

**BMX  
ACTION**  
OFFICIAL TEST

# Victory 1

**MOTATIN' ON A MOST  
UNUSUAL BERM BUSTIN' VEHICLE**

WORDS BY STEVE GIBERSON  
PHOTOS BY OZ & GIBEY

"Sure is um, er, ah, kinda unique."

"Yup."

"The white frame, fork, and bars with those black components really looks good."

"Yup."

"Lots of qual goodies, too."

"Yup."

"Pretty hot for Vector's first complete bike."

"Yup."

"Did you see where the price for the whole deal is right around \$280?"

"Yup."

"You sure don't have too much to say, do you?"

"Nope, 'cept I've got first dibs on ridin' it — I wanna try it out at a local race tonight, and howza 'bout lettin' me mooch your set of Tuff's so I can see how it works as a freestyler?"

## HERE 'TIS, VECTOR'S VICTORY 1

Upon arrival at the impeccably styled and wonderfully spotless Wizard Publications offices, the new Victory 1 instantly became the object of much gawking and sticky-fingered poking and prodding from curious BMXA staffers. It's for sure one of the finest looking test bikes to ever grace the headquarters of the Most Factory Magazine.

Course as you might guess, the very (ahem) unique nature of the Vector had quite a bit to do with that. There isn't exactly a flood of bikes

with beefy dual elliptical down tubes cruising through our office every day, but by no means are the tricky twin tubulars the Victory 1's only different feature. Take for example the uniquely styled frame rear section, the exotic looking fork, or Vector's newest member in a long line of very uncommon handlebars. They could all be described as remarkably different themselves.

## SCOPIN' THE FRAME AND FORK

These dudes are the exact same 100 percent chrome-moly units as Vector's Mark II pro frame and fork, 'cept since this is a complete bike the frame has been thusly identified with a Victory 1 seat tube sticker.

Vector's twin elliptical down tubes are now an exclusive new shape made for them by True Temper. This tubing is more peaked on the top edge instead of being rounded off, and it's also slightly fatter in width. That means the frame's even stiffer than before, which is no small feat 'cause it was already pretty sturdy. This is partly due to the sheer increase in tubing size, and partly to the fact that since the tubing's fatter, it provides more weld surface area at the head tube and bottom bracket shell.

A second ago we were mentioning that the tail section is a little different. The chain stays and the seat stays are welded together where

they meet at the end of the frame, and the rear dropouts are then welded underneath each seat stay. This is cosmetically striking, but doesn't offer any performance advantage over normal construction methods.

Total weight of the frame is a svelte 4 pounds, 2 ounces, which easily puts it in the ball park in com-



Tucked in stylin' under the watchful eye of an extremely large local spectator.



BMX  
OFFICIAL TEST

# Vector Victory 1

With its semi-slow steering and long wheelbase, the Vector is extremely stable. Even when you're banzai blazin' down a local fire road.



Photo by Steve Giberson

parison with other hot pro frames.

The forks tip the absolutely accurate BMX ACTION scales at 1 pound, 13 ounces, which isn't too shabby, and they have an angled cut on the bottom of the fork legs which, combined with the shape of the front dropouts, looks totally mean.

## GRABBIN' THE BULL BY THE HORNS

Most of Vector's bars are actually bar stem combos — meaning that

they've got one-piece welded construction and there's no fore to aft adjustment available. But the VC-8 bars that come on the Victory 1 are built so that you can use any stem you want.

They've got an extra-small bottom section which is cool 'cause it makes the bars really narrow at the bottom, which means your knees have TONS of room to breathe.

Width is a full 28 inches, so you get lots of pull, and if you like flat

bars, you'll LOVE these guys. They have an EXTREMELY flat bend to them.

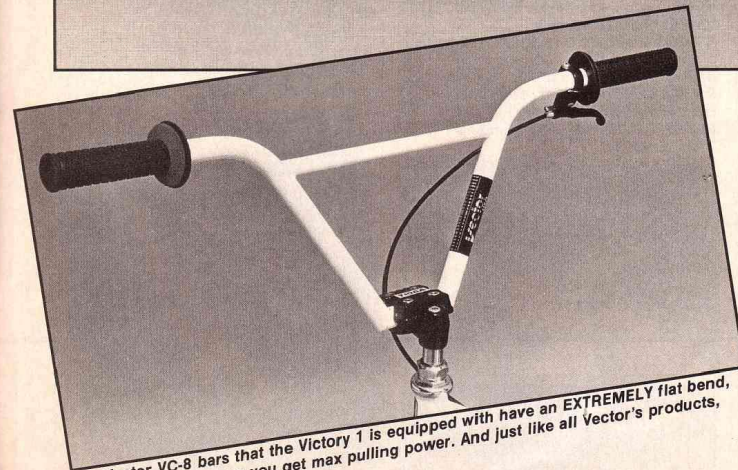
## COMPONENTIZING THE VICTORY 1

There are TONS of qual goodies that you'll recognize so let's take a quick tour by groups and give you the highlights.

