

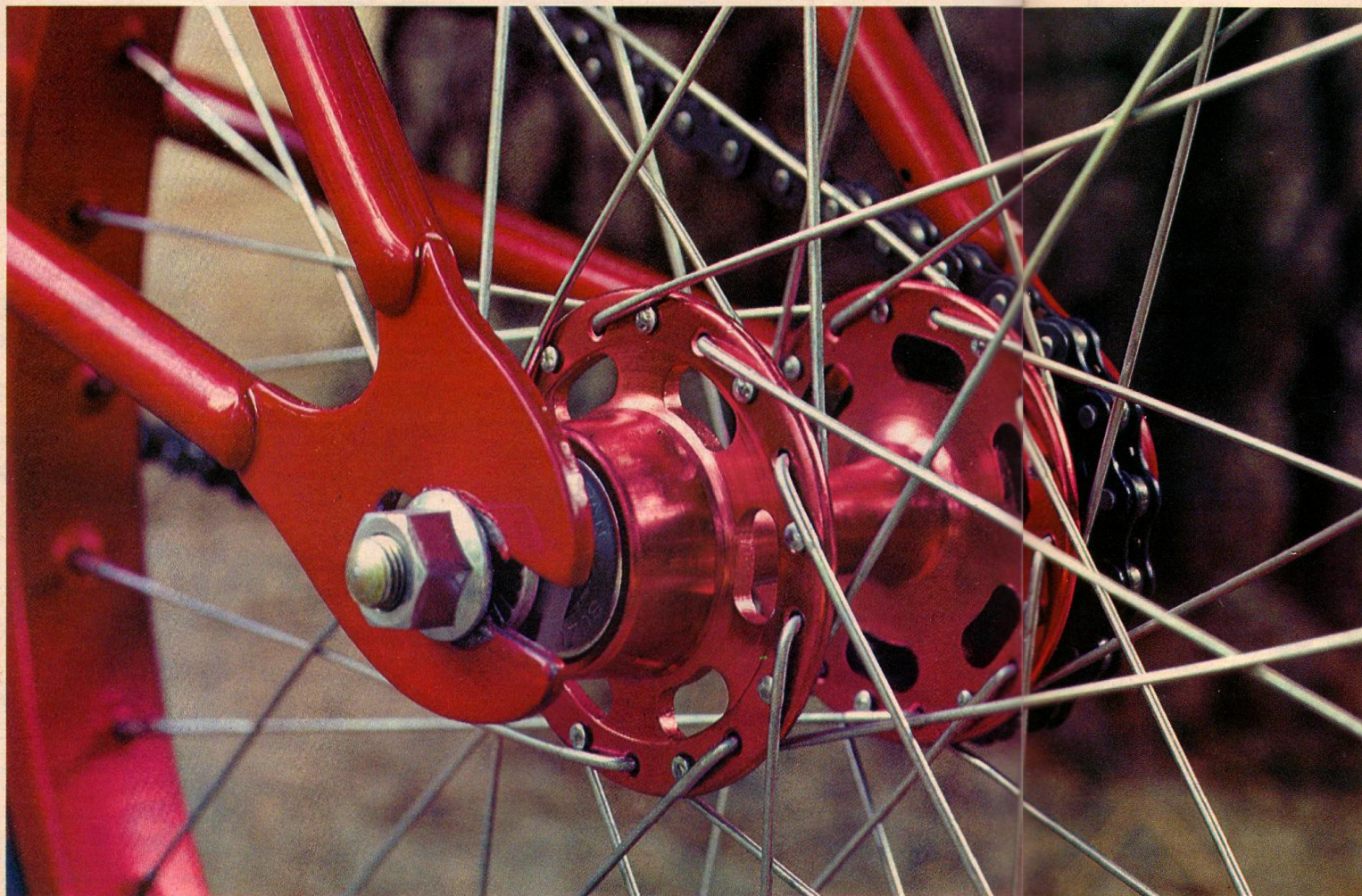
TEST: SCORPION SX

MANG-MOLY MADNESS!

