



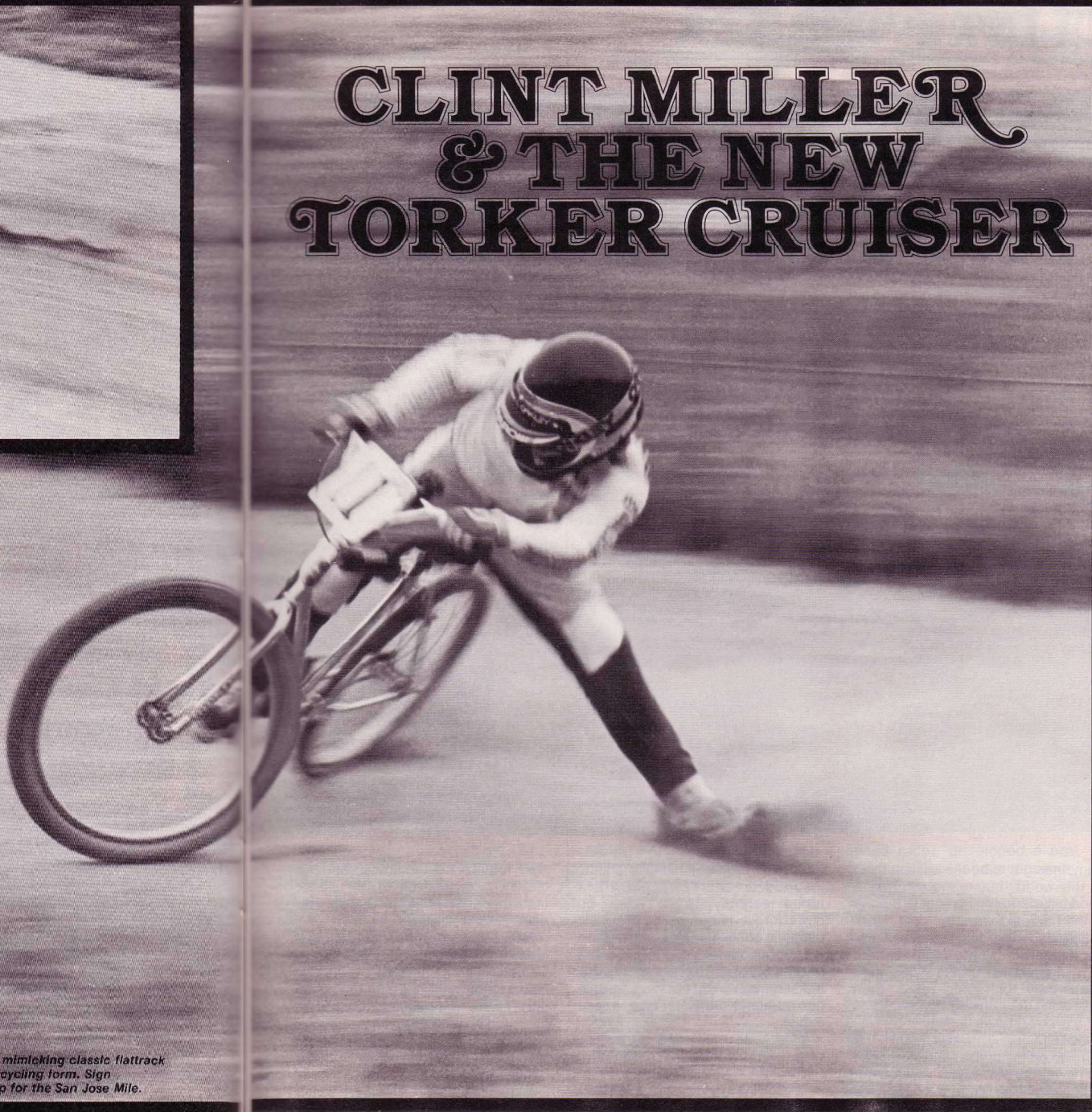
Big wheeler dirt squirter. Photographic distortion courtesy of Len's lens; a 20mm Nikkor wide-angle. Clint finds that the bigger bike really holds its line on berms.

