berm.



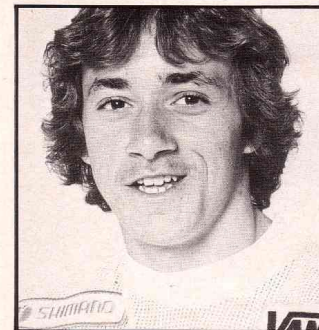
Photo by Bob Casorn



SCORPION SUPER TEAM

SCORPION'S GOT IT COVERED FROM A TO Z (ABRAMS TO ZAGARS)

Tucson—Abrams and Zagars perfect. Knoxville World Cup —



"I don't have a practice gate." That didn't stop Richard from posting eight NBL wins in two months.

Zagars and Abrams perfect. Lawrenceburg, Tennessee — Abrams wins. Nashville — Zagars wins. Fort Wayne — Zagars wins. Indianapolis — Abrams perfect; Zagars has perfect double. Itasca — Zagars wins. Peoria — Zagars wins.

That all took place within one two-month span. And the scooter these red-clad rad riders were blazin' on was the limited edition Super Team Scorpion, just out.

The Super Team is the top-of-the-line team bike, featuring the triple-lug frame construction instantly associated with Scorpion. The Super Team is fabricated from 4130 chrome-moly. All other Scorpion models are made from Mangaloy tubing — Tange's trademark for magnesium molybdenum, a steel alloy known for its excellent strength-to-weight ratio.

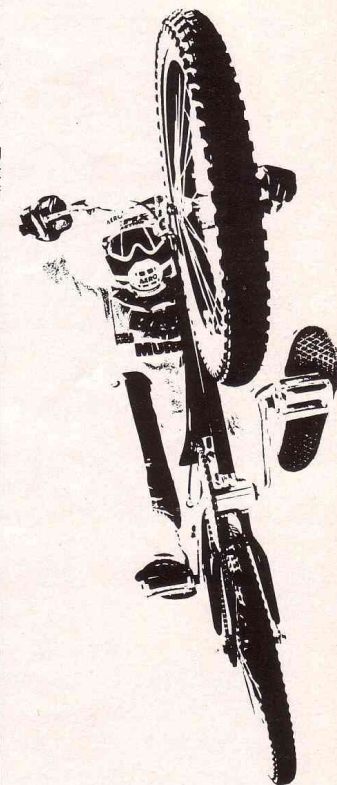
Scorpion feels that their triple-lug approach offers superior strength at the frame joints. The overlapping of