**CARAMBA! FULL RACE
FURY FOR ONLY 169
BONES!**

Tape transcription by Weed
History and lunch by Osborn
Riding by R.L. and Buff
Photos by Weed and Osborn

“If I drive, can I listen to my own
music?”
“Driver runs the radio.”
“Okay, I’ll drive.””



Smack dab out of the crate, the Scorpion is a totally excellent novice race bike. With better cranks, a double-clamp gooseneck, and some fine-tuning of the bearings, the Scorpion SX will bake cakes with the best.

“Are you sayin’ you don’t like my Okie music?”

“Everything loaded? Make sure you put the Scorpion up front so we can look at it during the drive back to the office.”

“Say, Oz, are you planning on calling the electric company one of these days? Candles are kinda neat, but it sure gets dim in the back where my desk is.”

“The Chicago Cubs don’t have lights. Why do we need lights? Well, all right, if you lightweights really want lights, we’ll get lights.”

“And the moat needs cleaning out too. I don’t mind the moss, but

Ah, such beauty, such color. The Suzue Freehub. Check the butted spokes.

**BICYCLE
MOTOCROSS
ACTION**
OFFICIAL TEST

SCORPION

the alligators are really getting messy."

"Geez, all you guys do is complain."

"No, we don't. Thanks for lunch. How were your carnitas? My taco was great."

"What's a matter, Buff?"

"Stopping there for lunch broke my record."

"What record?"

"I had sixteen straight days going eating at Taco Bell."

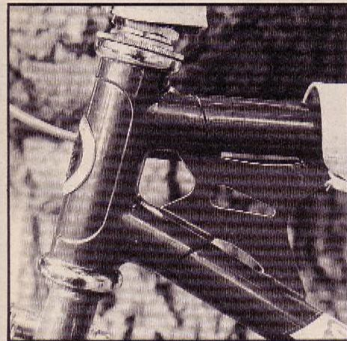
"Tough, Buff."

"Buff just has a grease deficiency. He needs it like cows need milking."

"Ah, c'mon."

"Say, R.L., could you turn the radio down some? We have to tape the feedback for the test."

"That's much better, Just 120 decibels, huh?"



The Scorpion frame is one of the very few lugged BMX frames. It is also one of the very few that employ mang-moly tubing. Translated, this means a qual frame.

"So what's the deal about the Scorpion's triple-lugged frame?"

"It's common for ten-speeds, but very unusual for BMX. In theory, a lugged joint should be better for motocross because it reduces the possibility of metal fatigue. There are no high-heat welds."

"So how come almost all BMX bikes are heli-arc'd?"

"The BMX industry really started in garages and living rooms and nobody had the bucks for special lug tooling."

"Heli-arc welding is time tested though. We know it works."

"Yep, but it's interesting to see



Ah, roger, Ground Control . . . Scorpion One requesting clearance on runway three-niner. Ten-four, good buddy, pedal to the metal and all that. You think you can land that sucker?

somebody try something different."

"So, wise old Wizard, just how does this lugging thing work?"

"Well, it's kinda mysterious. The ends of the frame tubes slide inside each other. Then each interlocking joint is butt-braised. Bronze flows all around the overlapping areas of the lugs. So those joints are really joined together. I bet you guys couldn't feel any flex with that frame."

"None at all. I think the bike rides a lot better than it looks, though."

"What do you mean? Red and yellow. It's really splashy."

"Awww, Buff just has funny taste.

He thinks Johnny Cash dresses too flashy."

"In black?"

"Say, what color is Buff's bike?"

"Black."

