



# ROADWAY DAYTONA

## Tai buy

Story by Dean Bradley  
Photos by Dean Bradley & John Ker



You've got to have supreme confidence in your scooter to dive into a corner side by side with another rider. For Beginners and Novices, the Daytona offers this confidence. For Experts, the Daytona just didn't feel right. Check out Martin's cornering style compared with that of Miranda's. Mike is carving while Aparijo has his front wheel up and is heading on a collision course. Scary.

If you're looking to give BMX racing a crack, then the Roadway Daytona could very well be your scooter. If you're looking to build up your own bike, you may even want to check into Roadway's DEX frame-and-fork-set. Either way, Roadway Cycle has you covered.

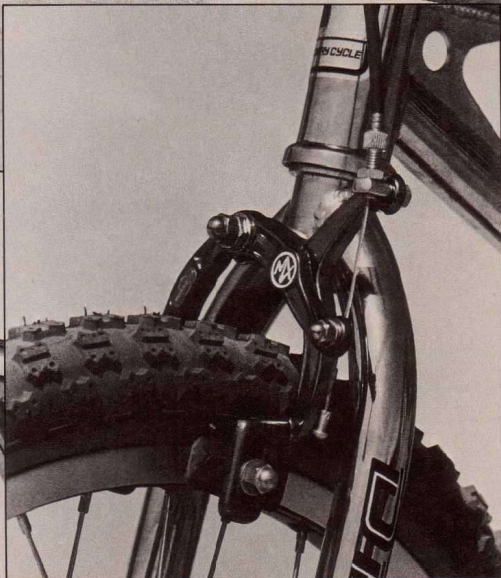
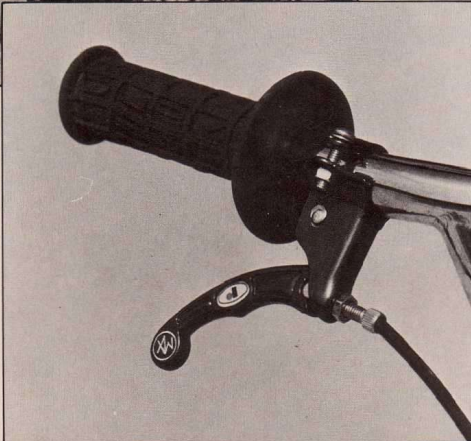
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and SR seat post clamp. However, after actually receiving our test bike, a closer examination revealed much less than originally met our eye and much more than met our pocketbook. **JAPANESE OR TAIWANESE?**

Actually, Roadway Cycle's Daytona DR-7X is a little of each. The frame-and-fork tubing and other select components such as Araya rims, SR hubs, SunTour freewheel, Takagi Cro-Mo

When we asked test rider Martin Aparijo what he thought of the new Roadway Daytona, he simply said it "felt cheap." It is—at around \$230 you can hit the track without looking back, but those inevitable parts replacements are going to catch up with you sooner or later.

The Daytona took some getting used to. Here Martin demonstrates the learning process associated with wiring a new test bike. "Martin, could you dust yourself off and do that again? We weren't focused on you that time."



No, this isn't a Dia-Compe Tech-3 lever. It's a Homg-Jia copycat. The adjusting barrels are totally useless because if you thread them in, the lever will lose all its pull. If you want to stop, start by putting on some better levers—like the real thing.

The Daytona's brake pads were very hard, making for poor contact with the rims. The ugly black marks you find on most rims are actually the soft brake pad wearing off—that means friction and friction means stopping. No black marks means that the pads are too hard and aren't getting any bite and you're not slowing down.

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cranks, and Tange bottom-bracket set are all from Japan. However, the final frame-and-fork fabrication and bike assembly takes place in Taiwan at the Akisu factory.

While Akisu got the contract to produce the bike, the original concept of the Daytona came from Al Berman of Roadway Cycle in New Jersey. Originally, Berman had hoped to retail the Daytona for around \$200. However, our test bike, the Daytona DR-7X, retails for around \$220 to \$240. So

what happened? The way Berman explains it, the lower price would have meant dropping stuff like the Araya rims and Takagi cranks. Roadway wisely chose not to drop either but made up for it by skimping in other areas. More on that a little later—first the frame and fork:

It's officially billed in the brochure as a "chromoly main frame." This means the front triangle and forks are straight-gauge chromoly tubing, while the rear end is essentially high-tensile steel. Overall, Akisu's weld quality, tube fit, and finish reflect Roadway's intended \$200 price tag: A light chrome finish covers thin, mass-pro-



*The Daytona is Roadway Cycle's top-of-the-line BMXer. It looks the part, but does it perform like a winner? Sorry, you'll have to read the test.*

duced machine welds which are spotty in places, especially at the head gusset, fork, and rear dropouts. A nice touch, though, were the capped rear stays, which appear clean and businesslike while keeping out any possibly corrosive junk. Why there are still American-produced framesets at twice the price sporting open ends on their rear stays, we don't know.

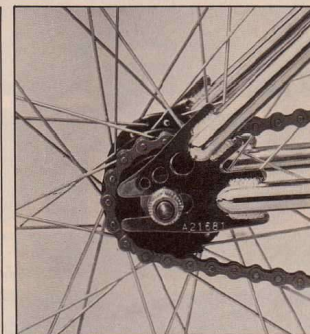
However, whatever good those capped stays do in keeping crud out of the Daytona's frame is undone by eight little holes located in various places around the rear end. During fabrication of the frame, these little holes aid in venting the strength-robbing heat and gases produced by welding. But during actual riding, these holes can allow water and other corrosive junk to creep in and do their dirty work, which, in the long run, won't do much for the extended life of your frame. Just because you can't see it doesn't mean that your frame and fork aren't rusting from the inside out. If the frame you own now has these little holes here and there, try plugging them with silicone seal or similar goo.

