

The Ascot dropoff is
a gnarly bugger.



TRAKER

FROM OUT OF THE
EAST COMES A QUAL
RACING MACHINE

**BICYCLE
MOTOCROSS
ACTION**
OFFICIAL TEST

A trick looking oval top tube and fork. Qual components everywhere. Those are the first things you'll notice about the Traker race bike.

You'll also notice the spelling. The

C isn't silent when you're speaking, only when you're writing the model name. Pronounce it tracker.

R.L. and Mike checked out the Traker while touring back east this past summer. They first saw the bike

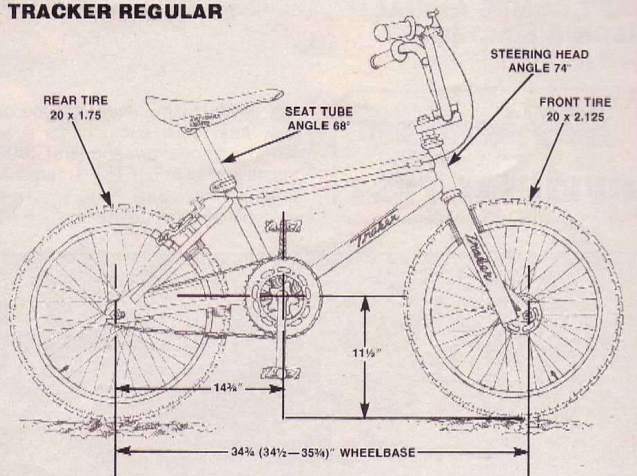


It's hard to keep track of all the quality components on this sleek scooter.

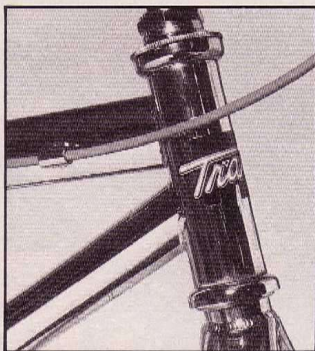
WISCONSIN CYCLE SUPPLY TRAKER SPECIFICATIONS

FINISH: Show chrome.
WEIGHT: 24 pounds, 5 ounces (no pads or plate).
RETAIL COST: Complete bicycle approximately \$399. Frame and fork set, approximately \$180. Fork only, \$55.
FRAME: Traker Regular, 4130 chrome-moly, TIG welded.
FORK: Traker 4130 chrome-moly, oval tubing.
BAR: Traker V-bar, 4130 chrome-moly.
GRIPS: Oakley 3.
STEM: Pro-Neck.
RIMS: Araya 7X alloy.
SPOKES: .080/36, zinc plated.
HUBS: Sunshine alloy, large flange.
BRAKES: Dia-Compe MX1000 rear caliper. Dia-Compe brake pads and hand lever.
TIRES: Competition III.
PEDALS: Shimano DX platforms.
CRANKS: Takagi one-piece, 175mm. (Ultra Dyno also available.)
FRONT SPROCKET: 44T, alloy anodized chainring and spider.
REAR SPROCKET: 16T, SunTour.
SEAT: Kashimax Aero.
SEAT POST: Traker chrome-moly.
SEAT POST CLAMP: SunTour alloy.
BOTTOM BRACKET: Tange quick-adjust.
HEADSET: Tange MX2.
FOR MORE INFORMATION: Write for the address of your nearest Traker dealer. Dealer inquiries invited.
MANUFACTURER: Wisconsin Cycle Supply Frontage Road Sheboygan, Wisconsin 53081 Tel: (414) 458-9171

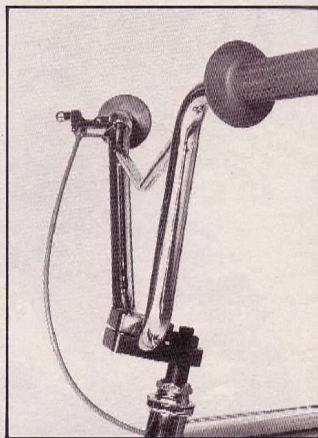
TRACKER REGULAR



NOTE: Seat tube angle for the Long is 69°. Wheelbase is 36 3/4 (36 1/2 - 37 1/2)".



The top tube is elliptically oval. Check the built-in cable guides.



Pro-Neck stem. Traker makes the chrome-moly bars.

shortly after it had been released.

The guys met Sharon Bahre, the youthful pres of Wisconsin Cycle Supply, while doing a Trick Team show at a race in Wisconsin. Sharon helped them line up a few shops in the area for shows. She also mentioned she had a new racer coming out and asked our mop tops to give it a try. They did, at a local track. That outing was enough to prompt setting up a test once our rare air pair returned to the mist shrouded, moat surrounded, mountaintop retreat that

all us MFMers call home.

Development on the Traker began last January. The first prototype was displayed in March. The finished product hit the shops in June. Midwest riders were used to refine the original prototype, built by Voris-Dixon for Wisconsin Cycle Supply. A lot of input came from Denny Owens. Denny signed to race for



Simultaneous ozone at Ascot. Both the Regular and the Long models were true flyers.