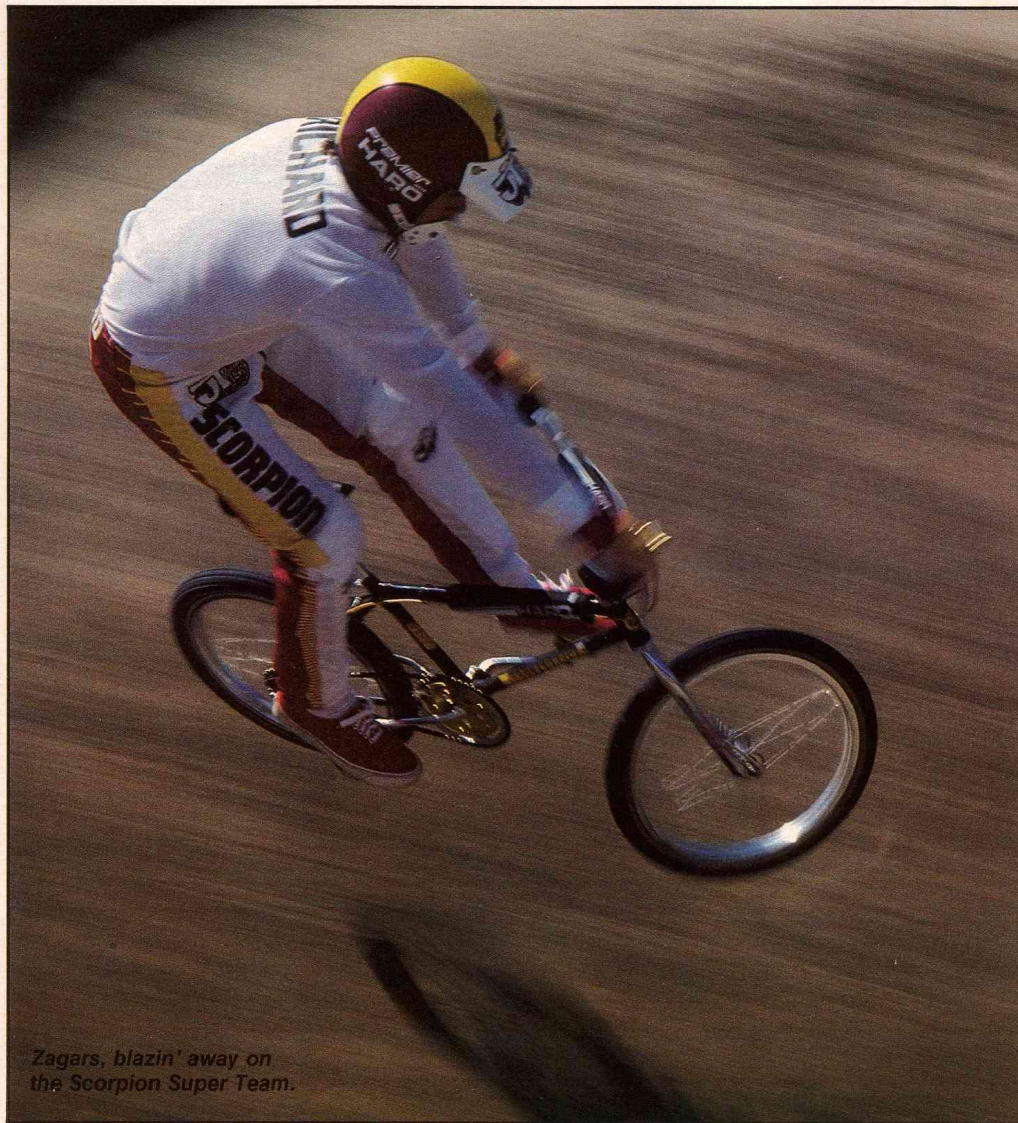
Studded for max grip, the new KKT AMX pedals are hot stuff.



Scorpion's brazed racer—the triple-lugged chrome-moly Super Team.



SCORPION SUPER TEAM



Zagars, blazin' away on the Scorpion Super Team.

Photo by Bob Osborn

the tube ends into the lugs creates double-thickness strength. In addition, Scorpion uses beefy .049 tubing (many race bikes use .035 tubing) which adds weight but sure makes the thing bullet-proof.

The tube junctions are sweat-

brazed rather than heliarc welded. A nickel silver alloy fuses the tubing together. Brazing requires lower temperatures than heliarc welding. This means the chrome-moly is subjected to less heat stress during frame fabrication.

Scorpion's interest in lugged frames comes from past experience with ten-speed race technology. Current Scorpion owner Paul Hinkston became involved with BMX in 1974 with Shimano. In 1978, he moved to Sentinel, a major name in lightweight

ten-speeds. At this point, Hinkston began researching applications of ten-speed geometry and construction to BMX. Initially, Sentinel built BMX bikes for other brands. In 1979, they began producing their own Scorpion bikes. Then Cal-Facet bought Scorpion from Sentinel. Later, Hinkston acquired ownership.

The Super Team was developed with input from the team riders. The factory wanted a quick handling,

bulletproof bike that could be sold on a limited production basis. In developing the Super Team, they decided to go with a slightly steeper head angle. They also lengthened the frame some. The decision to use .049 tubing fit in with their desire to aim the bike at the age 13 to 17 beefy rider.

The Super Team should retail for about \$390. The number two bike in the line is the Scorpion Team. It sells

for about \$295 to \$325. The SX is an economy race bike. It goes for \$225 to \$250, depending on finish.

