

# TORKER MAXFLIGHT

**FOR MAX TRACK  
DELIGHT SET  
YOUR SIGHTS  
ON MAXFLYTE**

TEXT BY WEED  
PHOTOS BY WEED AND OSBORN  
TESTING BY BUFF, MILLER,  
HANNAH, AND GAMMIL

**T**wo, four, six, eight, who do we appreciate . . . Yay, team. Go, team, go . . . Images of purty li'l pom pom girls in letter sweaters. Hot dogs and autumn leaves. That's football, a team sport. BMX is a team sport, too, for the manufacturers.

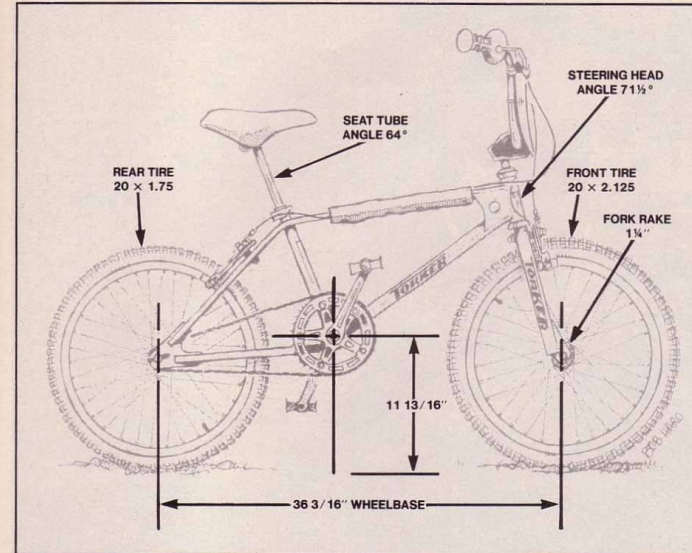
So, who had the most successful team results in motocross last year in both the ABA and the NBA?



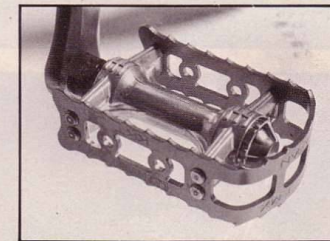
Clint, whippin' it in powder.

**BICYCLE  
MOTOCROSS  
ACTION  
OFFICIAL TEST**

One of the best handling frame and fork combos in BMX.



That's Buff The Fluff flyin' the Torker. Way in the background Haro and P.K. await their shot at the jump. Most of these photos were taken at Buff's secret training grounds.



The new rip-saw cages on the KKT Lightnings grab great, Godfrey. They're stock on the MaxFlyte.

Didja guess Team Torker? Well, put 'er there, pardner. Now, how about the NBA's number one team in 1978. Torker? You betchum.

And, as of this past September, what team was leading the NBA and tied for first in the ABA? Once again, the answer is Torker. Sounds like these guys have teamwork down pat. 'Course, having a couple of 1979 No. 1 riders on the team helps. Guys like Mike Aguilera, NBA No. 1—13 Expert, and Jason Jenson, NBA No. 1—8 Expert. And full-wick clickers like Mike King and Pro Clint Miller aren't exactly slouches either.

Success in team trophying requires both a talented team and some scientific maneuvering. Sorting through the regulations guiding team nominations can be as frustrating as trying to