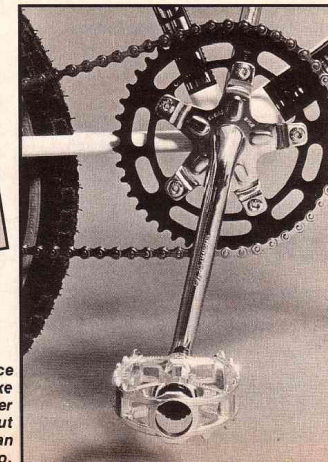
Wheels: Ukai rims, Suzue hubs, and Knarler Knobbies.

Steering and paw placement:

Sleek, unique, good lookin', and set up with some qual goodies, this is a hot bike, especially if you want something a little different from the norm. The price is pretty cool, too. Right around \$275.

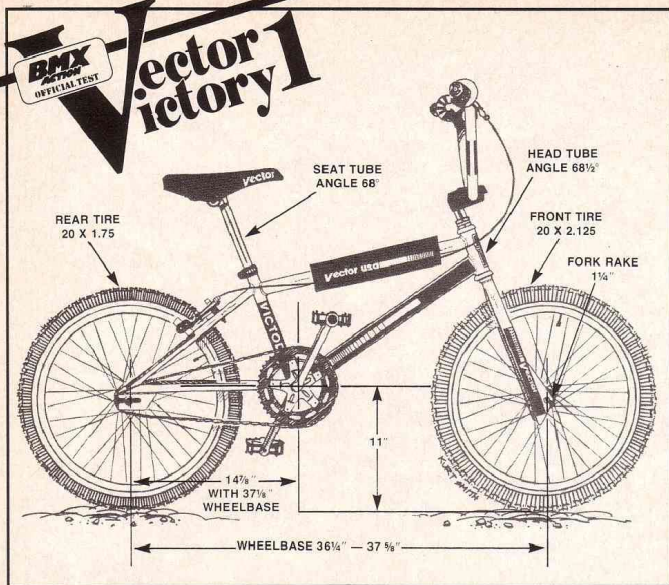


The Vector VC-8 bars that the Victory 1 is equipped with have an EXTREMELY flat bend, and are plenty wide so you get max pulling power. And just like all Vector's products, they're totally different.



KKT RMX pedals and Sugino one-piece forged chrome-moly 175mm cranks make up the power transmission. The spider on our test bike was chrome-moly, but from now on they'll be coming with an aluminum spider from Sugino.



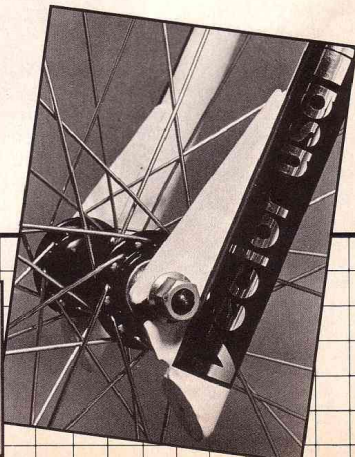
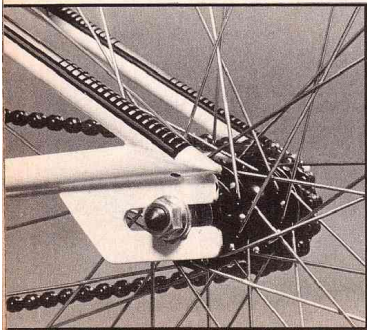


## Price & Specs

## Components

**COMPLETE BIKE PRICE:** Painted \$275.00, chrome \$290.00.  
**FINISHES AVAILABLE:** White, red, black, or chrome with black and chrome components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 24 pounds, 14 ounces.  
**FRAME WEIGHT:** 4 pounds, 2 ounces.  
**FORK WEIGHT:** 1 pound, 13 ounces.  
**STEERING HEAD TUBE LENGTH:** 4 inches.  
**HANDLEBAR RISE:** 8 1/2 inches.  
**HANDLEBAR WIDTH:** 28 inches.  
**TOP TUBE O.D.:** 1 1/8 inch.  
**DOWN TUBE O.D.:** Twin oval tubes, 1 7/16 inches each.  
**FORK LEG O.D.:** 1 inch.  
**BOTTOM BRACKET TYPE:** Large.

