



There's lots of room aboard the Force 2. The long front end makes accelerating in a power-wheelie comfortable.



Long wheelbases make for stability in fast turns. Here Kirk attacks one fast turn: Corona's famous first curve.



A tricky European turn taken in classic style. The Force 2 thrives on difficult tracks.

# HANK AND FRANK'S FORCE 2



## Specifications:

Force 2

## Price:

\$120.00 (Frame Only)

## Serial Number:

2061

## Head Angle:

72 Degrees

## Seat Angle:

64 degrees

## Wheelbase:

37 1/2 inches

## Bottom Bracket to Rear Axle:

16 1/2 inches

## Bottom Bracket Height:

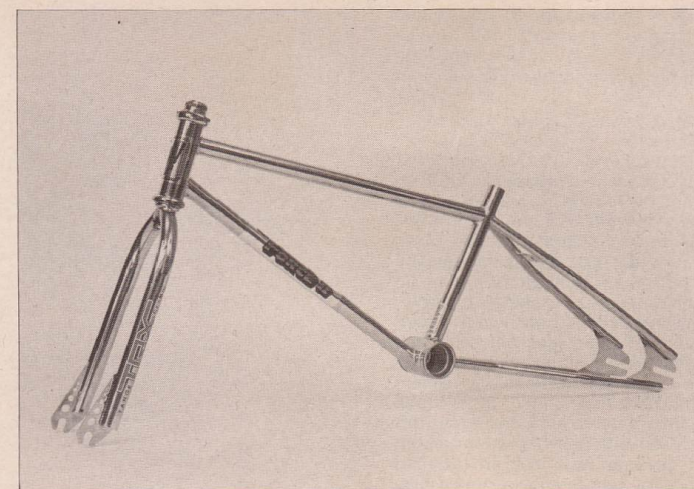
11 1/2 inches

## Top Bar Height at Seat Post:

20 3/4 inches

For more information contact:

Hank and Frank Bicycles  
106 East 14th Street  
Oakland, California 94606



Very few companies can claim to be among the early pioneers of bicycle motocross! Hank and Frank Bicycles of Oakland, California, is one that can. The guys at Hank and Frank have been playing the game for over seven years. During this time they've been refining their theories on what makes an ideal racing bike. Their first frame-building project was back in 1977. During that year Hank and Frank collaborated with Champion Racing Frames to produce the first Champion BMX frame. At the time it was the most expensive frame on the market and very few were sold. In early 1980 Hank and Frank began working with new ideas on a totally new project: Force 1 and Force 2.

According to Hank and Frank spokesman, Lee Pare, the Force bikes are based on ideas that they have evolved over the past four years. Another Hank and Frank spokesman, Dale Dryer, said that the Force 1 and Force 2 frames use "what wins—race geometry."

Except for the extended front end of the Force 2, both frames are identical in construction. Chromoly is used exclusively throughout, including the rear drop-outs. Both the bottom bracket and head set sizes are standard BMX. The seat mast accepts 7/8-inch seat posts. The rear end is designed to allow enough room for a 2.125 or 1.75 tire, yet there is still ample clearance for long cranks. Just about any size sprocket



The nature of the Force 2 is predictable and forgiving. You can predict what it's going to do in a tight situation and if you get in over head it'll pull you out.

will fit without running into clearance problems with the chain stay. The width of the tail section between the dropouts is 4 1/2 inches, wide enough for any rear hub.

We received the Force 2 for evaluation. According to Lee Pare it's a full inch-and-one-half longer than the 1. The 2 is for those riders who feel they need the extra leg room. With a 37 1/2-inch wheel base the 2 is definitely for bigger riders. We'd recommend it to

anyone over 5 feet-8 inches. Riders smaller than this interested in the long frame should test ride one first. The proportioning is very good. It has a fairly low profile; the length makes it look lower than it actually is. At the seat mast the top tube is 20 3/4 inches high.

The Force frames use a rear drop-out design very similar to that of the Thruster frame made by Speed Unlimited. Hank and Frank's



application of the design is much cleaner than Thruster's, though. It's a good idea. It eliminates any chance of the chain or freewheel hanging up on a stay.

The rear axle slot allows a good inch-and-one-half of adjustment. The placement of the brake anchor is ideal for using Dia-Compe MX 1000 brakes. We tried a set of Dia-Compe 890's and found that they were only good for the first inch of axle adjustment. An MX 1000 brake would take full advantage of the design.

With a 64-degree seat mast angle things really start to expand when you raise the seat post. The tallest member of our staff is five feet-ten inches tall and he raised the seat about eight inches from the brim of the seat mast. This created a bit too much room between the seat and bars so the seat was removed, the seat clamp reversed, and voila! The seat was now situated closer to the center of the bike and in a more comfortable position.

**A** 72-degree head angle may seem steep to some, but it compliments the long wheelbase perfectly. The inclination of the steering head, the long wheelbase and the Tange TRX fork all combine to work in excellent harmony. The fact that the crank hanger height is eleven-and-a-half inches also aids in stability: it's not too high (which would cause some balance problems) and not too low (which would make pedaling around flat corners difficult).

It has come slowly, but the realization that big riders (there are a lot of them) need lots of leg room is finally being translated into production bikes. The fact that the Force 2 can be stretched out to a whopping 38-inch wheelbase and still handle exceptionally well is surprising. It was always thought that long wheelbases would hinder maneuverability. The Hank and Frank Force 2 has proven that theory wrong. The combination of proper geometry and balance joins admirably with a long wheelbase.

**H**ank and Frank is only a small manufacturer relying on limited resources. They don't have the slide-rule-brained engineers and drawing boards that the giant companies have. Yet, they've managed to create a unique product in the Force 2, proving that sometimes the people most capable of designing race bikes are the people themselves who take part in the races. It's usually the smaller, more flexible companies that are willing to raise new questions and commit themselves to find answers. Hank and Frank asked the question: What would be better for bigger riders? Their answer: The Force 2.