## TORKER MAXFLYTE SPECIFICATIONS

**FINISH:** Chrome, red, blue, white, or black. (Blue, red, or gold components.)

**WEIGHT:** 23 pounds, 2 ounces.

**RETAIL COST:** Approximately \$350.

**FRAME:** Torker Twin Top Tube, 100% 4130 chrome-moly.

**FORKS:** Torker leading axle, 4130 chrome-moly.

**HANDLEBARS:** Torker, alloy, V-type.

**GRIPS:** Finish Line.

**STEM:** Torker chrome-moly stem, with alloy single clamp (six Allen bolts).

**RIMS:** Araya 7X aluminum alloy.

**SPOKES:** .080/36.

**HUBS:** Shimano Freehub set.

**BRAKES:** Shimano Tourney side-pull calipers front and rear, pre-bent Shimano hand levers.

**TIRES:** Mitsubishi Competition III when available.

**PEDALS:** KKT Lightning, chrome-moly and alloy, rattrap.

**CRANKS:** Shimano 600EX, alloy, 175mm, one-key release.

**FRONT SPROCKET:** 44T.

**REAR SPROCKET:** 16T cassette for Freehub.

**SEAT:** Kashimax MX.

**SEAT POST:** 7/8 inch chrome-moly, 12 inches long.

**SEAT POST CLAMP:** Addicks Zytel nylon with chrome-moly insert.

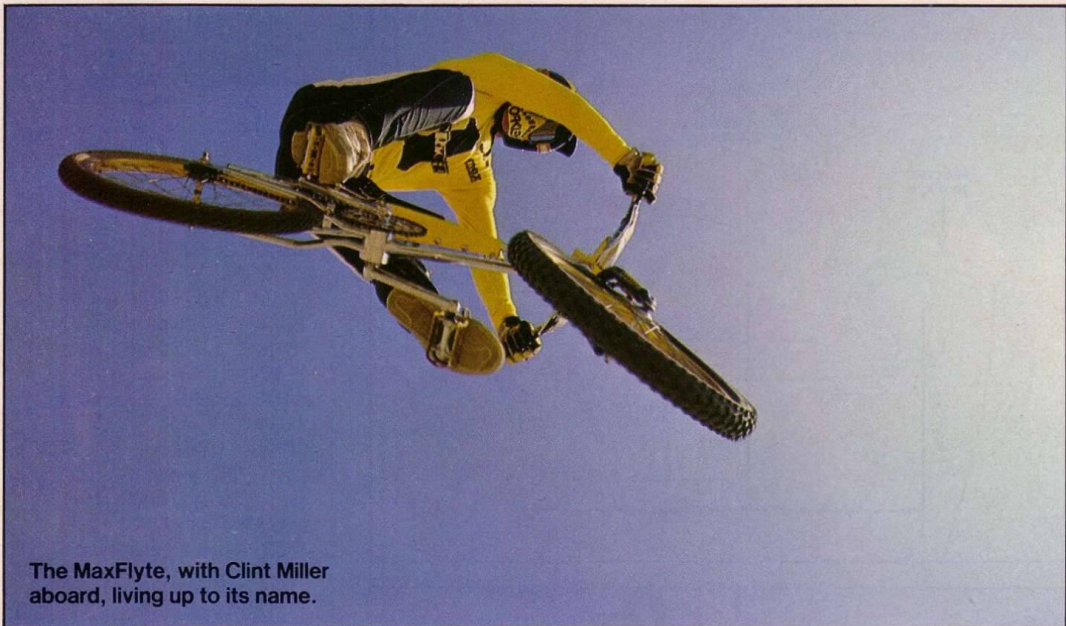
**CPSC APPROVED:** Yes.

**OPTIONS:** Choice of one-inch longer frame or regular frame with American or European bottom bracket.

**FOR MORE INFO:** Send for free brochure and sticker.

**MANUFACTURER:**

Torker  
1889/J West Commonwealth  
Fullerton, California 92633  
Tel: (714) 738-3503



The MaxFlyte, with Clint Miller aboard, living up to its name.



The Torker 6-bolt stem. Alloy clamp, chrome-moly stem. Qual merchandise.



The Brooke Shields and Bo Derek of BMX ... Patti Gammill and Kathy Hannah. Both are factory riders. Torker's cup runneth over.

scuba dive in the La Brea Tar Pits. The guy masterminding the team successes is Torker's Steve Johnson, who launched the company in 1975. Torker started small and kept growing. Today they offer four basic models. The Torker is an econo-model that sells for under two hundred smackers. Then there's the Torker II, with alloy wheels and caliper brakes.

Next up the ladder, the two chrome-moly framed racers—the TorkFlyte, and the top-of-the-line team racing bike, the MaxFlyte.

Rip snorters and hip daughters

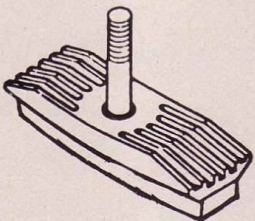
(like Torker-sponsored Kathy Hanna) have a choice of three different frames. Bigger guys or gals will favor the long frame. The shorter, regular frame comes with either American or European bottom brackets. The long frame, which has an American bottom bracket, is an inch longer. This inch was added to the front half of the frame which also sports a beefier



Patti Gammill, distaff factory rider from the Lone Star State, torquin' a Torker. This lady gets it on.

