



Bob LePara working a little magic on his personal Torker II at the AFA Finals.

RIDING ANALYSIS

TORKER II 540 AIR

THIS AIN'T NO BARGAIN FLIGHT,
THAT'S FOR SURE



This test is a little different from the norm. Usually, manufacturers supply us with a glistening new, totally pristine copy of their latest creation for our crazed and maniacal test crew to systematically dismember. Not this time. This Torker II, the 540 Air to be more specific, has been through a lot already.

See, this is an '87 prototype. At the time of the test, no others existed.

That means it had gone through testing by the Torker II destruction crew, including the dreaded thrasher himself, Dale Perez.

It may even have another magazine test or two on it. Who knows?

Then (heh, heh) we got a hold of it. What does all this mean? It means that this particular 540 Air has about two years of normal use (whatever that is) on it already. In other words, you'll get a good

The Torker II 540 Air—sort of. This photo has more than a few different parts from the production version to come. Check out the story for the full scoop on what's different.

idea of how it will hold up over the long term.

DESCRIPTIVE STUFF

This is not a cheap bike. That becomes apparent with only a minimal glance over the bike's components. Dia-Compe brakes and

TORKER II 540 AIR

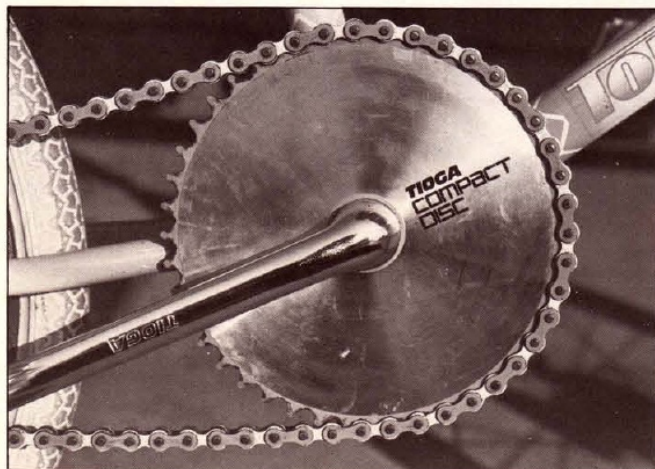
levers. Tons of good Tioga goodies. 48-hole Araya 7X rims. This is not stuff you're gonna find on an el cheapo import. This is top drawer stuff. Final price? Somewhere below 425 smackers.

This is also a bike that can accommodate big hombres. Members of our test crew whose height hovers in the six-foot range could fit aboard the 540 Air very comfortably.

The paint is eye-catching to say the least. Our particular test bike was a blue/white combo with a checkered pattern thrown in over a few select areas. You will not mistake this paint job with any other, that's for sure. We also heard that these paint schemes will come in such varieties as black/magenta/black, and a for-sure non-stop thriller, lavender/grey/red/green.

The frame is dual top tube equipped, is constructed from 4130 chromoly. It also has a small standing platform behind the seat. Traction on the platform is supplied by louvered ridges that give your feet plenty of grip. A coaster brake bracket is present (though the bike's only available in a freewheel form), and there are no rear pegs. There are also cable guides in the appropriate places on both the frame and fork.

More good stuff. Tioga 175mm one-piece chromoly cranks, and the ever-so-slick Compact Disc chainwheel.



