

**BICYCLE
MOTOCROSS
ACTION**



OFFICIAL TEST

*POINT 'A' TO POINT 'B'
TRANSPORTATION . . .

Cook Bros.

* . . . IF 'A' IS THE START OF A BMX RACE AND 'B' IS THE FINISH AND IN BETWEEN ARE ABOUT 45 SECONDS OF RIP SNORTING, GNARLY, OUTRAGEOUS ACTION.

ARTICLE AND PHOTOS BY OSBORN
RACE AND THRASH TESTING BY JONES, R.L., AND RANDY

For the last few years the Cook brothers (Craig and Gary) have been quietly producing a large range of top quality BMX racing equipment. The reputation they have earned speaks for itself. When you crack loose with your hard-earned bucks for a Cook Bros. product, you can be sure that you've got equipment that ranks with the very best and you can bet your bippy that it will last longer than the "I Love Lucy" re-runs on the boob tube.

FRAMES

Take their frames for example. They are constructed of 4130 chrome-moly with some of the prettiest heli-arc welding we've ever seen. In fact, the Cook Bros. frames must be built with the same loving care as goes into the watches that those little old Swiss watchmakers make.

The steering head is turned down from thick-wall tubing so that there is a top and bottom collar for strength at the bearing cups and a thin-wall section in between for lightness. The gussets are fisttailed and space-welded on a shear with the top and down tubes. This gusseting method accomplishes exactly what it is supposed to accomplish; it strengthens the area

that receives the most stress and allows just enough flex to prevent the frame tubes from cracking right behind the gussets.

The dropouts are long-slotted so that sprockets can be switched at a race without changing the chain length.

Cook Bros. frames come in two sizes: 'standard' for the medium and large sized galoots, and 'mini' for the little buckeroos. You also get a choice of bottom brackets; either the large American size or the smaller derailleur size. Plus, both can be had with or without the Cook Bros. sealed-bearings and spindle units for alloy cranks.

Everything has been thought of. Nothing has been added that is not absolutely necessary. The Cook Bros. frames are very strong and very light; the heart of a superb racing machine. Beautiful in their Spartan simplicity.

Both sizes of frames are nickel plated. The standard frame weighs 3 pounds 14 ounces without the sealed-bearing unit. The mini comes in at 3 pounds 7 ounces, also without the sealed-bearing gizmo. In case you are not paying very close attention, these frames are LIGHTWEIGHT, folks. Got that? Lightweight and strong!

The frame we tested was the standard size, had the small bottom bracket,





The marvelous Cook Bros. machine.

and was equipped with a sealed-bearing unit. Weight of this frame was 4 pounds 4 ounces. The retail cost would be somewhere around \$135, probably a bit less.

FORKS

Getting right to the nitty-gritty on the Cook Bros. forks . . . Ditto on all the material and construction things said about the frames.

Fork rake is perfect for the Cook Bros. steering-head angle. The resulting steering (on a slow-neutral-quick scale) was neutral. In other words, when you stick all this stuff together and take the bike out for a shake-down cruise you'll find that it neither steers like a chopper nor does the front wheel bite. It just does what it's supposed to do, and very nicely.

If you are a very discerning fellow you will notice a little glob of welding material on the back of the fork collar. This is not a mistake. It is a "rosette" weld and it serves a purpose.

You must understand that this is very technical, but I will herewith attempt an explanation of a rosette weld: On most forks the stem tube passes through and is welded to the bottom of the collar. This is a completely acceptable method of construction. But the Cook brothers have gone one step further. They drill a hole through the collar about 1 inch above the bottom weld, and hell-arc the collar to the tube at this point. This provides two points of attachment between the collar and stem tube and makes the forks just that much stronger. And VOILA! You've got a rosette weld. Details like this have earned Cook Bros. their reputation for quality BMX equipment.

So that you will be fully informed, and to leave no detail unturned . . . Weight of the Cook Bros. forks is a hair under 2 pounds. Cost is about 32 bucks.



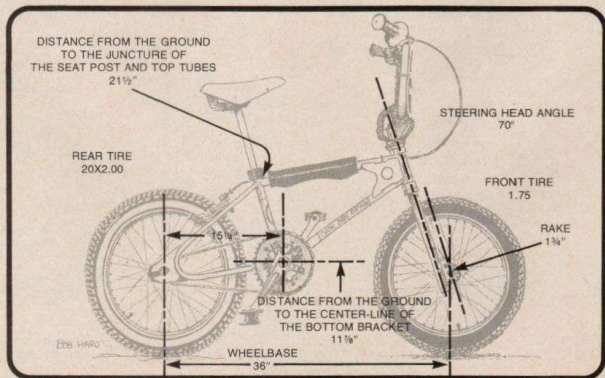
Even though this is a pure racing machine, we pushed it into realms that bordered on insanity just to see how much it would take . . . It took it all. Emrich aboard.



Simi's far turn/jump combo. Come in fast, brake slightly, apply some inside body english, take the jump and whip it around.



View of the north end of Randy Emrich going south . . . At speed.



The rear Cook Bros sealed-bearing hub. It worked better than the front.



