

GHP PRO 1

**"IT'S LIKE IT ONLY RUNS ON NITROUS—
IT'S BEST WHEN YOU'RE
GOING WIDE OPEN."**



A couple of days ago we were just busily writing, photoing, and doing all the normal stuff that we do to put out another totally hectic issue of *Mighty BMXA*, when all of a sudden at the back door there came the sound of . . .

KNOCK!
KNOCK!
KNOCK!
Then . . .
RUN!
RUN!

RUN! (The sound of many feet beating a hasty retreat.)

A curious BMXA staffer cautiously crept across the warehouse to check it out. When he opened the back door, he spied a huge basket — and inside it was something wrapped from head to toe in a gigungus baby blanket. Tacked on the front of the basket was a note: "This is GHP's first complete bike, and we know you'll take good care of it. It has the same high-zoot GHP Pro frame, fork, and bars that Greg Hill and Clint Miller use on their personal scoots." There was no signature.

The sympathetic BMXA staffer pulled the basket inside out of the cold, and dragged it over to Gibey's office. "Hey, Steve, check it out. I think this is for you."

Greg Hill, aviating his GHP Pro 1 over the doubles at Ascot's new heavy-duty BMX track. Our Pro 1 turned out to be about as tough as a Cyborg. It handled some unbelievably hard landings with no probs.

to the Nurd Herd? They'll know what to do with it."

How right he was. But instead of treating it with tender loving care, they gave it the full-on (gasp, choke) BMXA torture test. But the good news is that it's a tough 'lil dude. It came through the thrashing and bashing with flying colors. It came out so cool that we decided to go ahead and pass along the results to you. So settle back, buckaroos, and we'll give you the skinny on the GHP Pro 1.



Photo by Windy

SCOPIN', WEIGHIN', MEASURIN', AND STUFF LIKE THAT

This qualismo scoot can be had with your choice of either a GHP Pro frame (like we have on our test unit), or a GHP Long Pro (if you're a tall, oversized kinda guy who likes tons of leg room).

Both these frames are totally 4130 chrome-moly, and each have all the GHP good-guy features like pressed-on rings that add strength to the steering head tube, a beefy 1 1/4 inch top tube, and the t-rick way

that the seat stays blend into the top tube.

The weight of the frame is a slim, trim four lubs even.

The forks on the Pro 1 (whether you get the Long Pro or Standard Pro frame) are GHP Pro models 'cause GHP only has one variety of forks. Just like the frame, the forks are completely 4130 chrome-moly. They've already been drilled for a front caliper, and they tip the marvelously precise BMXA certified scales at 1 pound, 11 ounces. That's absolutely right in the ballpark of competitiveness.

The bars are wonderfully comfortable GHP Pro units. Yup, they're totally chrome-moly, too. We're talkin' tons of pull with these dudes.

Width is 28 3/8 inches, so unless you have shoulders as wide as Shawn Texas', you'll probably never even have to THINK about widening them.

SPEC ANALYSIS

There's lots of good stuff on the Pro 1, and even our highly opinionated test hombres could only find a couple things to mumble and grumble about. Hang onto your shorts while we take a quick tour.

Would you believe that the Pro 1 comes with real Oakley O/Wing grips? It's true. Your hands will love 'em.

Your braking fingers will caress a slick Dia-Compe Tech 3 lever that's attached to a Dia-Compe 890 cali-

per. Braking action is good, even though this isn't a full-on Dia-Compe MX caliper. It worked tons better than we expected — in fact, it was totally great for a standard caliper.

The trusty SR MS-422 stem does its normal good job of keeping the bars in position — and without squeaks, chirps, or other funky sounds.

The front tire is humungous! The sidewall says it's a Phoenix 20 X 2.125, but it looks more like it came off the back end of a 250cc motocrosser.

The Pro 1's rear tire is a normal-sized 20 X 1.75 Phoenix. Gription at both ends was way better than passable, but not up to the same class as a pair of Comp IIIs, for example.

