

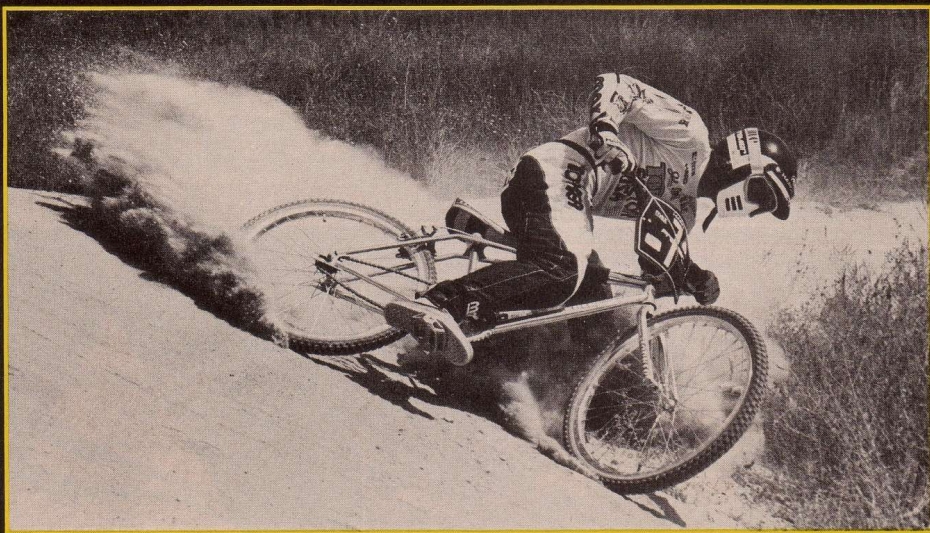
TORKER

TWENTY FOUR TEST

Mid-Size Moxie

By Dean Bradley
Photos by John Ker

Now, more than ever, Twenty-Four means war. It's a class where the nation's top BMX stars wage war racing on some of the industry's newest and fastest machines. Lap times don't lie—twenty-four's are convincing even the most skeptical purists that they're the fastest way around the track. When releasing a new model, timing must always be a prime factor. Since the twenty-four phenomenon has come on so quickly, companies who aim to lead the field are being forced to conduct their research and development on the track, with their top riders race testing these new bikes en route to national titles, points and monies chases. Granted, chasing National Number One is no time to be trying to sort out an ill-handling prototype. Minor changes and adjustments become major. If you want to get your model out on the market in time and, most importantly, dialed in to the max, you better have years of BMX race experience and know exactly what you're doing.



Clint Miller pitchin' it sideways. The Twenty Four is a slider but prefers the low and inside carve. With its ballpark price this new Torker should be a big hit with the minor leagues as well as the pros.

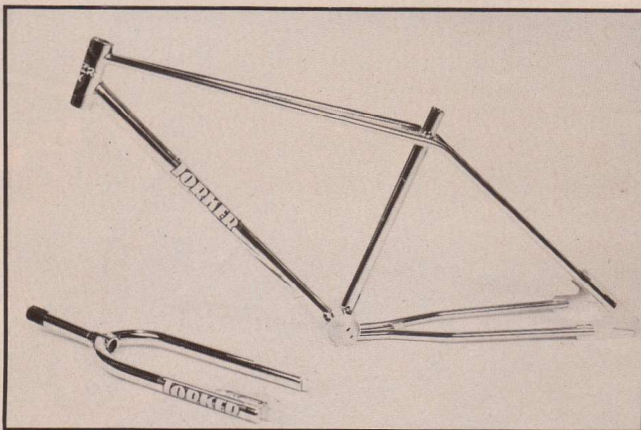
The Torker Twenty Four with pilot Clint Miller aboard. They make a clean combo.