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### CLINT MILLER INSIGHT ON DA MAXFLYTE

Torker team Pro Clint Miller joined us for some photos during the test session. Clint was just back from Evansville, Indiana, where he was second overall in the Pro Class at the NBL Grand National. That performance earned him the NBL National No. 4 Pro plate for 1980.

In between sprints, aerials, slides, corner carvers, and such, we caught Clint long enough to check out how he sets up his own MaxFlyte.

Bein' an iron pumpin', well-filled-out fellow, Clint is kinda tough on bars. He runs Cook Brothers bars. He seemed to keep crushing everything else he tried.

He added a Haro handle for braking.

Clint didn't have any problems with our killer jump because he runs Red Line Flite cranks. (So does Haro. Neither of them had even a glimmer of bananeness while jumping.)

Clint runs a Carlisle Aggressor, 20 x 2.125, up front. He tried a 1.75 front tire this past summer, but came back to his Carlisle, deciding it was the way to go after all.

Clint had a stock Mitsubishi Competition II on the back. He'll be slipping on the new Comp III as soon as they become available. The Comp III will also be stock on the MaxFlyte. And, to save a little rotating weight, Clint runs a 16-inch tube in the back tire, stretches it out, and hopes it doesn't pop.

The only other change in the bike is the forks. Clint likes a really quick front end, so Torker built him a special pair of forks that bring the front axle in quite a bit. Haro runs the same forks on his Torker for his quick trick turns. But 99 out of every 100 racers would likely prefer the production forks. That's neat, because Clint's and Bob's forks are one-offs... two-offs?

That's it for the Millerized MaxFlyte. Just a few personal touches that separate the Miller moto-scooter from the MaxFlyte at your local bikeshop. ■

## TORKER

downtube for the bigger berserkos.

A real distinctive feature of any Torker model is the twin top tube frame. Torker was the first to bring out this design, about the same time Red Line was coming out with the first rigid chrome-moly frame. That was eons and centuries ago, like about 1975.

The twin-tuber was developed to increase frame strength while reducing weight. Frame stress is spread over a larger (two tube) but lighter surface. The triangulation of the twin tubes against the head and seat tubes helps to tame any frame flex.

Torker frame tubes feature precision fixture-machined joints. This means more frame strength and cleaner welds. Since frame tubes butt against each other, ground or cut frame tubes don't always match up perfectly.

So much for how it's put together. How's it all come together out on the track? Well, we have some good news and some bad news. Let's leap into the shark infested waters first.

Oh, yeah. Did we mention that Torker supplied us with two identical MaxFlytes for this test. And did we tell you that our guest test woobie was none other than Torker-sponsored Pro, Clint Miller?

Well, anyway, back to the shark infested waters. What happened was that Clint and Buff each took a Torker over a medium sized jump at Buff's secret practice site by the sea. All they were doing was getting warmed up for the real kaphloomers to come.

But, on both bikes, on the first warm up jump, the Shimano 600EX alloy pedal arms bent and the spindles in the new Torker sealed-bearing bottom bracket sets twisted. Neither rider landed THAT hard. These parts really shouldn't have bent. One shudders to think what might have happened if Trash Can Morgan had been along.

About three jumps later, after replacing the alloy cranksets with Takagi Cr-Mo one-piece cranks, Buff egged one of the new Araya 7X rims. But this was after the test hombies were starting to get crazy. But still and all, we've seen many of the old Araya 7C rims go over the same jump without becoming eggular.

Later that day, we informed Shimano of our experience with the

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Patty, Kathy, and Torker The Wonder Dog, kickin' back between motos. This relaxing and refreshing moment of visual enjoyment brought to you courtesy of BICYCLE MOTOCROSS ACTION Magazine.



Clint Miller, using the camera as a berm. The Torker sticks in turns.



Buff doin' a one-hander one-footer. Or is he cheating and holding the bars with his foot?

# TORKER

600EX pedal arms, and immediately Telex's began flying between Japan and Shimano's San Fernando Valley

had were the same as all the other 600EX pedal arms, and not part of some limited manufacturing mistake,



No doubt about it, the Torker is a handlin' fool. After this test Buff decided to get one for his race bike.

location. But at deadline, we still had received nothing that might explain the problem. Therefore, we must assume that if the 600EX pedal arms we

the forging of this particular model of Shimano crank is too soft for general BMX use.

