

**STARRING:**  
**EDDIE FIOLA**  
**MARTIN APARIJO**  
**MIKE DOMINGUEZ**  
**WOODY ITSON**

COSTARRING TEAM RIDERS FROM • CW • GT • HARO • HUTCH • KUWAHARA • MONGOOSE • SKYWAY • TORKER

**RAD ACTION, PART II:** Just when you thought it was safe to turn off your VCR, yet another crazed collection of BMX video arrives on the scene. It's true. *BMX PLUS!* has done it again... and done it even better. More tricks, more tricksters, more freestyle phenomena than ever previously jampacked onto videotape. So pop some kernels, dig up the remote control, grab a comfy chair—*RAD TV—The Sequel* has come to save your freestylin' life.

**REAL TO REEL:** It's back to back *hot*. Plenty of action for every type of freestyle specialist—from ground to pipe to every ramp in between. All kinds of stylish maneuvers, including beginner tricks and the raddest of rad airs. And a cool beat to really drop you in the groove. Don't let a second split! Order your personal guide to radicality right now. Get *RAD TV—The Sequel* today!

★★ VIDEO ★★

**RAD TV—The Sequel ORDER FORM**

★★ VIDEO ★★

- RAD TV—THE SEQUEL!** Send me the latest awesome video at the incredibly low price of \$29.95.
  - FREESTYLE'S RADDEST TRICKS!** Send me the original video guide to radness at the super-low price of \$29.95.
  - SEND ME BOTH VIDEOS (SAVE \$2!)** *RAD TV—THE SEQUEL* and *FREESTYLE'S RADDEST TRICKS!* for only \$57.90!
- Please enclose \$4 postage and handling for each tape ordered. California residents add 6½% sales tax. Canada, Mexico and other U.S. system-compatible TV okay. Other foreign formats not available.

Which format? (check one) VHS \_\_\_\_\_ Beta \_\_\_\_\_

Please make check or money order payable to PLUS PRODUCTS and mail to: Post Office Box 9501, Mission Hills, California 91345-9501. (818)365-6831.

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_  
 STATE/ZIP \_\_\_\_\_  
 Check or money order enclosed in the amount of \$ \_\_\_\_\_  
 VISA  MasterCard  
 Card Number \_\_\_\_\_  
 Expiration Date \_\_\_\_\_  
 Signature \_\_\_\_\_

Please allow three to four weeks for delivery.

BMXFS6-7

RIISING FROM THE ASHES

# TORKER-2 360 AIR

*Old BMX companies never die!*

If you were into BMX in the late '70s and early '80s, you'll remember the Torker Bike Company. Some pretty notable racing stars passed through the Torker team ranks, among them: Mike King, Jason Jensen, Tommy Brackens, Richie Anderson, Clint Miller and Eddy King, to name a few. In 1982 a last-ditch team/promo effort which brought Richie and Tommy to the team turned the company belly up. TBC went bankrupt, and

its inventory was auctioned off to the highest bidder. So was the Torker name. Originally, the name was picked up by Seattle Bike Supply—a prominent distributor of BMX and freestyle products. SBS held onto the name for awhile but wasn't able to devote much time to promoting it. Then, around October of 1985, the name was sold again. This time to Oriental Boeki Company (OBC). You probably don't recognize the OBC name, but you may recognize the prod-



Larry wants YOU! The Torker-2 proved to be a good handler in all environments! ▶

The 360 air has two fork-peg positions, so whether you're used to high fork pegs (like on Haro bikes) or standard axle pegs, you'll be in great shape. Larry M. goin' back to basics!