### COPYCAT COMPONENTRY

From ten paces the Daytona looks like it has all the right stuff—CW bars, Dia-Compe MX-1000 calipers and Tech-3 levers, SR stem and seat post clamp, even KKT Lightning pedals and Kool Stop brake pads. Up close is another story. The fact is, all the things we've mentioned are really nothing more than cheap imitations of the real stuff. The copycat CW bars

are by Akisu, while the fake MX-1000s and KKTs are from Horng-Jia and Welco. The duped stem, seat-post clamp and bogus Kool Stop pads could be from any one of "Taiwan's finest"—manufacturers that specialize in catching the latest trends, tooling up (sometimes identically) and stamping 'em out for a lot less money, not to mention less quality. These companies spend no money on research and development; they simply copy proven designs. This means you win on price; however, you usually lose in performance and durability.

First off, throw away the soft fluted-alloy seat post. You'll end up bending it in half off the first jump anyway. After that the first crash will take care of the foam grips and Naugahyde-covered saddle. The Welco pedals will be the next to go, with bent shafts and mangled cages. Other than that, de-



*An unexpected nice touch on the Daytona was its capped rear dropouts. Besides looking super clean, they keep things super clean by sealing out any corrosive junk that may try to creep in there. Now, if there weren't those eight little holes all over the place...*

pending on how big and tough you are on stuff, the Daytona DR-7X will take a licking and keep on ticking without too many more parts replacements.

### FLYIN' THE TAI

In the grand scope of things, or at least among 20-inch BMX bikes, the Daytona sits a bit on the short side. With its stock 6 1/4-inch-rise bars and 175mm cranks, the Daytona best suits riders from around four feet eight inches to about five feet three inches. But that's okay, because the frame's casual geometry of 70-degree seat and 71-degree head angles and the low bottom-bracket height point in that direction too. Everybody who rode it felt the Daytona would make a good Beginner or Novice entry-level racer or general transportation bike—nothing more and nothing less. Its mild geometry and 25 1/2-pound weight will get you into just enough trouble and

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## BMX Plus!

- Bike:** Roadway Cycle Daytona DR-7X 20-inch, complete bike, serial #A21681.
- Age range:** 8 to 13 years.
- Country of origin:** Taiwan.
- Intended use:** Beginner/Novice racer, general use.
- Wheelbase:** 34-7/8" to 35-7/8".
- Bottom bracket height:** 11.0".
- Chain stay length:** (C/L with 35.0" wheelbase) 15.0".
- Steering head angle:** 71°.
- Seat tube angle:** 70°.
- Frame:** Akisu, chromoly front triangle, high-tensile-steel rear triangle, hell-arc welded, chrome plated. **Features:** 1.0" top tubes and downtubes, 5/8" rear stays, large bottom bracket, 4.0" head tube with gusset.
- Fork:** Akisu, 1.0" diameter tubular chromoly, leading-axle design, hell-arc welded, chrome plated. Offset: 1-1/4".
- Rims:** Araya 7X, alloy, 20.0" x 1.75", 36-hole.
- Spokes:** 38/080, cadmium plated.
- Hubs:** SR, high-flange, alloy, loose ball.
- Tires:** Cheng Shin skinwalls—2.125" front, 1.75" rear, 35-40 psi.
- Cranks:** Takagi Cro-Mo, one-piece, 175mm.
- Pedals:** Welco, alloy with 1/2" steel shafts.
- Chain:** KMC 1/2" x 1/8" chrome.
- Bottom bracket:** Tange Seiki retained ball.
- Front sprocket:** 44T, alloy, quick-change, with steel spider.
- Freewheel:** SunTour, 16T.
- Brakes:** Horng-Jia calipers and Tech-3-type levers front and rear.
- Headset:** Steel with retainers balls.
- Stem:** Alloy, 4-bolt with chromoly shaft.
- Handlebars:** Chromoly, CW-type 6-1/4" rise, 27.0" width.
- Seating:** Hsiang Li, aero-style, plastic with Naugahyde cover, 7/8" fluted alloy seat post and alloy seat post clamp.
- Misc.:** Full set (3) safety pads, chain guard and CPSC reflector set. Finishes available: chrome with red, blue or black components.
- Overall weight:** (With pads and without reflectors) 25-1/2 lbs.
- Approximate retail price:** \$220 to \$240.
- For additional information contact:** Roadway Cycle Company, Inc., 71 Veronica Ave., Somerset, NJ 08873; 201-247-7150.

get you back out again. For some of you budget-minded Novices out there, all this is good news, and for others, well...

### ENGLISH TRANSLATION

What kind of bike are you looking for? An inexpensive try-this-BMX-stuff-out-and-see-if-you-like-it-scoot? Well, then, we've got just the bike for you—the Roadway Daytona. We won't kid you, though, the Daytona has its limitations. As it sits box stock, it's a great Beginner or Novice entry-level bike, but from there on out, you'll need to make some pretty extensive component changes.

The bottom line on the Daytona? For around \$220 to \$240 you can find some better buys by some bigger names. However, if you're the type who likes to march to a different drummer or don't have the time to shop around or care all that much about brand-name components, Roadway's Daytona could very well be your Taiwanese ticket to paradise. ☐