TORKER II 540 AIR TEST SPECS VITAL STATS

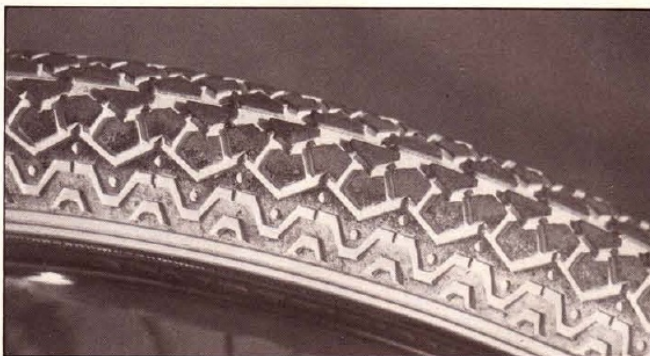
Complete Bike Weight: 27 lbs., 12 oz.
Frame Weight: 6 lbs., 3 oz.
Fork Weight: 1 lb., 15 oz.
Country of Manufacture: Japan
Suggested Retail Price: Less than \$425
For More Info:

Torker 2
P.O. Box 7435
Glendale, CA 91205
Phone: (818) 246-3228

COMPONENTS

Frame: Torker II 540 Air, chromoly
Fork: Torker II 540 Air, chromoly
Handlebar: Torker II, steel
Handlebar Stem: SR freestyle with hollow stem wedge bolt
Rotor: Tange-Seiki Spin-Ex
Cranks: Tioga, one-piece chromoly, 175mm
Pedals: KKT P-8

Seat: Velo VL-100
Seat Post: Tioga, S-shaped, chromoly
Seat Post Clamp: Tioga Max-Flo
Tires: Tioga Comp Ramp, 20x1.75 front and rear
Rims: Araya 7X, 48-hole
Hubs: Suzue
Spokes: Asahi, .080
Brakes: Dia-Compe MX-1000, front and rear
Brake Levers: Dia-Compe Tech 4 with locking buttons
Brake Cables: Dia-Compe
Brake Shoes: Dia-Compe
Grips: Mushroom type
Chain: Izumi, 1/8 inch
Front Sprocket: Tioga CD chainwheel, 44 tooth
Rear Sprocket: Shimano, 16 tooth
Bottom Bracket Set: Tioga BB-22E
Headset: Tioga AW-27E (with special top cup for rotor)
Options or Accessories:
Also available with OGK model III plastic mag wheels



How good do the Tioga Comp ST tires work? Can you say great?

The chromoly forks have inserts available on the front pegs for either a low or high position, and they also have the excellent Tange dropouts on them. These dropouts are forged—rather than the flat plate chromoly used by most manufacturers, and they're great. NO flex, and they don't start to flare out after a lot of wheel installation and removal. We'd like to see dropouts like these used more often.

The bars are Torker II units, and look nothing like the Tioga Air Step bars that our test bike was equipped with. These pups are constructed from high-tensile steel.

COMPONENT CHECKPOINT

Like we said at the beginning,



Among the notable components here we have the Araya 7X 48-spoke wheels, Suzue high-flange hubs, Comp ST tires, the hot Torker II 540 Air forks with slick Tange dropouts, two-position pegs, and a set of bogus brakes that you won't find on the production models.

only the best stuff will make its way onto the final version of the 540 Air—which is what you'd expect, considering the price. Let's take it from the top and give you a fine-tuned look at the goodies.

In the control department we have Mushroom type grips and Dia-Compe Tech 4 brake levers with locking buttons. The Dia-Compe brake cables are mated to the Dia-Compe MX-1000 front and rear calipers. The honchos at Torker II like the beefy construction and quick-stopping power of the older Dia-Compe over some of the newer models.

The stem comes from SR, and is equipped with a hollow stem wedge bolt. A Tange-Seiki Spin-Ex rotor is mounted underneath the stem, and does a good job of translating the braking activities to the back wheel.

The seat is a comfy Velo VL-100, which is connected to an S-shaped Tioga chromoly seat post. Of course with all the Tioga goodies on here you'd expect them to supply a seat post clamp, and you've got it—one of their Max-Flo units.

Moving to the wheels, we see a pair of 20x1.75 Tioga Comp Ramp tires wrapped around the 48-spoke Araya 7X rims. Suzue high-flange hubs and 14 gauge Ashai spokes make up the rest of the wheel



A little more Torker II thrashing, courtesy of Frank Garrido.

goods. You can also get the 540 Air with OGK Model III plastic mag wheels if you're into serious wheel abuse and like the additional durability and low maintenance you'll get with mags.