**FRAME:** Vector Mark II, chrome-moly.  
**FORK:** Vector Mark II, chrome-moly.  
**HANDLEBAR:** Vector VC-8, chrome-moly.  
**HANDLEBAR STEM:** SR aluminum and chrome-moly.  
**GRIPS:** Oakley B-2, rubber.  
**HEADSET:** Hatta MX-10.  
**RIMS:** Ukai, aluminum.  
**SPOKES:** 36, .080, with brass nipples.  
**HUBS:** Suzue, low-flange, aluminum.  
**TIRES:** Knarler Knobbies.  
**BRAKE:** Dia-Compe aluminum caliper, rear only.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVER:** Dia-Compe Tech 3.  
**BRAKE CABLE:** Dia-Compe.  
**PEDALS:** KKT RMX, aluminum and chrome-moly.  
**CRANK:** Sugino, one-piece forged chrome-moly, 175mm.  
**BOTTOM BRACKET SET:** Hatta MX.  
**FRONT SPROCKET:** Sugino aluminum chainwheel, 44 teeth.  
**SPIDER:** Sugino, aluminum.  
**FREEWHEEL:** SunTour, 16 teeth.  
**CHAIN:** D.I.D., 1/8 inch.  
**SEAT:** Elina Peregrine.

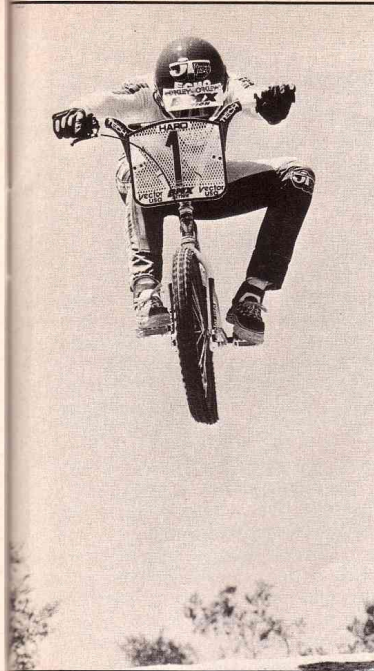


**SEAT POST:** Fluted chrome-moly.  
**SEAT POST CLAMP:** SunTour Arrow, aluminum.

## Performance Evaluation

**PURPOSE:** Riding (up to and including pro), class street transpo.  
**AGE RANGE:** 13 and up racing, 12 and up street.  
**QUALITY OF FINISH:** Very good.  
**QUALITY OF WELDING:** Good to very good.  
**GEOMETRY:** Very good.  
**HANDLING:** A little on the slow side of neutral... Keep your weight centered when cornering... No sweat in the jumping department — in-flight corrections are easy... "You have to fight it to get it to slide"... The Knarler Knobbies work excellently after they've been scuffed up a little... "It handles pretty good in the air. You can maneuver it the way you want it. It doesn't want to loop or endo. The weight's pretty well centered"... "It speed jumps good, but when you set the front end down it feels kind of funny. It takes a second to correct any mistakes."

**MISCELLANEOUS COMMENTS:** "The frame's stiff — hardly any flex at all"... "The seats's a little on the narrow side"... "The bars are really flat"... "It's got strong rims. I can't believe they're still round"... "The power position is good. When you're leaning forward and cranking and you don't have to worry about the front end crabbing on you"... Good bike for the price. The KKT RMX pedals look quite similar to SunTour XC-11's and grip good.  
**TEST INPUT:** Andy "Madman With A Pen" Jenkins, Capt. Kirk, Gibey, Windy, Oz, R.L. and Buff-O-Matic.  
**MANUFACTURER:** Vector U.S.A. 1606 Wilson Road — Rear Knoxville, Tennessee 37912 Tel: (615) 689-6686



*There are no twitches or glitches in the air on the Vector. It responds to your wishes without a second thought.*

Hatta MX-10 headset, Dia-Compe Tech 3 lever, and Oakley B-2 grips.

**Seating:** A totally new unit from Elina, the Peregrine, which will have Vector logos imprinted on it. Also, a fluted chrome-moly seat post, and a SunTour Arrow seat post clamp.

**Power train:** Sugino one-piece chrome-moly 175's, KKT RMX platform pedals, Sugino aluminum chainwheel, chrome D.I.D. chain, and a SunTour freewheel.

There are a couple components that'll be different from the goodies that were on our test bike, so let's clarify the changes right now.

The stem on our test bike was a Tioga Task Force jobber, but it's gonna be replaced by a Sugino aluminum and chrome-moly number. We were supposed to get one in time for the test, but unfortunately it didn't make it. The same goes for the new aluminum Sugino spider that'll replace the Sugino chrome-moly pup that was on our test bike.