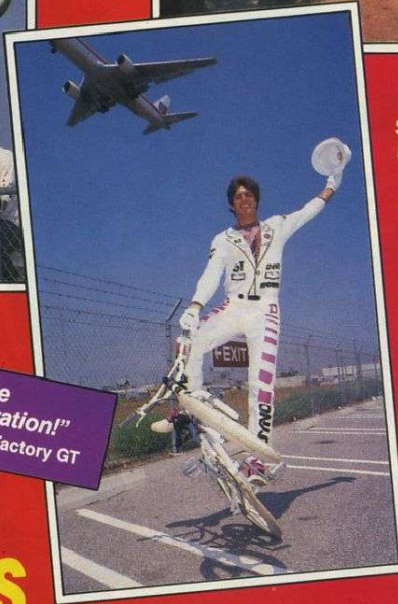
**"IT'S THE RADDEST VIDEO EVER!"**

Ron Wilkerson • Factory Haro



**"It's fast!  
It's just as high  
as it looks!"**

Steve McCloud • Red Line



**"It gives me  
more motivation!"**

Brian Scura • Factory GT

**BMX PLUS!**

PRESENTS

**FREESTYLE'S RADDEST TRICKS ON VIDEO**

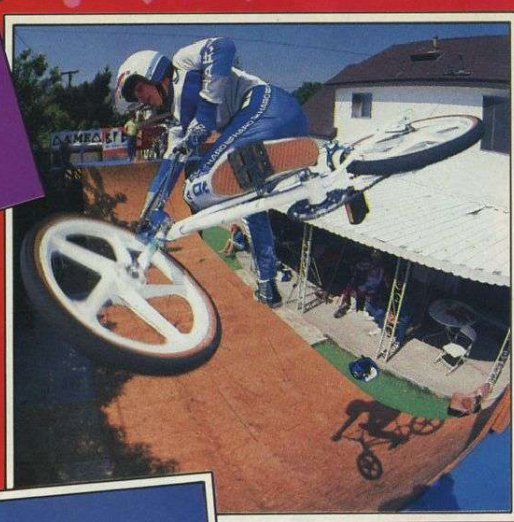
**FREESTYLE'S RADDEST TRICKS ORDER FORM**

I WANT MY RAD TV! Please rush \_\_\_\_\_ copies of this incredibly radical video at the super-low price of only \$29.95 each. I have included \$4 postage and handling for each copy ordered. California residents add \$1.94 (6 1/2% sales tax) for each copy ordered. Canada and Mexico and other U.S. system-compatible TV okay. Other foreign formats not available.

I am enclosing a check in the amount of \$ \_\_\_\_\_  
 Please charge to my  VISA  MasterCard  
 Card Number \_\_\_\_\_  
 Expiration Date \_\_\_\_\_  
 Signature \_\_\_\_\_  
 Which format (check one):  VHS  Beta

Make check or money order payable to **PLUS PRODUCTS**,  
 Post Office Box 9501, Mission Hills, California 91345-9501.  
 (818)365-6831.

Please allow three to four weeks for delivery.



**SEEING IS BELIEVING**

For real. And for a real long time... on your own 30-minute videotape! Check out all the top freestyle stars as they explain their moves and share their inside secrets. Dig the hot action, cool tunes, radical tricks and insane maneuvers. From the Pipeline to Venice Beach to Mike Buff's private ramp-riding hideaway—go everywhere with the masters of this skyrocketing sport. Listen to the guys who really know freestyle: "Freestyle's Raddest Tricks" is the raddest video ever. Order your copy now!

**TORKER-2**

ucts they put out—Tioga hardware and Mitsubishi tires.

**NEW OWNERS**

Once OBC bought the Torker name, it set out on a promotional campaign that reestablished its credibility. The first Torker bikes OBC brought back on the scene were freestyle bikes. The line consisted of three bikes: the 280 Air, the 360 Air and the 540 Air. We chose the 360 Air for our test.

The original Torker didn't play a super-huge role in freestyle (the company was in its prime before freestyle came on the scene), yet it played a big part in freestyle technology as we know it today. Bob Haro started his freestyle career on a Torker bike. Probably because the bike's unique double top tube was a perfect platform for framestands, back in the days before manufactured frame platforms. Bob was so impressed with the bike that when he produced the first "specialty" freestyle frameset (the Haro Freestyler), he used the basic Torker design, in addition to having Torker build the frames for him.

Today's Torker-2s have advanced with the times—they have incorporated weld-on rear platforms and screw-on fork pegs, as well as beefed-up handling. The Torker-2 of the mid-'80s has a lot to offer anyone who hops aboard.