Cranks are also from Tioga, are

the one-piece chromoly variety, and measure in at 175mm. The too-cool-for-school front sprocket is a 44-tooth Tioga CD chainwheel.

KKT P-8 pedals grip your feet, and an Izumi chain makes sure the power gets to the back wheel.

See, we told you there was some good stuff on here. And last, but not least, are the good-guy Tioga bottom bracket and headset.

IT'S YOURS TO WIN!

Every time we here at *Super BMX* test a bike we give it away. Nothing's changed. This month we evaluated a Torker II 540 Air and we're giving it

Here's my entry for the Torker II 540 Air bike you're giving away:

Name _____
 Address _____
 City _____
 State _____ Zip _____
 Tel. No. (include area code) _____

Mail To:
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 Super BMX Magazine
 7950 Deering Ave.
 Canoga Park, CA 91304

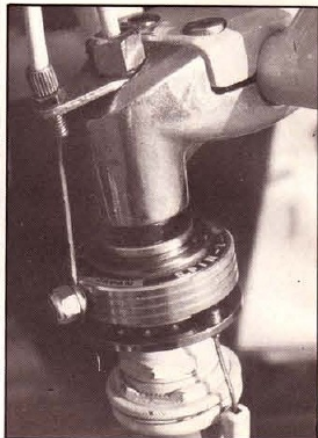
All entries must be received by March 31, 1987 to be eligible. Send along a self-addressed, stamped envelope for a FREE *Super BMX* sticker.

away! We know you'd like to have it for your very own and here's your chance.

Fill out the coupon below and return it to us by March 31, 1987. From all the entries we receive we'll select one and that person will win the 540 Air by Torker absolutely FREE! If you don't want to use the coupon below, we'll send you an official entry form if you send us a request along with a self-addressed, stamped envelope to: Entry Form, Torker II Giveaway, *Super BMX Magazine*, 7950 Deering Ave., Canoga Park, CA 91304. There's is no purchase necessary to enter and this drawing is void where prohibited by law.

If your entry is selected you can expect to receive your new Torker II 540 Air bike by mid-May and we'll also throw-in a FREE TUNE-Tote bicycle stereo system. So what are you waiting for? Time is running out!

TORKER II 540 AIR



Up front you'll find an SR stem, and a Tange-Seiki Spin-Ex rotor.

PERFORMANCE STOP

Steering is a bit on the slow side. This makes things easier to handle through tough situations (like if you sketch on a ramp re-entry), though for ground moves we prefer a bit quicker steering. Overall, it adds up to no surprises, and less worries about control.

You'll want to keep a little additional weight on the front tire during cornering maneuvers. This will keep slight cases of dreaded front end washout from rearing its ugly head. Overall, handling is comfortable, though if you're used to a hyper-handling machine, you'll probably find it less than exciting.

FINAL WORDS AND MUMBLINGS

After all this bike's been through, it hasn't suffered anything worse than some dinged up paint and a little wobble in the wheels that was easily cured with a spoke wrench. There is a difference between a \$400 bike and one that goes for substantially less than that. You get what you pay for.

If you're in the need, get some rear pegs. Either the GT Frame-standers or an axle peg from any one of several manufacturers will make life much nicer aboard the 540 Air for flatlanders. Other than that, there isn't too much worth changing as far as components go.

Is the 540 Air worth the fare? If you're looking for some good basic transportation but you only freestyle once in a while, no. This bike is designed for a more serious rider. How about for hard-core enthusiasts? For the bucks you get a machine that's fine-handling, built-in-Japan (and you KNOW all about Japanese quality over Taiwanese workmanship), and that's well-equipped—all with very few vices. The deciding factor is whether you (or your parents') bank account can handle it without terminal seizure. If it can, go for it. You won't be disappointed. ☆

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