



State-of-the-art cruiser racing machinery: Powerlite 24.

CRUISERS

Look! Up in the sky! Is it a plane? A bird? Superman? Naaaaah! It's Building Leapin' Jones, back in the saddle again.

Indiana Jones isn't the only mad raider. Donny Jones invades the airways. You last saw Donny table-topping his brains out in the July, 1980 issue of *Mighty BMXA*.

Donny, 22, has been out of racing for a few years now. But he has the itch again. His cousin recently tried cruiser racing and Donny decided to go for some big wheel compo too. If everything works out, he hopes to hit a few Nationals and maybe even take another stab at 20-inchers.

Donny decided that a 24-inch cruiser was the way to go. He had been riding a 250cc MX motorcycle for the past year, so he figured that the switch back to motorless moto machinery would be a lot easier to handle on the bigger bicycle.

Dia-Compe MX900 (shorter reach) front calliper brake with Mathausser pads. Donny runs an MX1000 rear calliper. Cheng Shin rubber.



HIGH-TECH TANKER

POWERLITE 24

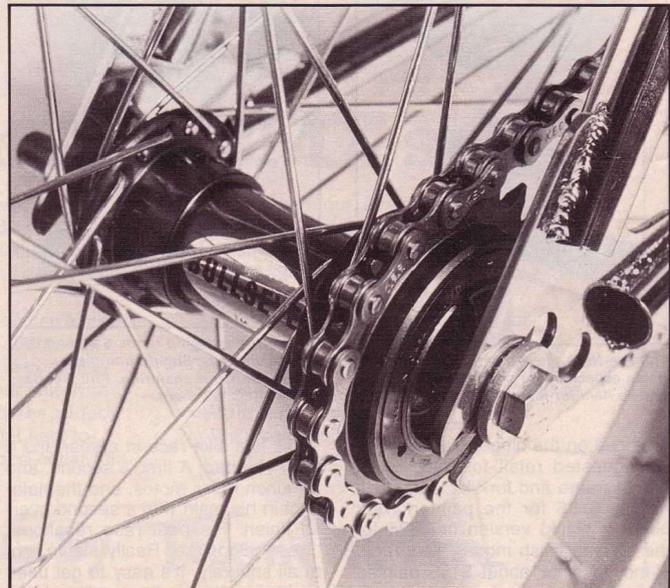
The Powerlite frame and fork that Danny picked are made by Steve Rink's Peddlepower Competition Products. The Powerlite was one of the first 24's on the market, appearing early this year. They've proven popular with the younger big wheel riders. Powerlite-sponsored Mark Darcy is battling for the ABA's No. 1 Pro Cruiser plate as this is written.

The frame of the Powerlite 24 was developed by reworking the 26. The crank location and rear section were raised while the fork was shortened.

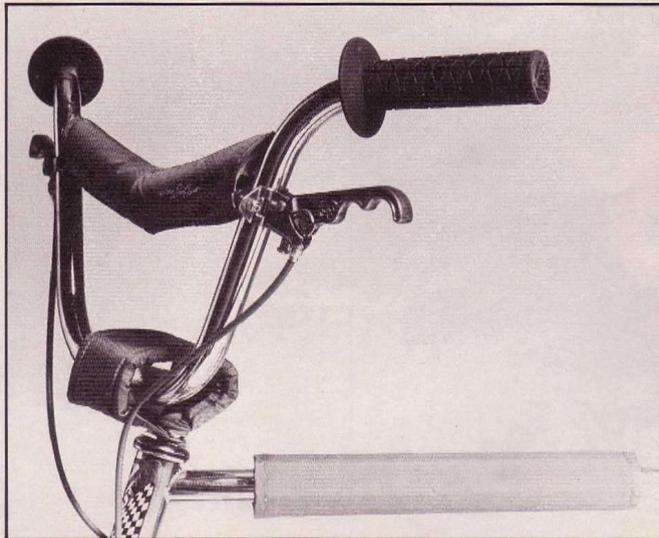
The 24's wheelbase is shorter. This was achieved by shortening the rear section. Powerlite kept the same top and center tubes. This makes the bike roomy for the bigger riders. During development Powerlite tried the frame with and without the center tube. They decided to keep it for both looks and frame rigidity.

The smaller big wheeler frame is available in chrome-moly only. It weighs five pounds. The larger frame comes in both chrome-moly and mild steel versions.

