

PRODUCT ANALYSIS



SKYWAY T/A FRAME AND FORK SET

DOES T/A STAND FOR TROPHY ACCUMULATOR?

Okay gang, for just a minute try to imagine all the frame and fork

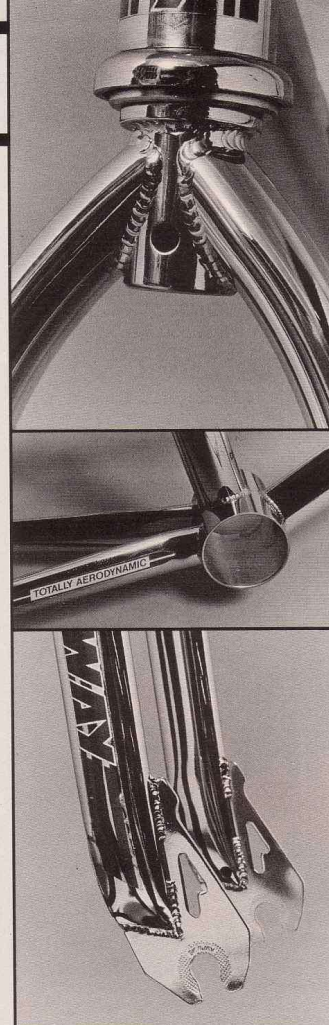
combos available out there in BMXville as different styles of cars. C'mon, I know it sounds funky, but just try it.

Let's see, there would be a bunch of basic cars like VW bugs. Plain and very straightforward in design, but TOTALLY reliable.

Next would be some sporty models. Racier looking and faster with better handling, but a little less durable.

The further up the line you'd find the REALLY exotic cars — Turbos and the like. You can just LOOK at these vehicles and know that WAY more effort is put into the design and cosmetics than average. When these cars are built right, they're the BEST! But when they're not, they need reserved parking spaces at the repair shop.

Anyway, back to the real world. We recently got a Skyway T/A frame and fork to look over, and as soon as it was out of the box we KNEW



we weren't dealing with a VW. We were talkin' more in the range of a Lamborghini Countach! But the question was this: Did Skyway build it right?

It's obvious from first glance that they invested TONS of time and effort putting together the T/A frame and fork (T/A stands for Totally Aerodynamic). Completely 4130 chrome-moly, the frame and fork are things of beauty — almost masterpieces. Let's start at the back of the frame and work our way forward.

The rear dropouts are NOT your basic snooze-a-roonie variety. They're die-cut into a VERY distinctive shape, knurled on the outside



to give the axle nuts somethin' extra to grab onto, and they have a zoot lookin' hole punched out above the axle slot to add a little extra class.

The seat and chain stays are tapered, teardrop-shaped tubes that go through a manufacturing process that makes the wall thickness of the material thicker where the taper is narrow, and thinner where the taper is wide. The bottom ends of these tubes are slotted to accept the dropouts, and then the ends are completely closed and welded on both sides of each dropout.

The welding throughout the frame and fork is FIRST-RATE! Totally clean beads with apparently good penetration. Definitely some of the nicest we've seen in a LONG time.

The seat tube is round at the top, and then below the clamping area it is expanded into a teardrop shape. Ultra-trick.

The top and down tubes use 1 1/2

inch teardrop-shaped material.

The four inch head tube is milled on the inside to provide the cups a perfect fit.

By now, you're probably wondering about the frame weight. Well, it tipped the outstandingly accurate Mighty BMXA scales at 4 pounds, 2 ounces. Purty light.

Okay, let's scrutinize the fork. The legs are made of 1 1/8 inch teardrop tubing, and the bottoms have been cleanly cut, formed, and welded shut. VERY sano.

The dropouts are styled similar to the rear dropouts, all the way down to the lightening hole and the knurling for extra axle nut gripion.

The collar is drilled for a front brake.

One of Skyway's goals for the forks was to make them light, and at 1 pound, 8 1/2 ounces, they did it. But they also wanted them to be able to take EXTREME punishment. So they went a big step beyond average manufacturing processes by completely heat-treating them AFTER welding to between 30 and 36 on the Rockwell hardness scale. What this means is that these forks are TOUGH!

Since parts are subjected to very high temperatures during the heat-treating process, they tend to warp. But Skyway puts their forks into special jigs to make sure they don't lose their shape. After they come out of the oven, the forks are carefully examined to make ABSOLUTELY sure they're straight. We're talkin' DYNO-COSMOTICLY RADIBOLICAL stuff here, gang.

The wheelbase is adjustable from 35 3/4 to 37 inches, so it should fit radsters 14 and over very nicely.

Now that you have the full scoop, do ya wanna take a stab at the sticker price of all this trickness? Forget it, we'll tell ya. 180 duckets. That even includes a Skyway California Lite frame pad. Pretty cool price for the qual involved.

So did Skyway do the job right? You bet'cha.

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