The only thing we might add is that it has been our experience that Shimano has always put out top quality products, and that this 600EX crank problem will be solved shortly.

*continued on page 107*

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## TORKER

continued from page 102

When we informed Torker of the bent spindles in their new sealed-bearing bottom bracket set, they immediately went to their experts to find out what went wrong. They determined that drilling the un-heat-treated



Ah yes, 'tis a sad fact but true; the Shimano 600EX pedal arms AND the spindle of the new Torker sealed-bearing bottom bracket set BOTH went south on the first jump. See text for more detail.

spindle had weakened it just enough to enable the ends to twist when our anti-gravitational maniacs wreaked their havoc.

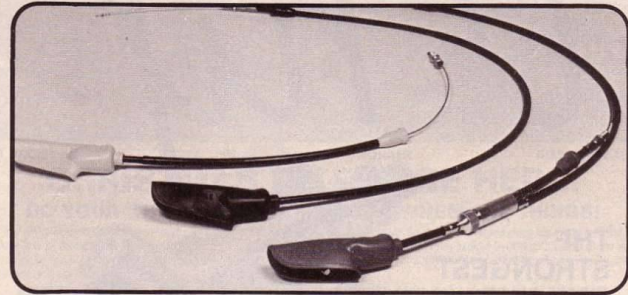
Torker then decided that induction-heat-treating the end of the spindles would make them bullet proof. The spindles which had already been shipped to bicycle dealers were immediately recalled for replacement with heat-treated spindles. Torker's prompt action upon learning of this problem certainly reflects their dedication to producing the best quality product possible.

Also, this is one more example of BICYCLE MOTOCROSS ACTION Magazine working directly with riders and industry to improve the technology of the sport.

So much for the trubs. Any complaints? Only two worth mentioning. The grips. One tester called them the worst, capable of killing hands to the max. Another just said they were hard to hang on to. Torker seems to be on



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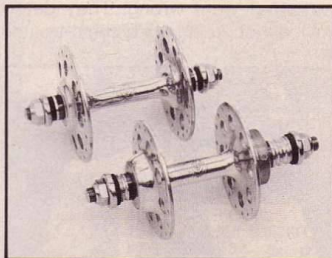
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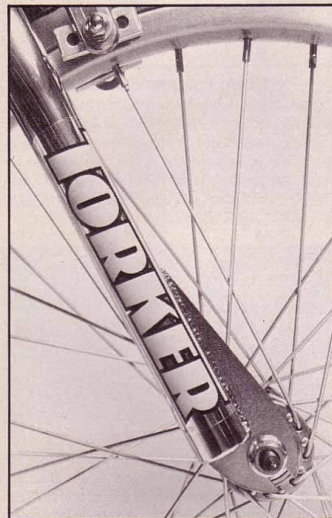
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## TORKER

top of that situation. They told us that  
the new .5 Oakleys are going on the  
bike when they become available.

The seat post angle came in for a  
little shelling. Not shelling really, just a  
mild assault, like hurling marsh-  
mallows at a Sherman tank. Our guys



Super handling forks.

would like to see the seat post angle  
forward a smidgeon.

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felt good on it, except the cranks. As  
long as the pedals stay straight, it's  
great."

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ing or skateparking too."

**Bob Haro:** "I just signed with  
Torker. I'll be using a Torker as my  
Trick Team bike."

What's happening right here in  
BMXA's own backyard seems to re-  
flect what's been going on across the  
nation. A lot of go-fasters, ganglies,  
bo-diddies, and jam-slamers are  
getting tuned into Torker.

We'd change the cranks, lame for  
radical rocketry, and the grips, and  
nudge the seat post angle forward a  
bit. But one thing we wouldn't do is  
change our opinion that the Torker is  
righteously right-on. For trackin',  
trickin', or flyin', the MaxFlyte is close  
to total max. ■



WT RACER RED LINE TORKER DIAMOND BACK

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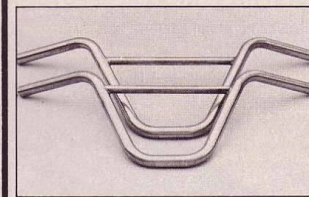
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