



The Race Inc. aluminum-framed 24-inch racing cruiser kit plus tires, pedals, and all that other good stuff. A super-qual scoot.

RACE INC. 24-INCH RACING CRUISER KIT

SECRETS OF ALUMINUM FRAME CONSTRUCTION FROM THE MASTER

This Race Inc. 24-inch racing cruiser does everything well. It's quick out of the gate, easy to tuck in on, easy to speed jump, and responsive to steering input.

Regardless of rider weight, the aluminum frame remained flex-free while cranking hard down the straight or while balanced against the starting gate.

At present time, this bike comes as a kit only. The kit can cost as much as \$260 and includes the following:

Race Inc. RA-24 aluminum

frame, stress-relieved and heat-treated to T6 hardness after welding (4 pounds, 4 ounces).

Race Inc. RF-24 chrome-moly fork (2 pounds).

Race Inc. chrome-moly cruiser handlebar (1 pound, 5 ounces).

Race Inc. chrome-moly seat post. Excaliber aluminum seat post clamp.

Three Johar California Lite safety pads with the Race Inc. logo.

Race Inc. began building BMX frames way back in 1973. Their first effort was a dual-shock equipped aluminum frame for Kawasaki.

However, Kaw's timing was horrible. Suspension for BMX bikes sunk out of sight faster than the Titanic.

Bill Bastian, the bossman of Race Inc., proposed that Kawasaki market a rigid-framed racer, but the motorcycle company bid adios to

BMX. That's when Bill decided to market an aluminum Race Inc. frame and aluminum handlebars with a crossbar for reinforcement.

The handlebars proved highly popular. Race Inc. was soon manufacturing and selling as many as ten thousand per month.

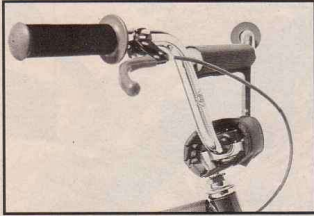


Our own Michael J. Buff doin', check it out, a one-handed coaster wheelie with a freewheel without using the caliper brake. Not bad for a beginner. Photo taken just prior to the GQ haircuts.

RACE INC. CRUISER KIT

Over the years Race Inc. has also fabricated frames for other companies. The semi-legendary FMF was a Race Inc. with an FMF label slapped on. Race Inc. currently fabricates the notorious P.K. Ripper to SE Racing's specifications.

Bastian has been an aluminum fan ever since the Kawasaki project. "It seems the logical way to go if you're looking for lightness.



Race Inc. chrome-moly racing cruiser bars and California Lite pads are part of the kit. The Johar grips, Dia-Compe lever, and ACS stem are class components, but not part of the kit.

Almost everything connected with BMX is aluminum other than frames."

So how come we don't see more aluminum frames? Bastian's guess, "The technology is much more complicated. Chrome-moly is easier to fabricate and you can't get in much trouble except possibly at the critical joint areas."

Over the years, Race Inc. has acquired a reputation for its attention to quality of fabrication. Every Race Inc. frame is fixture welded. It's clamped solid until the entire welding process is completed. Fixture welding is expensive but it produces better tube alignment.

The steps involved in aluminum fabrication also add to the cost. However, the extra money buys lightness and maxed-out frame alignment.

After welding (really class workmanship), all Race Inc. aluminum frames are stress-relieved for one hour at about 650 degrees. This hour in the oven removes stresses that may exist in the tube junctures from

welding. Tension in the tubes can cause the frame to twist out of alignment as it heats up (and softens) in heat-treatment.

Stress-relieving is a Race Inc. bonus feature. The frames could be manufactured without it.

After stress-relief, the frames are heat-treated at around 1000 degrees, close to the 6061 aluminum's melting point.

Then the frames are spray-quenched in water. Each frame, still soft, is then inserted in a check-straight fixture and hand-aligned if necessary.

Next, the frames are artificially aged for eight hours at 650 degrees. This aging brings the alloy up to T6 hardness. All these processes produce an extremely



Chrome-moly seat post and aluminum seat post clamp are part of the RA-24 kit.

strong frame, way stronger than an aluminum frame that did not receive the same treatments.

When you're talkin' Race Inc., you're talkin' quality and attention to detail.

FOR MORE INFO

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One step ahead.

Torker leaps the competition with the all chrome-moly 280. The hottest production bike made is now available with a 1 inch longer frame labeled the 280x. Be sure to check out both models at your local bike shop and size up the one that's right for you! For more info send \$3 for sticker pack and 280 poster pictured at right to:

Torker, Inc.
1889-H W. Commonwealth
Fullerton, Ca. 92633.
(714) 738-3503
Telex: 678401 TABIRN

To find your local Torker 280 dealer call the distributor listed in your area:

CALIFORNIA:
National Cycle
(714) 738-3503

TEXAS:
CDI Distributors
(213) 620-0124

ALABAMA:
Dixie Cycle
(205) 324-2766

FLORIDA:
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(813) 995-3232

NEW YORK:
North America Tradimpex
(212) 895-4744

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04902-41255

SOUTH AFRICA:
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TORKER



Team Torker is co-sponsored by AM'E, Johar, Max, Simpson, Vans

TORKER 280

Pictured from left to right Dave Marietti, Kelly McDougall, Steve Gibson.