**LET THE GAMES BEGIN**

Well, now that you know Torker's and Torker-2's life stories, you might want to know something about the bike they've come up with. For the test we called in bike-test technicians Jeff and Larry. These guys normally ride Haro bikes, so they were anxious to see how the Torker would perform. Their general impression of the bike at first glance was above average. The brakes looked a little questionable, and the plastic imitation Mushroom Grips weren't too popular, but the guys were still stoked about riding it.

**TESTING 1, 2, 3...**

The first problem we encountered was with the front wheel. When we got the bike, it was already assembled. Whoever built it didn't pump up the tires past 25 psi. Jeff is the G-turn master, therefore he likes about 45-to-50 psi in his tires. Our first attempt to put 45 psi in the front tire proved unsuccessful when the tire slipped off the rim and exploded. The second attempt—trying to inflate the tire to 35 psi—ended abruptly with a KABOOM! Finally, we realized why the person who built the bike had only inflated the tires to 25 psi! We limped through the test with the tire at 30 psi.

Larry actually liked the way the brakes worked and thought the bike's handling felt great! The steering was neutral,

which made it predictable, yet responsive. The fork pegs were also placed in a good spot. There are two screws in position for fork pegs, and both seemed to do their job. Jeff liked them on the bottom; Larry liked them on the top—a perfect example of personal preference. Both agreed that the rear platforms

weren't the most comfortable they'd ever stood on but added that they could be drastically improved by the addition of rear axle pegs. Once Jeff was in possession of the bike for his evaluation, he immediately took off the mag wheels and put on his Peregrine 48s. He came out of the garage with an ear-to-ear grin

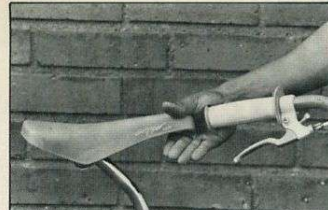


Torker-2 lunatic Frank Garrido slipped in front of the camera with his own bike for a few shots. We can't quite figure out what he's doing, but he pulled it off, and it looked pretty rad.

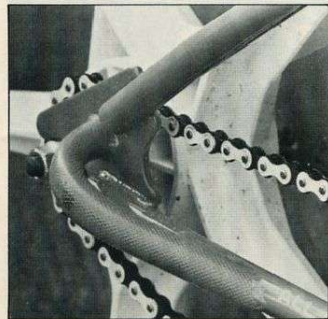


Larry to Mike after catching his feet on the crossbar for the third time: "Start shootin' 'cause I might not live long enough to do it again." He finally made it over the crossbar and was happy. You can either buy lower bars or chop off half of each foot to make for easier clearance!

## TORKER-2



Grips on complete bikes seem to be where some manufacturers cut corners. Case in point: these Mushroom imitations. Uncomfortable, hard plastic, bunk! If you plan to buy a new bike, save a few extra bucks to get a good pair of grips. The levers: first-rate. Max stopping power, but no locking mechanism. The Velo Gripper saddle: a seat's a seat, it didn't tweak.



Standing room only. The rear frame standers on the Torker-2 were functional; however, it was determined that they would be 100 times more functional and comfortable if you added axle pegs, as well.

on his face and said, "All better!" Then he proceeded to put the bike through the paces for its intended purpose—hard-core, intense street sessions. The swapping of rims made a big difference for Jeff. "Those mag wheels are too heavy and flex a little too much. I like a stiffer wheel and skinnier tires." (Jeff uses 1.75s, front and rear.)

### THE COMPLETE PACKAGE

Visually, the bike didn't win any popularity contests with our riders. The green color of our test bike wasn't bright enough to make it look nice. It was a pale green—the color you turn when you're seasick! We did see some of the other colors available, and if you want our advice—get one of 'em, the other color combos are trick.