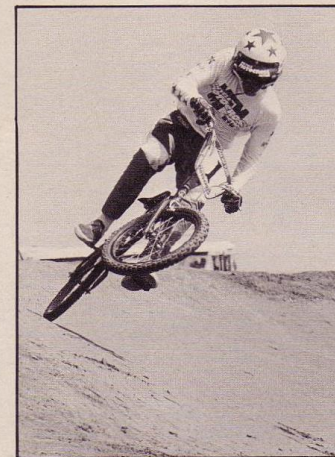
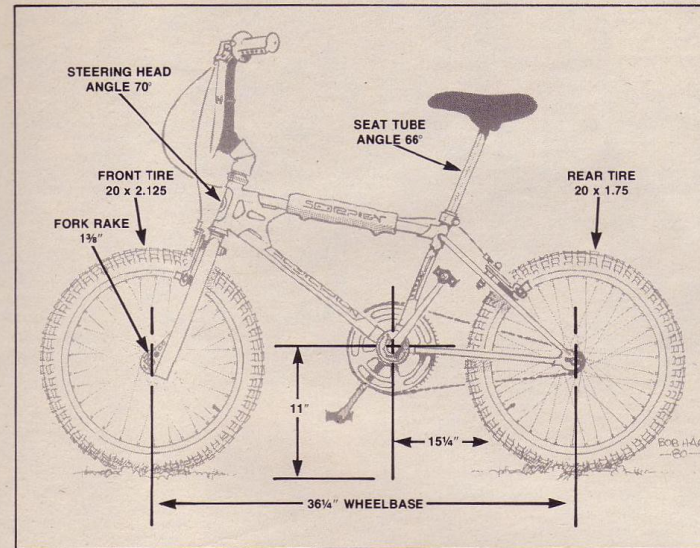
"Next question."

. . . Someone left a cake out in the rain . . .

"Say, R.L., could you turn the radio down some?"

"As soon as I started riding it, I felt it was a pretty decent bike. It handles really good. It's easy to power wheelie. It doesn't want to loop back on you either."

"It washed out on me a couple of times sliding."



What can we say? For a 169 dollar bike, this thing blew us away. Heck, pard, for a 200 dollar bike the Scorpion ain't too shabby.

"That didn't happen to me. It behaved really neutral. It was easy to get right on it the first time and ride it, just like you can a Mongoose."

"Listen to that. R.L. usually is the number one nitpicker."

"It jumped real good."

"Have any problems with the pedals scraping?"

"Nope."

"The crank hanger location has to be right on, the way the guys are talking about the jumping and the power wheelies. Good power geometry there."

"I expected these guys to really rag on the handling, but somebody's done their homework at Scorpion. I betcha the steering head angle will be right around 70 degrees, real neutral. I'll guess the wheelbase will come in right around thirty six inches and there'll probably be a bit more than an inch of fork rake."

"The only things we can really pick apart are the Ashtabula steel gooseneck, which keeps the price down, and the cranks, which are terrible. The cranks should be changed, no matter what."

"The cranks bent on the first hefty jump. Then I switched my feet and jumped a little bunny hopper and they bent back straight."

"I'll bet they'll say they're heat-treated, but I don't see how anything heat-treated properly could bend like that. Maybe we just got some cranks that weren't heat-treated properly."

"The other thing about the cranks is their length. They felt like six and a half inches. It felt like the bike wouldn't take off as fast as it should."

"Seven-inchers are better for any-

SCORPION SX SPECIFICATIONS

FINISH: Electrostatic epoxy coating. Red with yellow accessories or blue with yellow accessories.

WEIGHT: 28 pounds.

RETAIL COST: Approximately \$169.

FRAME: Scorpion triple-lugged racing frame, mang-moly tubing.

FORK: Tange TX1200W tubular steel.

HANDLEBARS: Scorpion v-style steel.

GRIPS: Winners' Circle.

STEM: Ashtabula forged steel, single clamp gooseneck.

RIMS: Box-type aluminum alloy.

SPOKES: 36 80-60 double-butted.

HUBS: Suzue freehub set.

BRAKES: Dia-Compe front and rear calipers, pre-bent levers.

TIRES: Swallow MX.

PEDALS: Black MX-style.

CRANKS: Ashtabula heat-treated Black Magic steel, 6 1/2 inches.

FRONT SPROCKET: 44T, steel.

REAR SPROCKET: 16T, cassette for Suzue freehub.

SEAT: Kashimax MX.

SEAT POST: Steel.