Rims are aluminum Araya 7Xs, and they're everything you expect from Araya. Strong and light.

The hubs are Suzue high-flangers that roll nicely. We didn't have any probs with adjustment, axles tweaking, or suchlike.

Lots of SR goodies are found in the bottom bracket area. The small-ish SR pedals grip okay, but there's just not enough platform area to sufficiently support a Vans-shod foot that's spinning at high rpm's under heavy horsepower.

There's also an SR aluminum chainwheel, an SR chrome-moly spider, and SR forged chrome-moly cranks. The cranks didn't even whimper, even after some unbelievably brutal landings (like when R.L. didn't make it across the killer doubles at Ascot's newly completed BMX track in Gardena, California).

Seating is handled by a Kashimax Aero saddle, a straight GHP chrome-moly seat post, and an aluminum SR seat post clamp.

Other miscellaneous niceties include a Tange headset and bottom bracket set, a GHP brake guard (that keeps your ankle and the rear caliper from getting tangled up), and a GHP pad set.

HIGH ZOOT HOP-UP TIPS

Since most of our more than semi-crazed test woobies are in the six foot range, we didn't care much for the straight seat post. Even with the seat slid all the way back on its rails, it still felt cramped. It was also a little on the tough side getting the front end of the bike to come up.

The solution was simple. We snagged a chrome-moly Snakepost seat post from California Racing Designs (that's Clint Miller's company), slipped it in the frame, and were immediately MUCH happier. The Snakepost isn't like a normal lay-back seat post. It starts out straight, leans back a little, and then goes straight up again. It looks different and it works. It's almost like it was made for the GHP.

The stock SR pedals should find a happy home on a shelf in your garage. For max cranking' situations they're just too small and will roll easily under your feet. A pair of larger platform jobbers will quickly cure the slipped pedal blues. In fact, the SR Speed Trap pedals like Greg Hill uses on his personal race scoot would make hot replacements.

A change from the oversized front

tire to a more normal-sized 20 X 2.125 tire or a smaller 20 X 1.75 will shed some weight and lower the front end slightly, giving you just a tad quicker steering. It'll also help your mental image of the bike. At 24 pounds, 6 ounces, the Pro 1 is definitely a competitively light bike, but with the humungous front tire, it LOOKS heavier than it really is.

If you really want to roost, substituting a pair of 180mm cranks for the

GHP PRO 1 VITAL STATS

PURPOSE: Racing (up to and including pro), high performance street bike.

AGE RANGE: 13 up racing, 12 up street.

QUALITY OF FINISH: Fair. We had quite a bit of paint chip off the front and rear dropouts, and a little on the handlebars. We also had a chrome bike in the warehouse for inspection, and it looked very good.

QUALITY OF WELDING: Very good. Penetration appeared excellent, but the beads were not totally precise.

QUALITY OF COMPONENTRY: Very good for the \$279.00 suggested price tag. The pad set and brake guard are very nice touches.

GEOMETRY: Excellent. No quirks in any phase of handling. Even though it's great for pros, it's not too radical for beginners or novices.

TIRE SIZES: 20 X 2.125 front, 20 X 1.75 rear.

FORK RAKE: 1 1/2 inches.

STEERING HEAD ANGLE: 70 degrees.

SEAT TUBE ANGLE: 70 1/2 degrees.

BOTTOM BRACKET HEIGHT: 11 1/2 inches.

REAR SECTION LENGTH (C/L of rear axle to C/L of bottom bracket): 15 inches with a 36 3/8 inch wheelbase.

WHEELBASE: 35 5/8 inches to 36 7/8 inches.

HANDLING: No surprises, just solid and stable. Balance for jumping and cornering is neutral. Keep your weight centered.

MISCELLANEOUS COMMENTS:

"Actually, the extra-big front tire didn't bother me that much. I'd probably put a smaller one on it just 'cause I know that it'd make it that much better." . . .