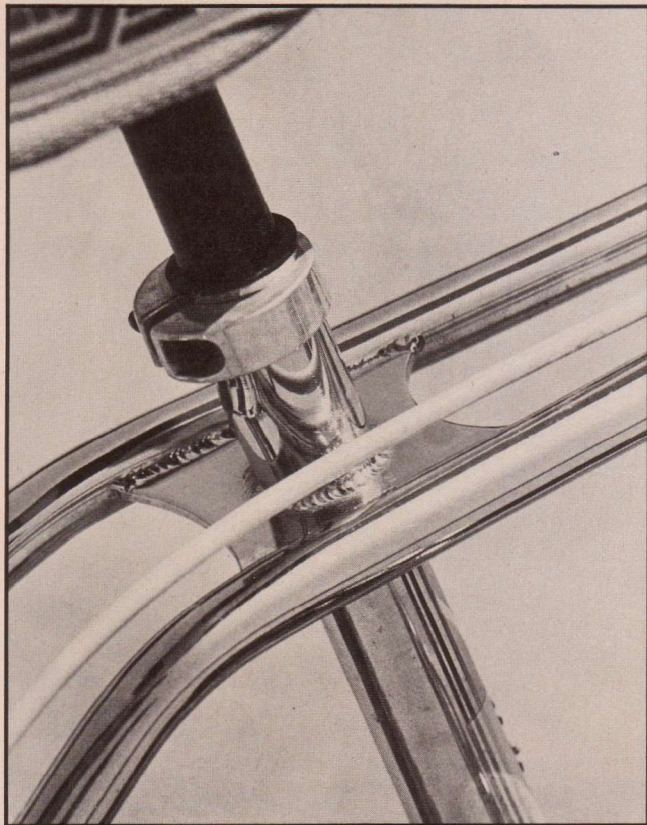
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FRAME AND FORKSET

The new Torker 24-inch frame and forkset follow in the knobby prints of previous 20- and 26-inch models with Torker's trademark twin-top tube design featuring 4130 chrome-moly tubing throughout. Why twin top tubes? asks the staunch cycling purist. Why not? replies the adventurous BMXer. After all, isn't that what BMX is all about—trying the untried, challenging traditional cycling forms and concepts, and, through adventurous technology and riding styles, exceeding previously established limitations of just what you can and can't do on a bicycle. Purists, if you're out there listening, "can't be done" doesn't exist in the BMX vocabulary.



The winning pair—Torker's new Twenty Four frame and forkset: distinctively different, defiantly durable.



Twice as nice. Torker's twin top tubes—trademark of trickness. They resist twist, fight flex and double feature clean welds and a unique gusset that is pierced by the seat tube.

Torkers's twin 5/8-inch top tubes cantilever back past the seat tube and down to the rear dropouts. So actually the twin tubes act as a combination top tube/seat stays. Torker's two tubes do what three do on most bikes—one top tube, two seat stays. This set up is clean and functional and has allowed all Torker models to deal with a high-stress tube juncture in a unique way. The top tubes come back from the head tube "V" slightly, running along either side of the seat tube. The seat tube actually pierces a plate gusset between the two tubes and continues upward extending only about 1-3/4 inches above both tubes. Where it all comes together, the widest part is a little under 3-1/2 inches. Sitting in the saddle, it takes a little getting used to, but once riding you'll seldom, if ever, rub your legs on the tubes. Halfway between the head and seat tubes, there's a small triangular plate welded between the top tubes just to keep things straight, add stiffness, and fight flex.

The head tube on the Twenty-Four is a sharp-looking four-incher machined down in the middle for less weight, leaving flanges on both ends where the stress is the greatest, that being where the bearing cups seat in the tube. The down tube is a beefy 1-1/4-inch model running down to a cut to wrap around the underside of the large "American-style" bottom bracket shell. Finally, it's back to the rear dropouts, which feature a full 1-5/8-inch axle adjustment slot by means of two 5/8-inch-diameter chain stays. These chain stays allow up to a 48 tooth chain ring without rubbing or alignment

problems—definitely enough gear for the wildest downhill situations.

In previous Torker tests we've casually mentioned that we'd like to see the ends of the chain and seat stays capped for a cleaner, more finished look. We're sorry to say the Twenty Four as well as other models still sport open ends. No biggie, but it would be a nice touch if they were capped.

The Twenty-Four's forks are a standard Torker affair with 4130, one-inch O.D. legs. They're drilled for a front caliper and feature Torker's class dropouts—still some of the cleanest in the industry. Overall frame and forkset finish is excellent, with deep chrome finish with yellow, black, red, and chrome-like mylar Torker sticker graphics. Combined with black and chrome components, the new Torker takes on a show-bike appearance. The purists think "If it don't go, chrome it"; so the question is, "Is this thing all show and no go?" The answer? Read on.



Clint. When he's off his bike he's a pretty down-to-earth guy. When he's on it he's a high flyin' pro with lofty ambitions and a skyhigh approach to landing a number one plate.



Thirty miles an hour aboard two feet of bike on a foot and a half of trail. In situations like this handling and reflexes must be spot on or you'll soon find yourself stuck in the sticks!

COMPONENTS

Out of the box—it's all there. Everything you need to race and, most importantly, finish the season off without the additional cost of parts update or replacement. Component choice favors the twelve-and-over-crowd—hard-as-nails stuff yet soft on the wallet. The new Twenty-Four features Sugino chrome-moly one-piece cranks and spider with alloy chain ring, SR stem and seat clamp, Suzue alloy high-flange hubs, Shimano freewheel, Araya 7X alloy rims, Kashimax Aero seat, MKS pedals, Tange bottom bracket and headset, even A'ME grips.