SEAT POST CLAMP: Steel.

EXTRAS: Three pads.

CPSC APPROVED: Yes.

MANUFACTURER:

Scorpion
Cal-Facet Inc.
21200 Superior
Chatsworth, California 91311
Tel: (213) 882-5500

body over twelve. Otherwise there's less leverage for jack rabbit sprints."

"The bars slipped in the Ashtabula gooseneck a couple of times."

"Buff, you're near the ice chest. Pass me one of those Purple People Eaters, will ya . . . ? Say, what's in this stuff?"

"You know how this is shaping up. A novice could race this thing right



*WAHBAH! R.L., laid over,
roostin'. The Scorpion's geometry
is dialed-in to the max.*

out of the crate and it would be a pretty darn good bike. This would be a super bike for a beginner. You said it sells for under two hundred?"

"I think all four of the Scorpions sell for under two hundred. They were supposed to send us the econo-racer, but maybe they sent us their top racer, the way this thing handles. Anybody know which model this is?"

"Beats me."

"If this bike sells for under two hundred, it's got to be a really good buy, especially because of the way it handles."

"What happens if this turns out to be the cheap racer?"

"Then we'd have to call it a fantastic bargain. In fact, we'd have to give it the BMXA Inflation Fighter Seal of Approval."

"Say, why are we slowing down? Traffic?"

"No, I want to pick up that guy in the white suit who is hitchhiking."

"Pass on that. Wow. Guys in white suits."

"But he was wearing rabbit ears and playing a banjo. He looked like a ramblin', gamblin' type of guy."

"Well, maybe we should have, but there really isn't too much room in here with us and the bikes and Dallas Cowboy cheerleaders. How are you girls doing back there?"

"Fine."

"Sure 'nough."

"Peachy keen, y'all."

"Do you think we should mention all the trials riding we did before we hit the track?"

"Better not, we don't want Scorpion to know that we ran it ragged on the rocks."

"It sure held up okay, considering all the times it got thrown away. Boy did Buff really eat it coming off that ledge."

"Hey, look! There's a Taco Bell. Can we stop?"

"Don't have time, Buff. We have to get the girls to the stadium for the game."

"But my record."

"Say R.L. How would the Scorpion handle for trick riding?"

"Probably pretty good."

"Okay, trials, trick riding, and racing. The geometry really seems right."



Buff ... In a full toot power wheelie.



Speed jumps ... the whole racing number ... this bike has got its act together!

"I got an idea."

"Oh, no. The last time you said that we almost went to Bolivia to rob banks."

"No, no, this is different. Buff? Somebody wake up Buff. I told him to leave those Purple People Eaters alone. If this was your bike, Buff, how would you set it up to race?"

"I'd go for a smaller front tire."

"You don't run a 2.125 anymore?"

"No, I run a 1.75. There's less rotating weight."

"No problems with it slipping in turns?"

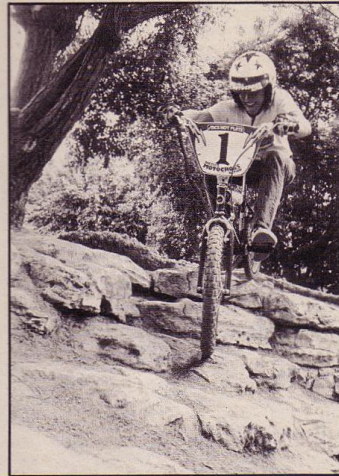
"Nope."



ARRRGH! It's Baron Von Richtoven, making a stralling run on Snoopy and his Nikon! Curse you, Red Baron!



On, no! There goes Buff into the briar patch. Trials'n is tuff stuff ... huh, Buff?



Totally unfair testing, but we love it. Trials riding is brutal on equipment ... especially on a bike with alloy rims and 80-60 spokes. But the Scorpion hung together. The bars didn't even move in the single-clamp Ashtabula gooseneck. Far out!