Traker in August.

Who is this Wisconsin Cycle Supply outfit? Fair question. They are a distributor based in Wisconsin. WCS has been into BMX for about four years and bicycles in general for three decades. Sharon assumed major responsibility for directing the company after her father passed away. She's assisted by her brother,

Gary, and her sisters, Diane and Barbara.

The Traker is available as a complete bike or as a frame and fork set. The distinctive ovalized fork is also sold individually.

The Traker's ovalness is an instant eye catcher. The bike looked hot to our guys when they saw it in Wisconsin. And the local bo diddies



Raccoon Lips Trakin' for the Ascot pack.



Buff stylin'. The arm pads saved Mike some skin when he dumped it after a hand grip slipped off.

and bronco busters at Ascot where we tested were givin' it the hots and heavies with the eyeballs too.

The component selection is another big plus for the Traker scooter. You don't have to spend extra greenskins to upgrade the machine. It comes totally upgraded. Shimano platform pedals. Kashimax Aero seat. Competition III tires. Dia-

Compe MX1000 rear caliper brake. Pro-Neck stem. Tange quick-adjust bottom bracket. Araya alloy rims. Sunshine hubs. Oakley grips.

Traker sent us both of their complete bike models, the Regular and the Long. The Regular model made more of a hit with our crew. "The longer bike felt good when I first rode it, but then I got on this and it felt

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better. It's not a major thing, but the Long felt a bit long."

The Long seemed long in the seat-to-bars department rather than wheelbase. Both bikes measure the same distance from the cranks to the rear axle. The extra inches were added to the front of the Long, giving it a wheelbase of approximately 36½ inches. The seat post angle was moved forward a degree, but perhaps not enough, at least for under-six-footers.

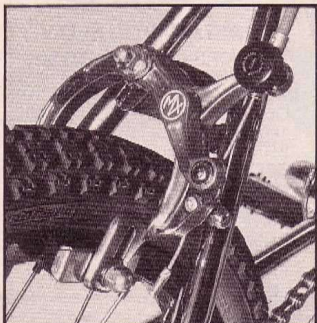
The Regular, with a wheelbase of just 35 inches (shorter than most race bikes) seemed right on. No

twitch, despite the short wheelbase. In fact, stable as a table.

The bikes felt good in the air, predictable. The Regular's shorter wheelbase made it a dandy corner cutter, yet it wasn't semi-nervous in the straights, as short wheelbasers often are.

How does the Traker stack up with the Nurd Herd? "It's a good bike. There's nothing wrong with it, but nothing super special about it when you compare it to other top-of-the-line racers. It's a fine bike with all the latest choice components."

So, it looks like the gang at Traker



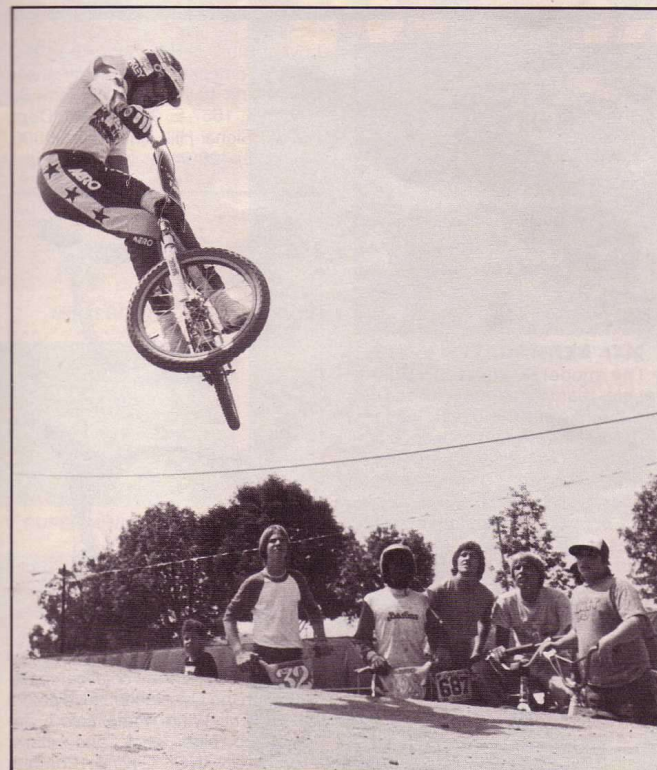
A Dia-Compe MX1000 rear caliper and Competition III rubber. Class stuff.



The Traker's ovalized fork can be purchased separately.



Leapin' low and laid over, Mike Buff.



Tongue out, that's gotta be R.L. layin' on some ovalized elation.



For unbummed buns, the new Kashimax Aero saddle. The design of this jobber is excellent.

is on . . . (you probably thought we were going to say the right track, didn't ya? Or it doesn't lack. Or Traker, why not take a whack? But we aren't) . . . Let's just say the Traker

is a new bike that offers maximoto components, spiff oval looks, excellent handling with the Regular frame, and passable handling with the Long frame. ■

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