Tires are IRC's new Racer XI skinwalls. They're conspicuously similar to the Diamond Back skins—that's because IRC makes the tires under the DB trademark. Their compound and tread pattern are great for a variety of terrains but seem to favor soft, loamy soils and even sand. The recommended pressures are 35-45 pounds per square inch (psi) in the 2.125" front tire, and 45-55 psi in the 1.75" rear tire. For wet winter conditions, this tire could prove to be the hot tip in the 24-inch class. As a general rule, it's better to run tire pressures on the low side for muddy conditions. This simply allows the tires to flex, flinging mud and cleaning the tread which otherwise could become packed with mud. The totally trick guys even go so far as to spray silicone or even Pam (a no-stick cooking spray) on their clean tires before a muddy event to discourage any mud build-up, which of course eventually causes heavy un-sprung weight build-up and a big loss in the traction department.

Stock handlebars are Torker's 4130 chrome-moly models, 7-inch rise, 30-inch width. Since the max width allowed by ABA and NBL is 28 inches, trim them down before going racing. The brake is a Dia-Compe 890 with stock short pads, Dia-Compe cable, and "two finger" Tech-2 lever. We didn't like the lever on the lower, flatter bars—maybe on a 20-inch but not on the 24. We'd recommend Dia-Compe's tourist lever bent to perfection or a DX type. While you're at it, you might want to bolt on another 890 caliper in the front. With all the quick acceleration the Torker's power position offers, you'll probably need some equally quick deceleration. You may even want some larger-surface accessory brake pads depending on your weight, riding style, or dental plan.

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PERFORMANCE

This bike has unofficially been out since last November, being race tested and traveling the country in the capable hands of Torker's pro show, Clint Miller. This is unmistakably Miller's baby—a race-bred 24 with that Miller "killer" instinct built in for good measure. It started out as a scaled-down 26-inch cruiser. Clint told Torker, "Shorten up the rear end, go with quicker steering, and you'll have a winner." Torker listened, and what they have come up with is a race or high-performance street styler for 12 year olds on up.

There's plenty of room to move

around with the laid-back 66-degree seat tube, and, combined with a mid-length 17-1/2-inch-long chain stay and 11-5/8-inch bottom-bracket height, this may very well be one of the fastest 24's out of the gates and down the straights.

Miller tells us, "We just asked ourselves what would we want if we were racing 13-14 cruiser or 15-25 class. We figured what they did and didn't like about our 26 and other 24's on the market and went to work."

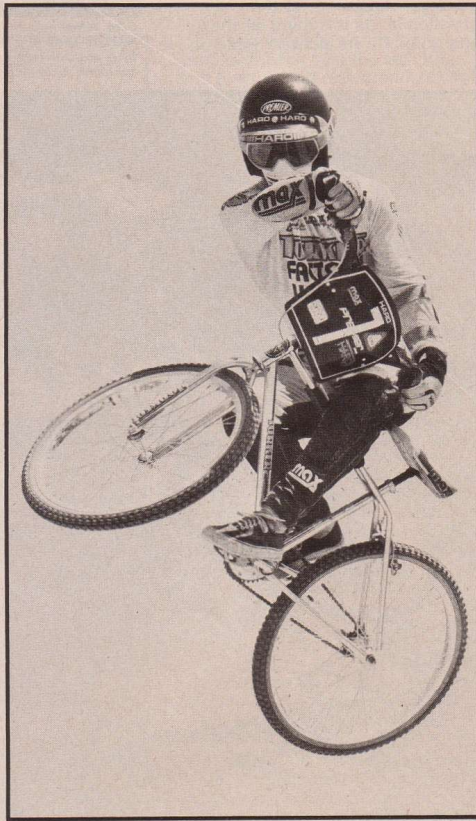
With the 72-degree head angle and 1-5/8-inch-rake forks, steering is neutral-to-quick—never too quick, but just right for racin'. It speed jumps easily, but hasn't lost its stability down the straights and downhills. Through sweepers and berms, its low center of gravity

allows it to stick like glue, carving your particular line without back talk. It's definitely a race bike yet one which is forgiving enough for the novice. After all, we all make a lot of mistakes out on the track whether we want to admit it or not.