STUFF WE DIDN'T KNOW IN THE TRUCK

The Scorpion was developed by the Sentinel Bicycle Manufacturing Company which has since been acquired by Cal-Facet, a Tulsa based outfit. The company has over eight years experience in making ten-speeds. They wanted to produce an affordable BMX bike, using technology proven in Europe and Japan for ten-speeds. Thus we see the triple-lugged frame and the use of mangaloy—a magnesium-molybdenum steel alloy.

The Scorpion was first marketed about one and half years ago after a couple of years on the drawing boards and two more in testing.

Scorpion had to be very careful about finalizing their frame geometry because of the lug-type construction. It takes some pretty expensive tooling to fabricate those three major frame lugs and it's very expensive to change the tooling if somebody decides they want to modify the geometry. That's why the Scorpion cruiser prototype will remain in development until they're positive it's just right for production.

There are four Scorpions: The LX is an econo-thrasher with a suggested retail of \$129. The TX has zytel wheels and a coaster brake. It's sort of a gutsier street bike or thrasher that retails for \$165. The SX tested in this issue is the beginners' race bike, with a tag of \$169. Top of the line is the Scorpion Team, with plenty of alloy and a three-piece crank. That retails for about \$199.

Those prices are pretty darn economical. And all four models use the same high zoot Team race frame. How's that grab ya? For what you get for your money, the SX definitely deserves the BMXA Economy Buy Seal of Approval.

In their ads, Scorpion calls their bikes pure poison to the competition. But in light of how much bike they give you for your bucks, they should have mentioned that their lil' red and yellow zinger won't sting you in the wallet either. ■

"That's gotta be interesting. The big guys usually don't do that. Maybe it's kind of a new hot tip thing. Where'd you get that from?"

"Lee Medlin."

"What else would you change?"

"I'd put on Takagi cranks. The seven-inch chrome-moly ones."

"I'd go with a chrome-moly spider and a Sugino aluminum chainwheel, 44 teeth."

"What about the brakes?"

"They don't work. Like I'd come down the starting hill, and I had to hit both brakes all the way. I'd put on different brake shoes."

"I'd probably take the front brake off for racing. And I'd want a Red Line gooseneck."

"If you change to a double clamp gooseneck, then you'd have to replace the Scorpion single clamp bars because of their flared center."

"The new Robinson bars are kinda neat. They give you more knee room."

"I'd run Oakley or Grab On or the

new A'ME grips. I have the new A'MEs on my bike. I like 'em."

"Notice how it sounds like he's describing his own bike? He's just turning the Scorpion into a Buffor-pington or a Bufforpion or something like that."

"The seat's okay, but you could put a lighter seat post clamp on it."

"Anything else?"

"Will we have time to stop at a Taco Bell later? Maybe just for a Coke. I sure hate losing that record."

"Wasn't it Babe Ruth who said records were made to be broken?"

"Naw, I think it was Johnny Rotten talking about his own records."

"So Sentinel makes the Scorpion. Didn't they make a name for themselves in ten-speeds?"

"I think so, but you better check it out."

"I will. Maybe you could have some phones put in at the same time they install the lights."

"Now all we need is an angle on the story. Le'ssee. What is a scorpion famous for?"

"For stinging you to death."

"How about King Stinger?"

"Nah, Schwinn has the Stinger." "Ming, the Mercilous. With this ring? My heart sings? Stinger Zinger?"

"I wonder how Aykroyd and Belushi would handle this?"

"With shades naturally, and they'd probably hire Aretha Franklin to sing the soundtrack."

"There was a Scorpion back in the thirties. A couple of them. One was like the Shadow, dressed up in a black cloak."

"I don't remember that guy."

"The other one had a great big scorpion claw and kinda shuffled along. I think he was in a Dick Tracy serial."

"What are you guys talking about? First it's Okie music, and then it's Dick Tracy and the Shadow. Sheesh."

"Maintain, R.L."

"I got it. Down in Mexico there are these really tough dudes who arm wrestle. Picture a table in some little cantina, only there are scorpions tied at opposite ends of the table. So the guy who loses at arm wrestling, really loses. I saw that in a Clint Eastwood movie ..."