A special fork was designed for the 24. The blades are not as long



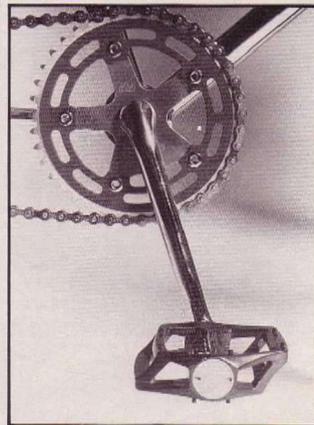
Bullseye sealed bearing hubs. Eighteen teeth out back hook up with 40 teeth on the chainring. SunTour freewheel.



A'me grips. Dia-Compe two-finger brake levers. California Lite pads by Johar.



The Pro-Neck stem is mounted upside down especially for cruisers. This is a hot tip item for tanker racing.

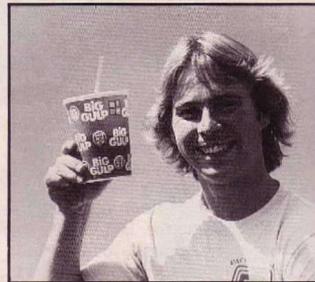


A look at the engine room. Shimano DX platform pedals. Sugino one-piece cranks. SunTour chainring. Phil Woods spider. KEC 1/8" chain.

as those on the bigger big wheeler. Suggested retail for the Powerlite 24 frame and fork kit is approximately \$185 for the painted (red, blue, or black) version or \$225 for the chrome finish model. The frame alone goes for about \$155 painted or \$169 chromed.

in his first bike race in a year and a half? Not bad. A first, a second, and a munch in his motos, and the hole-shot in his main with a second overall finish. His post race reactions: "It's a good bike. Really stable, not at all squirrely. It's easy to get used to. I love it."

For more information about Power-



Building Leapin' Jones rides again. Breakfast of Champions: Big Gulp.

POWERLITE 24 CRUISER SPECIFICATIONS

WEIGHT: 28 pounds, 13 ounces without plate or pads.

FRAME: Powerlite 24".

FORK: Powerlite 24".

STEM: Pro-Neck, mounted upside down.

HEADSET: Tange.

HANDLEBARS: V-bars, chrome-moly.

GRIPS: A'me.

NUMBER PLATE: BMXA.

BRAKES: Dia-Compe MX1000 rear caliper, Dia-Compe MX900 front caliper.

BRAKE PADS: Mathauser.

BRAKE LEVERS: Dia-Compe.

SEAT: Kashimax.

SEAT POST: Fluted alloy.

SEAT POST CLAMP:

SunTour.

PADS: California Lite.

RIMS: Ukai alloy.

HUBS: Bullseye sealed bearing.

TIRES: Cheng Shin 24 x 2.125 front, 24 x 1.75 rear.

GEARING: 40/18.

CHAIN: KEC 1/8"

PEDALS: Shimano DX.

CRANK: Sugino one-piece, 175mm.

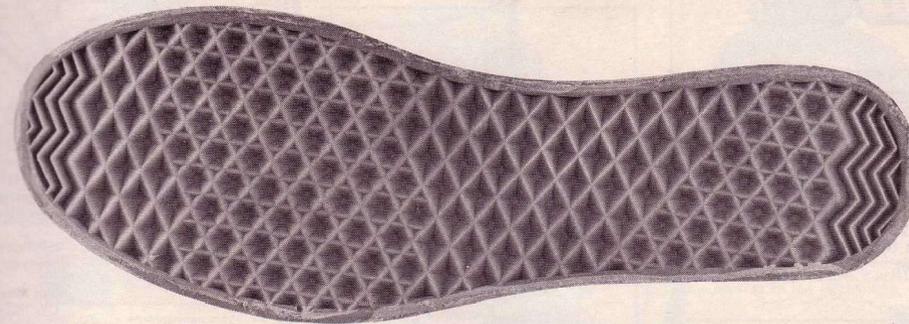
BOTTOM BRACKET: Tange.

FRONT SPROCKET: 40T

SunTour front chainring. Phil Woods spider.

lite bikes, write Peddlepower Competition Products, P.O. Box 3051, Dept. BMXA, Orange, California 92665. Tel: (714) 998-8070. A sticker pack is also available for one dollar. ■

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