A WINNING COMBO THE FIRST TIME OUT

"People call us and thank us for making the frame. We've never had a product that's been so immediately accepted as being so hot." That's Steve Johnson, the youthful corporate kingpin of Torker, talking. "Manufacturing a bicycle

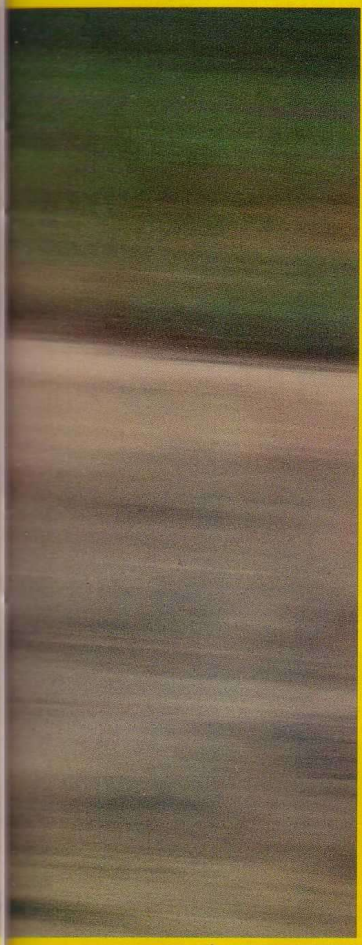


Looks like a slide out, but Clint's heavily modified Jaws pedal is still getting traction.



CLINT MILLER & THE NEW TORKER CRUISER

Miller mimicking classic flat-track motorcycling form. Sign him up for the San Jose Mile.



CLINT MILLER

STATUS: ABA No. 11 Pro; NBL No. 4 Pro; NBA No. 7 Pro in 1980

AGE: 19

HOME TURF: San Dimas, California

SPONSOR: Torker

CO-SPONSORS: Max, Haro, Oakley, Premier, Vans

PERSONAL GEAR:

Premier Super BMX helmet

Oakley goggles

Haro visor

Max jersey

Max pants

Vans low-cut tennies

Pierre gloves

Clint Miller gave the new Torker Cruiser a fairytale debut by pedaling to a win at the NBA Super-nationals last April at Rancho San Diego. His competition included two pretty hefty cruiser dudes, Tinker Juarez and Eric Shimp.

Clint's been spinning for Torker since Indy '79. Earlier, he rode for JMC, DG, and GJS during a seven year career that's included 40 to 50 national wins. He has chalked up about eight or nine major Pro wins since joining the go-for-dough set.

Clint's cruiser setup varies somewhat from his 20-inch component choices. He uses wider bars to improve leverage. There's

easier gearing to get the heavier, bigger-wheeled machine rolling. Clint's bike, in racing trim with pads and plate, weighs in just under 30 pounds.

Clint figures he can turn just as sharply on the big bike, feeling the heavier bike holds its line better, offering a smoother type of traction, more like a motorcycle. The bike is also easier to get into a flattrack motorcycle type slide.

When he's not training or working, he toys with, you guessed it, his Toyota truck, which he plans to do a real show job on.

Early this year Clint hooked up with Jeff Spenser, trainer for the Honda motorcycle motocross team. Spenser, formerly a ten-speed racer, developed a program for Clint that appears to be working. As this was written, Clint was working on a string of qualifying for eight straight Pro 20-inch mains. That's the kind of consistency that comes from total effort and commitment.

So watch out for Miller, the main maker, a holeshot driller, no-frill pillar of killer-diller sprocket rock-etry, and instiller of chills minus spills. Clint's sprints for print definitely make every Miller main a thriller. ■

frame has got to be the easiest thing in the world, but manufacturing a good bicycle frame has got to be one of the hardest things."

Steve's been doing okay at producing good twenty-inch frames, so it figured his cruiser, designed specifically for racing rather than ballooning down the boulevard, would be a groovy mover.

Clint Miller, Torker's team Pro, climbed on the cruiser and jamboned home with a win at the NBA Super-nationals at San Diego last April. That was his first race on his big wheeler.

So, the Cruiser looks like another inspired creation from the track-tuned technotypes at Torker, but don't forget about Mike. Mike McLaughlin of Mike's Bikes in St. Louis. He kept nudging Steve to get crankin' on a cruiser. Prototyping began in the summer of '80, but Mike had begun bugging Steve almost a year earlier.

Was Mike motivated by a great enduring love for the sport? Sure.

And maybe he did have just the teensy weensiest bit of an ulterior motive. He races 25-35 Cruiser and does quite well at it.

Steve's dad, John, joined Mike lobbying for the Cruiser. Finally, Steve yielded. Mike said: Build me a double-top-tube no-flex frame for adults and I'll take that baby racing for you, no charge even or something thereabouts. And that's what happened. Now even Steve is cookin' on his Cruiser at the beach.

