



# S & S

Whatever it is that drives an automotive exhaust systems manufacturer into the bicycle business is beyond me. The BMX frame market has got to be one of the most competitive industries in the U.S. With over 30 different makes and models to choose from already, why would anyone who specializes in auto exhaust systems want to get involved?

## DOUBLE TEST

# S & S Double Test

S & S Performance Specialties didn't jump into the bicycle market as a hot rod company, looking to make a quick buck. If they had, they would have ended up with their nose in the dirt. Instead, S & S went out and made some bikes, sponsored a team and went racing. The knowledge they got from their successful team went directly into their race bikes. S & S also makes a 26 inch cruiser, which we also tested in this same space. Each line (20 and 26 inch), has three different models to choose from, starting with coaster brake set-ups, all the way to free wheeling, alloy cranked versions.

Both of the models we tested had S & S made frame, fork and handlebars, all made from 4130 aircraft chrome-moly tubing. The frame and fork are 100% heliarc welded and epoxy painted for a durable glossy finish. The bars are chrome plated and represent the best chrome plating we've seen since the Schwinn Sting (see BMX PLUS! June 1979).

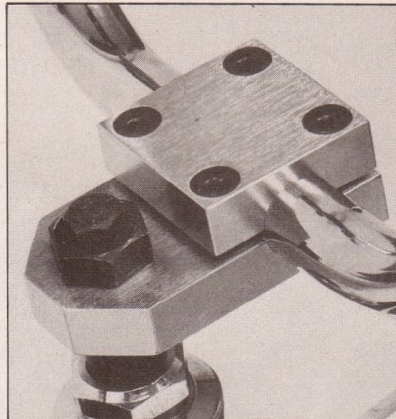
The components that the bikes come with are an interesting blend of Japanese and American made products. Suntour cranks and Shimano imported wheels, brakes and pedals from Japan. Tuf Neck, fluted seat post, Oakley grips, and Troxel seat, are all from the good ol' U.S. of A.



We never had any problems with the Tuf-Neck slipping or twisting. Bullet proof components like this up the entire reliability rating of the bike.



The distinctive S & S logo means no case mistaken identity with the S & S. All the stickers, components and frame were color coordinated in gold and black.



Corona Raceway was in excellent condition for the photo session. Loamy dirt is a Corona trademark and every racer's dream.

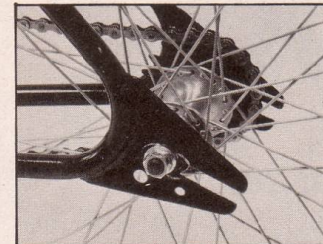
Down the start hill at Corona the Works Replica handled the high speed smoothly.



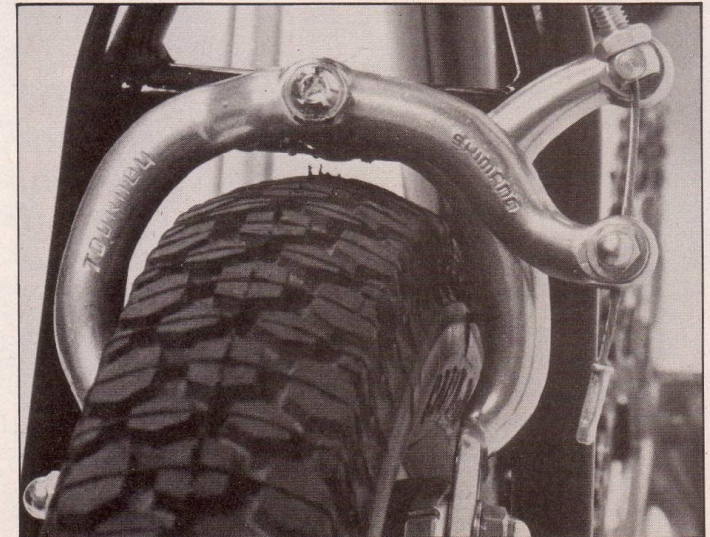
# This free wheeling Cruiser is definitely HOT material!



Both bikes have extra long drop out slots.



A famous magazine publisher pedals the S & S cruiser into the California surf.