GOOSENECK

The Cook Bros. gooseneck weighed in at 1 pound 4 ounces without the stem bolt, which is not the lightest in the world. But . . . this bugger is bullet-proof, with a capitol 'B'. The stem, platform, and gusset are chrome-moly and the double-clamps are aluminum with hardened Allen bolts. If you become the proud owner of one of these, it will be the last one you'll ever have to buy . . . unless a safe lands on your bike. Cost? Around \$26.

SEALED-BEARINGS

The Cook Bros. sealed-bearing hubs and bottom-bracket units are made from top quality materials (mostly aluminum), are lightweight, and are almost maintenance free. But, to tell the truth, we were not too impressed with them.

They're trick for sure, but they prevent a few minor problems. First off, you've got to have six arms to get the front hub into the forks . . . it's a very tight fit. Then, if you do not read the installation instructions (like us), it's easy to get the arrangement of washers wrong which can cut the seal on the bearings and you're back to unsealed bearings.

A minor point that I should stick in here is that these are 'sealed' bearings, not 'precision' bearings. Okay?

Another problem is that if the axle nuts on the front hub are tightened with more than about 5 pounds of torque (do you have a torque wrench?) the internal aluminum spacer between the bearings will tweak slightly on its ends which will cause the center race



← Bullet-proof motocross equipment. The Cook Bros. chrome-moly gooseneck. Rapid Randy riding the ragged edge.

BMX JERSEYS AND PANTS

JERSEYS

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PANTS

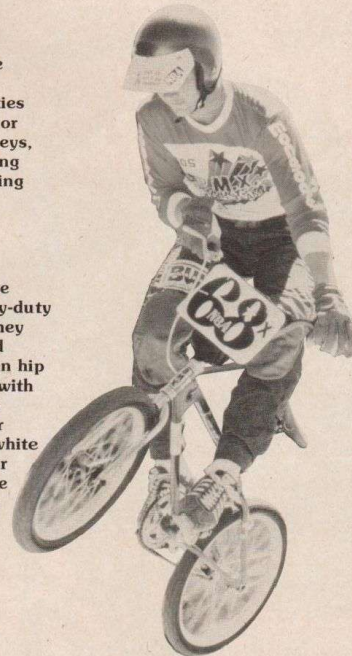
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The new funny-looking Schwinn gum-wall, tractor-tread, MX tire. It's light-weight and supplies great gobs of grip-tion if you don't put it on bass-ackwards.



Formation night flying at Van Nuys. Stiff compo for 1st place. In all the race testing the Cook Bros. performed flawlessly.



Jones tries the flat-track-toeside method to get through Simi's mid-turn jump. It worked pretty well . . . Mostly.



to shift which causes a side-loading on the bearings which reduces the rolling freedom considerably. Got that?

Craig Cook told us that by the time this issue reaches the newsstands they will have corrected this problem by replacing the aluminum spacer in the front hub with a chrome-moly spacer like in their rear sealed-bearing hub.

A couple more points on the hubs: The sealed-bearings are standard units and can be easily replaced. If dirt and crud get past the seals, which can happen even if the seals are unbroken, they can be popped off and oiled just like unsealed bearings. Cost of the front hub is about \$25, the rear about \$33.

To sum it all up, the BMXA fearless test team guys and myself were somewhat ambivalent toward the hubs. (Look that up in your Funk and Wag-nails!)

OTHER STUFF

What should we cuss and discuss first? The boss new Schwinn tractor-tire? Or the lame Royal GT seat? Or the new PLME seat post clamp?

The new Schwinn tire is great. It weighs 7 ounces less than even the small (1.75) Cheng Shin tire. This is due mostly to the gum-wall construction of the Schwinn. The trend pattern is strange, but it sure does the job . . . unless you get it on backwards which is easy to do.

The Royal GT seat is far and away the crummiest seat we've ever used. The plastic things that hold the metal rods at the rear kept breaking. We went through three of these seats during the first week of testing. They wouldn't last through a good day on a kiddy-car.

What we finally did was get a Suzuki seat, and it was neat. Excellent motocross stuff.

And how about that PLME seat post clamp? Very trick bugger. Does the job extremely well and at 3½ ounces probably saves a little weight. But expensive.





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HANDLING AND CONCLUSIONS

That covers most of the details so let's see if the Cook Bros. is all show and no go, or if it is a rampaging maniac in the dirt.

The answer is that it is neither. What it is, is a precision instrument for bicycle motocross racing that also happens to look very nifty.

While making haste through turns the Cook Bros. is the very epitome of predictability. You go flying in, turn it, apply a bit of stylish body english, and exit the other end. Simple as that. No surprises, no strange things going on. Nice.

◀ *If your business is BMX racing, here is some very efficient office equipment for you.*

Over jumps you get the same predictability. The front and rear ends do just what they're supposed to do. There is no tendency toward either looping or ending.

These handling assets are the result of the steering-head angle combined with the proper rake and trail of the forks, and an excellent bottom bracket location as it relates to the wheelbase and ground clearance. There just aren't any handling problems with the Cook Bros.

The BICYCLE MOTOCROSS ACTION test team guys came to the unanimous conclusion that, "It handles great. Perfect. Don't change a thing."

And there's just not too much we can add to that.