### SETTING IT UP

If you really want to roost, here are a few tips that'll help you get pointed

in the right direction and into the winner's circle a little quicker.

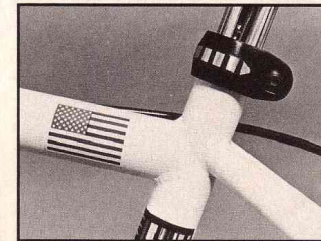
If we were gonna buy a Victory 1, the first thing we'd want to replace would be the standard Dia-Compe 890 caliper. It works acceptably well, but to get some real pucker power in the braking department we'd bolt on a Dia-Compe MX caliper.

Of course with a little wrench-spinning and fine-tuning you can bring the 890's performance pretty much up to full-race specs. First remove the inner cable from the cable housing, lube it with some light oil or grease and then reassemble everything. Then make sure all the pivot and friction points are lightly oiled.

Finally, you absolutely have to make sure that you keep the brake shoes spotless. Check 'em before every race and if they're dirty, get a rag and some lacquer thinner and clean 'em up. A pair of deluxe brake shoes like Kool-Stops or Mathausers would definitely help.

When you're setting up the bars, dial them in so that they're a little further back of where you'd normally put 'em. We usually set our bars up so that when we look at them from the side, the section that rises up from the bottom is perfectly vertical. When we tried that on the Vector VC bars it seemed like because of the extremely flat bend, it put our weight a little too far over the headset and the steering got a little on the quick side. Moving them back a tad will give you better stability in max crank-in' situations.

If you're a dude in the 13-14 age range, the stock seat post is perfectly cool, but for older woobies, a longer one is an absolute necessity for wheelies when you're sitting down, leaning on when you're cornering,



*American flags grace the top tube to remind you that all the Vector goodies are born in the U.S.A. That's a SunTour Arrow aluminum seat post clamp doing post clamping chores. The fluted chrome-moly seat post is cool, but a longer one is needed for moose-size riders.*

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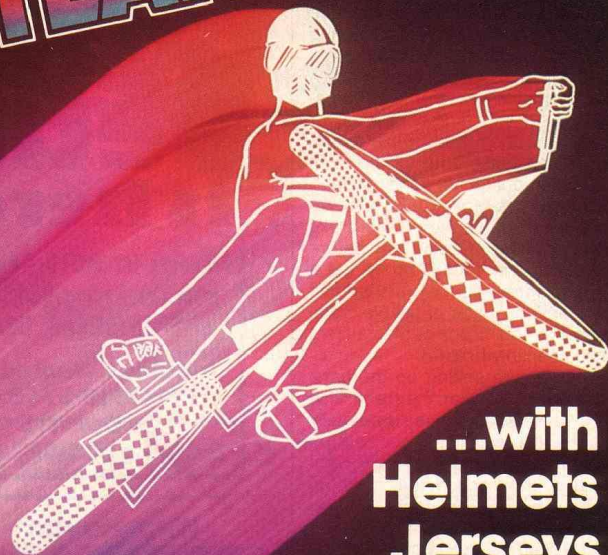
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and balancing when you're on the gate.

One last thing — when you first put it together and start riding, take it easy. When the Knarler Knobbies are fresh from the factory, they seem pretty slippery. But once the top layer has been scuffed off, the Knarlers stick about like hot bubble gum grips on your shoe.

### READY TO RIDE?

Hop aboard. You may be in for a surprise. While Vector marches to the tune of a different drummer when it comes to cosmetic and performance designs, they've gone straight up conservative in the handling department. In a world full of hyper-steering race scoots, the Vector's steering head angle is a very slow 68½°, and with the bike set up with the rear axle just a little to the rear of the center of the dropout, the wheelbase was an extra-long 37½".

With numbers like that on paper, you'd almost expect the Vector to be akin to a Sherman tank in a hairpin berm, but it doesn't work out that way. While it may not cut underneath an ultra-quick steering Pistol Pete or a Diamond Back Turbo, it WILL carve a quick line through a berm. The best way to describe it would be a bit to the slow side of neutral.

In flight it exhibits wonderfully good manners. It can be flung about at will, with no tendencies toward ending or loopage.

When it comes to banzai flattrack-in', you're in for a little struggle. It flat doesn't like to slide — which is cool for when you're racin'. It's called peace of mind. You're not constantly guessing about when the Victory 1 is gonna head for Washoutville.

### RIDING OFF INTO THE SUNSET

If you want something that will get you second looks when you're riding it, that's well set up componentwise, is a stable all-around good handling bike, and doesn't cost a ton of frog-skins, the Vector Victory 1 should fill the bill — and then some. ■



# 22000

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