# CRUISER

**Wheelbase** 45"  
**Weight** 32 pounds  
**Front Tire/Rear Tire** 26x2.125/26x2.125  
**Cranks** 175mm Suntour VX  
**Frame** Heliarc Welded 4130 Chrome Moly  
**Fork** Heliarc Welded 4130 Chrome Moly  
**Handlebar** 4130 Chrome Moly-Chrome Plated  
**Seat/Seat Post** Troxel MX/Fluted Alloy  
**Hubs** Shimano Freehub  
**Brakes** Tourney  
**Pedals** KKT Lightning  
**Wheels** Araya

# TWENTY INCH

**Wheelbase** 34 1/2 inches  
**Weight** 24 pounds  
**Tires** Mitsuboshi Comp II  
Front 20x2.125/Rear 20x1.75  
**Cranks** 175mm Suntour VX  
**Frame** Heliarc Welded 4130 Chrome Moly  
**Fork** Heliarc Welded 4130 Chrome Moly  
**Handlebar** 4130 Chrome Moly-Chrome Plated  
**Seat/Seat Post** Troxel MX/Fluted Alloy  
**Hubs** Shimano Freehub  
**Wheels** Araya  
**Pedals** KKT Lightning  
**Brakes** Tourney



# S & S Double Test



## Team Replica (20 Inch) Riding Impressions

The bike we received came geared outrageously high: 46x14! That gear is great for the Incredible Hulk! Or if you enjoy racing down telephone poles! We geared the bike down to a realistic 40x14 for the flat stuff, and 42x14 for downhills (like Corona). Changing gears presented the only problems we encountered with the S & S. The drop out slot was plenty long, but when the rear axle went farther than halfway back, the brakes wouldn't reach the rim.

The slot is so long that no brake mount could reach at every position, but the brake mount on the S & S could've been down a bit lower. As it was, we had to remove links from the chain to keep the brakes effective. We notified S & S and they were anxious to find out our impressions of the bike and also ready to straighten out any problems we had. So, by the time you read this, they should have the brake mount position worked out.

The geometry on the S & S lends itself to riders under five and a half feet tall. It has a fairly short wheel base, at thirty-four

and one half inches, so taller riders get cramped for knee space. Our larger test riders found the handling responsive, but not to the point of oversteering. The short wheel base makes sliding easy and controllable. We found that the bigger the rider, the easier it was to loop out on the Team Replica. The shorter wheel base makes the bike perfect for anyone under five foot six or seven, but it begins to have it's drawbacks when those limits are exceeded.

The tires are the Mitsubishi Comp II's, which stuck perfectly to all the terrains we rode the S & S through. The VX cranks held up great for almost the whole test. We tweaked the right arm a bit during a crash, and it never felt the same again. Surprisingly enough, the KKT Lightning pedal cages didn't tweak during the test.

The frame, fork and handlebars impressed us as being rigid and well built. It's even more impressive when you figure that this is their first attempt at the race market, and they have their act together.

## Works Replica Newport Cruiser Riding Impressions

This free wheeling cruiser is definitely hot material. It's not a race cruiser by any means. But for sano laid back type riding, it's set up perfectly, and flows to the max. About the only thing we'd change is the hard Troxel seat. A softer one would lend itself better to the type of riding to be done on this bike. The components are exactly the same as one the Team Replica with the exception of the gear ratio which was a bit on the high side at 46x18.

One word of caution about the pictures of the cruiser. We took the bike out into the sea water only for effect. We do not recommend riding in the salt

water. If you do have to, tear the entire bike down and clean it with soap and (tap) water. This should be done as soon as you can get to it. The bearings all have to be repacked and the chain cleaned. The presence of salt water on the bike leads to intense corrosion.

We rode our test model around some of the local tracks, but the stock cruiser style bars are awkward for any type of racing conditions. The basic bike could probably be raced, but the bars would have to be changed, and the caliper brakes reworked. Cruiser gearing for races is still wide open, so a good supply of gears would be recommended.

Down at the local Strand was where the S & S really shined. The deep color and sharp chrome set it apart from 90% of the beat up clunkers that are on the road. The alloy wheels make riding on the wet sand easy enough, so real beach cruisin' can be handled without too much strain. One word of caution: The brakes work zilch when wet... Just ask Jim!!!

## Summary

Both the Newport Cruiser and the Team Replica frames, forks and handlebars are built entirely at the S & S plant in Costa Mesa, California. When you think about it, manufacturing bicycles at a header factory would be a natural spin off. They already have all the tube benders, welders, and machinery that would be necessary for all the work.

Another plus is the fact that the S & S has a racing team that consists of real thrashers that guarantee that the bikes will be tested to their extremes. The S & S team consists of Greg Spencer, Pop Lemmon, Pete Loncarevich, Mike Sandoval, John Severin, and Dennis Kishiyama.

Oh yeah, S & S stand for "Street and Strip"... Drag racers, you know... ?



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