Team Scorpion keeps growing. At the time of our test, it included Byron Friday (Pro), Ted Guilmette (Pro), Eric Airhart (B Pro), Richard Zagars (16 Expert), Mahlon Abrams (15 Expert), Sean Speed (13 Expert), Ron Garmon (13 Expert), Sean Riblet (11 Expert), Bob Hinkston (10 Expert), Jennifer Weil (Powder Puff). (How



RICHARD ZAGARS

AGE: 17

HOME TURF: Burbank, California

STATUS: No. 4, 15 Expert in NBL in 1981

SPONSOR: Scorpion

CO-SPONSORS: Vans, JT, Haro, A'me, Carrera, Premier, Shimano

PERSONAL GEAR:

Premier helmet
Motopeak visor
Carrera goggles
Jofa mouth guard
JT jersey
JT pants
Vans tennies
JT gloves

DIALIN' IN:

Europa Bikes
Van Nuys, California

Close, but no Zagars. Pun fun, but lately Richard hasn't just been coming close, he's been getting there. Head of the pack. Big wins like the Knoxville World Cup. He posted eight NBL wins during last May, June, and early July.

Richard was National No. 4 in 15 Expert last year in the NBL War of the Stars. He joined Scorpion in April.

Scorpion's speedster began racing in 1975 at age ten. Some friends took him to the Van Nuys track in the Los Angeles area and

he was hooked. He started his crankin' career on a Mongoose.

He rode a Red Line and JMC before picking up his first factory sponsorship — from Jag. Next, a two year factory stay with Schwinn. Then Richard joined Jeff Bottema and Toby Henderson on Team Raleigh. Last year he was shop sponsored by Europa Bikes.

Before getting hooked on BMX, Richard used to play Pop Warner football and Little League baseball. Now all he has time for is bikes.

He's one of the few BMXers who also competes on ten-speeds. Richard rides a Raleigh Professional in local 25 kilometer races. He has hopes of someday taking a shot at Olympic-level competition. Because of those aspirations, he probably won't turn Pro in BMX.

Richard roller-trains like crazy, usually on his ten-speed, for endurance. His sessions run 30 to 60 minutes. He also weight trains on a Universal Gym with the emphasis on endurance. (Leg presses — 50 repetitions with 200 pounds. Bench presses — 20 reps with 150 pounds.) He jogs about five miles every other day.

Amazingly, Richard doesn't practice starts. "I don't have a gate and I get pretty good starts the way I train right now."

Richard is a junior at Burbank High School. He's thinking about college.

If you have trouble pronouncing the name, it's Zay-gars. Just remember it rhymes with one-of-the-new-stars and you got it. ■

SCORPION SUPER TEAM

PRICE & SPECS

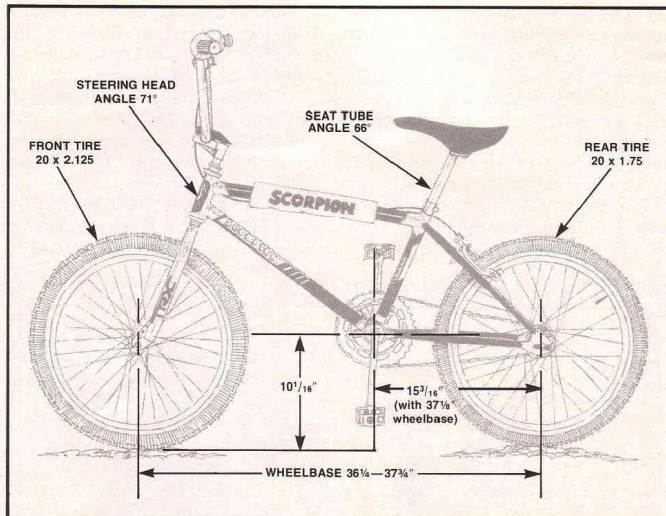
COMPLETE BICYCLE PRICE:

Approximately \$395.