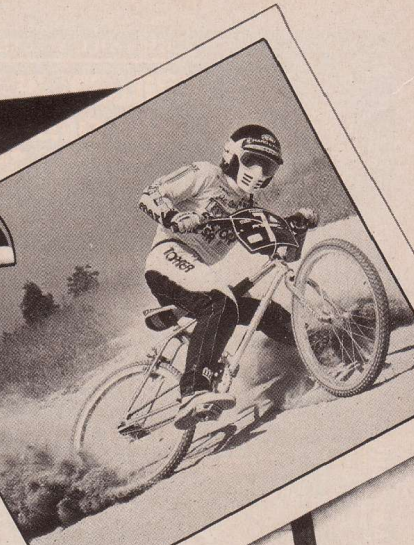
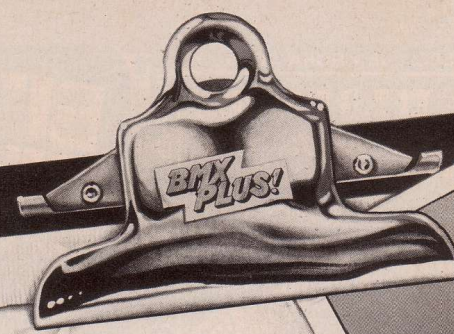
The bottom line—is this the right bike for you, aspiring cruiser class champ? Or me? Do we need a bike designed by and for a pro? One thing's for sure, it certainly can't hurt. And think of the psych value! If you're like me, you need every conceivable advantage just to make it to the mains these days. It's tough to cut corners on equipment and win consistently. So the only corners Torker cuts are on the race track. Their new Twenty Four is ready for war. Are you ready to play soldier?



Torker be nimble,
Torker be quick,
This new Torker handles ever so trick.
Oh, how it corners,
Oh, how it flies.
Gotta be one of this year's best buys!



Classic Killer Miller Style. In the air, on the ground or in the garage the Twenty Four shines. In BMX "If it don't go—chrome it" does not apply.



Bike Title: **TORKER TWENTY FOUR**
 Age Range: **12 YEARS AND UP**
 Country of Origin: **CALIFORNIA, USA.**
 Intended Use: **RACING/HIGH PERFORMANCE**
 STREET Frame: **TORKER 4130 CHROME-MOLY, HELI-ARC WELDED, CHROME PLATED; DOUBLE TOP TUBE O.D. 5/8"; DOWN TUBE O.D. 1/4"; AMERICAN STYLE BOTTOM BRACKET Fork: TORKER LEADING AXLE STYLE, 4130 CHROME-MOLY, HELI-ARC WELDED CHROME PLATED; LEG O.D. 1", RAKE 1 5/8"**
 Wheelbase: **39 1/4" - 40 3/4"** Top Tube Length: **21 1/4"**
 Chainstay Length: **17 1/2"** Bottom Bracket Height: **11 5/8"**
 Head Tube: **4"** Steering Head Angle: **72°** Seat Tube Angle: **66°**
 Wheels: **RIMS: ARAYA 24 X 1.75" 7X, ALLOY, 36-HOLE. SPOKES: 080/36, CHROME PLATED. HUBS: SUZUE, ALLOY, HIGH FLANGE. TIRES: IRC RACER XI, SKINWALL, 24 X 2.125" FRONT AND 24 X 1.75" REAR**
 Drive Train: **CRANKS: SUGINO CHROME-MOLY ONE-PIECE, 175 W/TANGE SEIKI RETAINERED-BALL BOTTOM BRACKET. PEDALS: MKS BM-10 ALLOY CAGE, 1/2" CHROME-MOLY SHAFT. CHAIN: D.I.D, BLACK 3/8" X 1/8" FRONT SPROCKET: SUGINO**
40T ALLOY QUICK CHANGE W/ SUGINO CHROME-PLATED CHROME-MOLY SPIDER.
FREEWHEEL: SHIMANO 18T Brakes: DIA-COMPE 890 W/ DIA-COMPE TECH-2
TWO FINGER LEVER & CABLE (REAR BRAKE ONLY) Misc: HEADSET: TANGE-SEIKI
MX-3 CHROME-PLATED STEEL W/ RETAINERED BALLS. STEM: SAKAE RINGYO, ALLOY, 4-BOLT W/ CHROME-MOLY SHAFT. HANDLEBARS: TORKER 4130 CHROME-
SEAT: TORKER PLASTIC AERODYNAMIC BY KASHIMAX W/ SAFTY SEAT CLAMP & 7/8" FLUTED ALLOY POST W/ SAKAE RINGYO ALLOY POST CLAMP. ACCESSORIES: CHAINGUARD, REFLECTOR SET AND THREE SAFETY PADS. OVERALL WEIGHT: 26 1/2 lbs.
APPROXIMATE RETAIL PRICE: \$330.00 - \$350.00

For additional info contact:
Torker, Inc.
 1899 W. Commonwealth, Unit J
 Fullerton, CA 92632 / (714) 738-3503