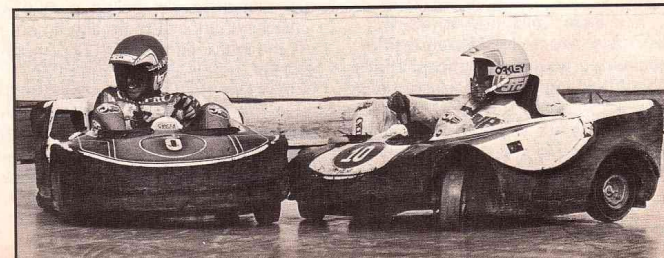
"Changing the straight seat post to the lay-back one helped out a whole bunch." . . . It definitely needs some pedals with a larger platform area . . .

The stopping power was great considering it was only a Dia-Compe standard caliper . . . The GHP Pro bars feel totally great — gobs of power . . . We didn't have any trubs with tweaked components.

TEST INPUT: Gibey, Greg Hill, Clint Miller, Capt. Kirk, Windy, A.J., and Don.

Check these turkeys out! After we were done testing, Greg and Clint hopped in a couple of Ascot's Slic Trac cars and proceeded to adapt some BMX tactics to four-wheeled concrete action — like taking turns stuffing each other into the wall.

R.L. didn't dig the GHP at first — until he HAD to start riding it fast. Then we just about had to use a crowbar to get him off it.



Streking across the Southern California sky in his rad new custom pink JT uniform, it's (no, it's not Richard Simmons) Greg Hill! Seriously though, isn't the uniform hot lookin'? The geometry of the GHP Pro 1 is 100 percent race-bred — as it should be, considering Greg designed it. And you KNOW how successful he is on a track.

Photo by Steve Giberson

Photo by Steve Giberson

stock 175s will give you some more oomph and a quicker snap out of the gate.

Gearing is pretty much spot-on.

Just dial it in for your local track.

ON THE TRACK

This bike is pretty spiff lookin'. It

has that race-bred look even when it's just parked. It seems to say, "Well, what are you sitting there for?"

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Price & Specs

COMPLETE BIKE PRICE: \$279.99.

FINISHES AVAILABLE: Chrome, red, or white with black and silver components.

COMPLETE BIKE WEIGHT (without pads or plate): 24 pounds, 6 ounces.

FRAME WEIGHT: 4 pounds.

FORK WEIGHT: 1 pound, 11 1/2 ounces.

HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area): 8 1/2 inches.

HANDLEBAR WIDTH: 28 3/8 inches.

TOP TUBE O.D.: 1 1/4 inches.

DOWN TUBE O.D.: 1 1/8 inches.

FORK LEG O.D.: 1 inch.

Components

FRAME: GHP Pro, chrome-moly.

FORK: GHP Pro, chrome-moly.

HANDLEBAR: GHP Pro, chrome-moly.

HANDLEBAR STEM: SR MS-422, aluminum and chrome-moly.

GRIPS: Oakley O'Wing, rubber.

HEADSET: Tange AW-27.

RIMS: Araya 7X, aluminum.

SPOKES: 36, .080, with aluminum nipples.

HUBS: Suzue, high-flange, aluminum bodies.

TIRES: Phoenix.

BRAKES: Dia-Compe 890 caliper, rear only.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 3.

BRAKE CABLE: Dia-Compe.

CRANK: SR, one-piece forged chrome-moly, 175mm.

PEDALS: SR MP-130, aluminum and chrome-moly.

BOTTOM BRACKET SET: Tange.

FRONT SPROCKET: SR aluminum chainwheel, 44 teeth.

SPIDER: SR, chrome-moly.

REAR SPROCKET: SunTour, 16 teeth.

CHAIN: D.I.D., 1/8 inch.

SEAT: Kashimax Aero.

SEAT POST: GHP, chrome-moly.