FINISHES AVAILABLE: Chrome, blue, black, or red.

COMPLETE BICYCLE WEIGHT (without pads or plate): 25 pounds, 13 ounces.

FRAME WEIGHT: 5 pounds, 9¾ ounces.



FORK WEIGHT: 1 pound, 10 ounces.

FORK RAKE: 27/16 inches.

STEERING HEAD TUBE LENGTH: 4 inches.

HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 8½ inches.

TOP TUBE O.D.: 1½ inches.

DOWN TUBE O.D.: 1½ inches.

FORK LEG O.D.: 1 inch, oval.

BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Scorpion Super Team, 4130 chrome-moly, triple lugged.

FORK: Tange TRX, 4130 chrome-moly, oval legs.

HANDLEBAR: Scorpion, 4130 chrome-moly.

HANDLEBAR STEM: ACS, chrome-moly and aluminum alloy.

GRIPS: A'me.

HEADSET: Tange MX2.

RIMS: Scorpion aluminum alloy, black center, polished sides.

SPOKES: 36/080, chrome-plated.

HUBS: ACS, chrome-plated.

TIRES: Competition III.

BRAKE: Dia-Compe MX1000, rear only.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe.

BRAKE CABLE: Dia-Compe.

PEDALS: KKT AMX.

CRANK: Takagi, chrome-moly, one-piece, 175mm.

BOTTOM BRACKET SET: Tange.

FRONT SPROCKET: 44T Takagi aluminum chainwheel.

SPIDER: Takagi steel spider.

FREEWHEEL: 16T Shimano.

CHAIN: Shimano Uniglide.

SEAT: Kashimax Aero.



SEAT POST: Scorpion stainless steel.

SEAT POST CLAMP: aluminum alloy.

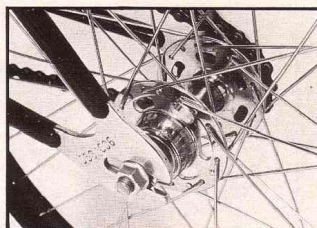
ACCESSORIES: California Lite safety pads.

PERFORMANCE EVALUATION

PURPOSE: Racing, quality street.

AGE RANGE: Ideal for 13 and over, especially browner riders.

QUALITY OF FINISH: Very good.



QUALITY OF BRAZING: Excellent.

HANDLING: Level in the air. Easy slider.

Good jumper. Neutral steering. Stable.

MISCELLANEOUS COMMENTS: It's a good bike, but still not real well known. It's definitely better than its reputation . . . I'd say it's really close to the top . . . You can win on that bike . . . It didn't feel long . . . It was real comfortable, ideal for big guys . . . The turns were fine . . . Low crank? I didn't notice. I never scraped a pedal . . . It felt quick and comfortable. I had plenty of room on it . . . With that .049 tubing and the triple lugging you have to figure it'll really stay together . . .

TEST INPUT: Richard Zagars, Mike Buff, Len Weed, R.L. Osborn, Steve Giberson, Bob Osborn.

FOR MORE INFO

FOR MORE INFO: Check your local Scorpion dealer or send \$1 for brochure and sticker.

MANUFACTURER:

Scorpion Cycles Inc.
21200 Superior Street
Chatsworth, California 91311



Classic stylin' by R.L. Osborn.



The Super Team was an easy slider. Here's Raccoon Lips demonstrating.



Richard Zagars stayin' low while R.L. tries height. The Scorpion was a level flyer.



"Say, Dad, can I borrow the keys to the 911 tonight?" Here's Oz, laying down on the job as usual, and R.L., rad as ever.

'bout that. A team with Speed and Weil.) Scorpion also signed former No. 1 Bobby Encinas as Director of Promotion.

In the past, the Scorpion name has

not been at the forefront of race results, but that's changing. Team racers are winning. Scorpion has quietly been building a product that's better than the public's awareness of it.

Anytime you do that, word begins to get around. Which is just another way of saying Scorpion deserves a hard look. It just may be what you need to start stinging the comp. ■