Larry isn't as choosy as Jeff; he kept the stock wheels on the bike. He did say they felt a tad heavy, but adjusting to the extra weight wasn't much of a problem for him. Larry also mentioned that the crossbar on the handlebars was a little too high for bar-hops. He had plenty of praise for the Torker-2, though. He mentioned that even though the brakes looked kind of bunk at first, they worked excellently—no stopping troubles. He also said the pedals on the bike were perfect—even though they didn't cost \$80 (like the Hutch pedals on this month's other test bike). They are more practical for freestyle and grip your feet exceptionally well. Neither the pedal shafts nor the cranks showed any sign of bending. Unfortunately, the seatpost didn't have the same good luck. During a no-footed Switzerland Squeaker, Jeff landed with all his weight on the seatpost. While it didn't turn into an instant lay-back, it did tweak a little, and as reporters we have to report that fact

(even though it wasn't major). The stem provided a blue steel grip on the bars and forks.

### LASTING IMPRESSION

Both Jeff and Larry said they'd ride the Torker-2 in a contest. Jeff said if he switched the wheels, he'd rip on it. Larry said he could ride the bike as is, but would feel more comfortable with lower bars and possibly some different wheels.

### OUR SURVEY SAID . . .

After the guys were through testing the bike, we called up a few local bike shops to see if the Torker-2 bikes were selling. Many of them said that when they could get the bikes, they sold fast, but they seemed to be in short supply. The dudes at Torker say they didn't think the line would go over so big, and they are bringing more Torker-2 bikes into the country next year. No more problems with supply and demand. The fact that the bikes sold well doesn't surprise us, since the 280 Air is a decent buy at \$295. It has some good parts on it and will do you proud in a contest, street or show environment.

### THE TEST STOPS HERE

Well, any test is only as good as its final word, so here it is. The Torker-2 gets the FSS thumbs-up—with a condition. Jeff rated the bike a seven with the mag wheels and an eight and a half with his wheels. Larry gave the bike an eight. Our staff rated the bike on components, looks, construction and all that technical stuff. Our rating is an eight and a half, since we blew up three tubes trying to get the front wheel to hold air. The average of all three scores is: with mags—7.8, with any other wheels—8.3. The moral of this story is: The Torker-2 is seriously worth checking out. If Torker changes the wheels, it's a bike you should buy! □



### SPECIFICATIONS:

#### TORKER-2 360 AIR

- I. FRAME AND FORK**  
Type: Freestyle, 20-inch.  
Frame design: Double top tube with integral rear platform, 58" O.D. top tube, 1-1/4" O.D. down tube.  
Frame construction: 4130 chromoly throughout.  
Fork construction: Tubular; 4130 chromoly leading axle with threaded fork holes to accept screw-in axle pegs.
- II. WHEELS**  
Rims: OGC, plastic, 20" x 1.75".  
Hubs: N/A.  
Tires: Chang Shin, Comp-ST type, 20" x 1.75" front and rear.  
Freehub: Shimano DX 16T, chromoly.
- III. DRIVE TRAIN**  
Pedals: Victor V.P., plastic with chromoly axle.  
Crank: SH Boron, 175mm, 4130 chromoly.  
Front sprocket: Torker-2, 44T, steel.  
Spider: Torker-2 L1V-1, steel.  
Bottom bracket: Toga B13 220, retained ball, steel.  
Chain: Toga 1/2" x 1/8" steel.
- IV. STEERING**  
Grips: Mushroom type, plastic.  
Handlebars: Torker-2, free-
- style band, steel, 27" wide by 8-1/2" high.  
Stem: KMX 110, steel whollow stem bolt.  
Headset: Toga MX-2 quick-adjust, steel, retained ball.
- V. SEATING**  
Seat: Velo Gripper, plastic w/steel undercarriage.  
Seatpost: Torker-2, chromoly, laidback.  
Seatpost clamp: Sunfour type, alloy.
- VI. BRAKES**  
Callipers: Chang Star 980, alloy, sidepull front and rear.  
Levers: Chang Star MX 283-A Tech Series, 2-tone, alloy.
- VII. ACCESSORIES**  
Rear cable detangler: ACS Rotor.
- VIII. WEIGHT**  
30 lbs.
- IX. PRICE**  
\$299.95 (price may differ, depending on geographic location).
- X. COUNTRY OF ORIGIN**  
Taiwan
- XI. ADDITIONAL INFORMATION**  
Torker-2  
440 W. Colorado St.  
Glendale, CA 91204