Ever think about how you would design a 26-inch bike? Would you

just take your favorite 20-inch geometry and blow it up and stretch it out? Not exactly. The steering head angle has to come in because you lengthen the wheelbase. That also forces you to change the seat tube angle.

A fudge factor was added to the production version of the frame. It uses thicker tubing than the prototype. Torker figures that if testing can't break a prototype, then a bit

CLINT & TORKER

more beef should produce a totally bulletproof production unit.

The frame wall thickness is thirty to forty percent thicker than the 20-inch Torker frames. The top tubes

and chain stays are 5/8 inch o.d., the rest of the tubes are 1/4 inch except for the seat tube.

The Torker cruiser fork is a middle-of-the-roader as far as rake;

the bike a true dual purpose machine—a racer or a distinctive dual-tubed superqual streetmobile. What else? Just that it looks like another corker from Torker. ■

MILLER'S TORKER CRUISER SETUP

FINISH: Show chrome.
WEIGHT: 29 pounds, 14 ounces (including plate and pads).

RETAIL COST: Approximately \$185 for the Torker cruiser frame; \$55 for the Torker cruiser fork.

FRAME: Torker Cruiser, 4130 chrome-moly, double top tube.
FORK: Torker, 4130 chrome-moly.

HEADSET: Tange.

STEM: Torker six-bolt, chrome-moly and aluminum alloy.

HANDLEBARS: Prodyne.

GRIPS: Oakley .5.

RIMS: Ukai aluminum alloy, box style.

SPOKES: .080/36.

HUBS: Shimano.

BRAKES: Dia-Compe sidepull caliper (rear only); Mathausser pads, Shimano DX lever.

TIRES: Mitsubishi Silver Stars 26 x 1.75 (rear); and 26 x 2.125 (front).

PEDALS: MKS BM-10.

CRANKS: Red Line Flite Cranks, 180mm.

BOTTOM BRACKET: Red Line.

FRONT SPROCKET: 44T, Addicks graphite sprocket.

REAR SPROCKET: 20T, Shimano freewheel.

CHAIN: HKK 1/8.

SEAT: Elina Lightning.

SEAT POST: Chrome-moly.

SEAT POST CLAMP: Addicks, plastic and chrome-moly.

NUMBER PLATE: Standard rectangular plastic.

ACCESSORIES: Torker pads.

FOR MORE INFO: Write

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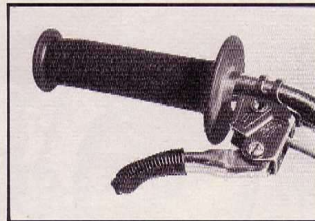
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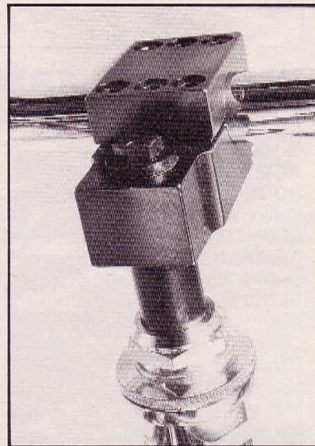
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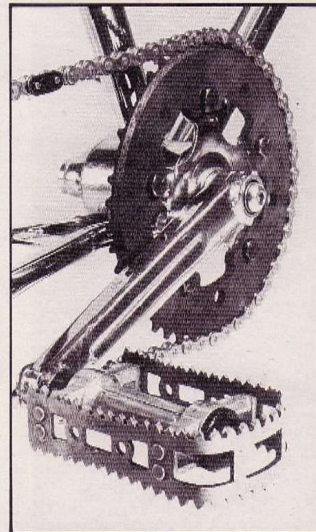
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Shimano DX brake lever and Oakley .5 grips.



The Torker six-bolt gooseneck clasps Prodyne cruiser bars.

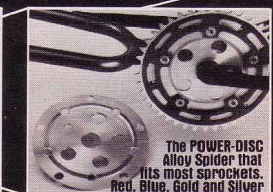


Addicks graphite chainwheel and spider, Red Line Flite Cranks, and MKS Foot Jaws filed even toothier . . . Nasty. Nasty. Nasty. These suckers hold like Crazy Glue.



Torkers' distinctive double top tube frame design also appears on the big wheeler.

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