SEAT POST CLAMP: SR, aluminum.

ACCESSORIES: GHP pad set and GHP brake guard.

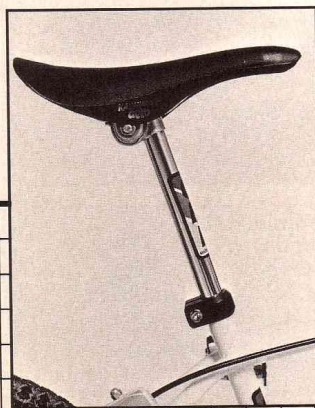
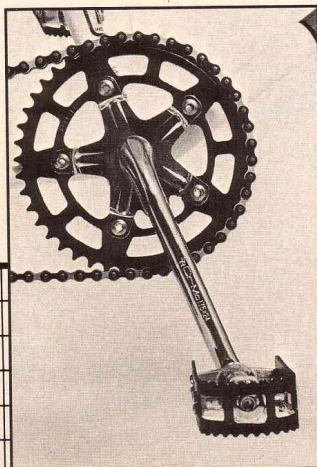
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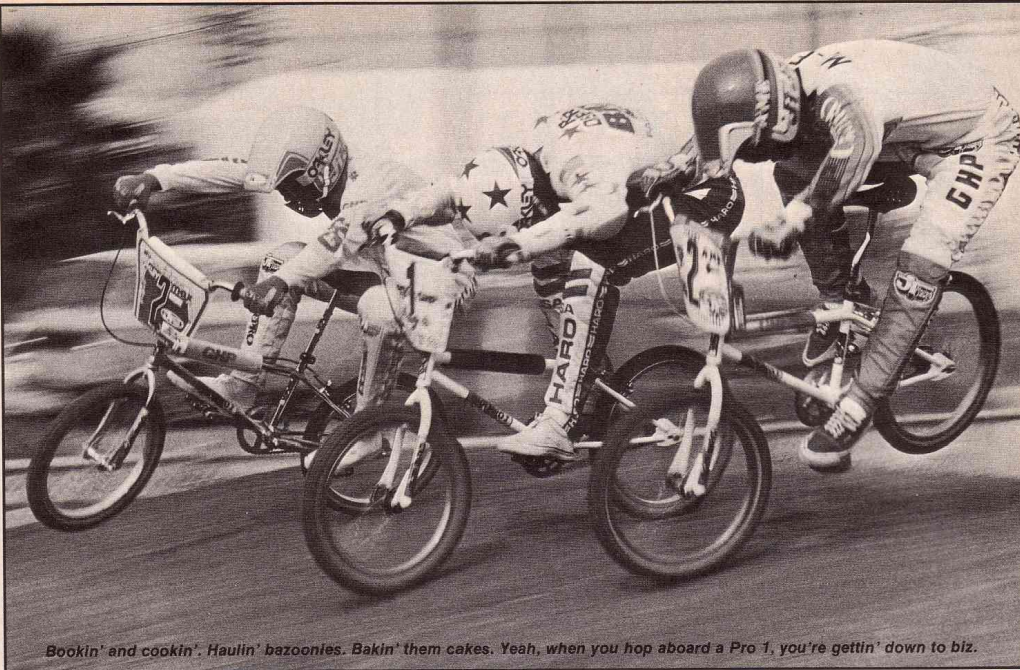
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Bookin' and cookin'. Haulin' bazoonies. Bakin' them cakes. Yeah, when you hop aboard a Pro 1, you're gettin' down to biz.

continued from page 64

Let's go riding." So we did.

We herded Greg Hill, Clint Miller, and R.L. out to Ascot and let 'em cut loose to warm up. The track's a lot cooler now — they completely flattened out the old one and started from scratch. It's got an enormous start hill, a giant tabletop, killer doubles, a sort of a European jump/berm section, and a hot step jump. Best of all, it's loochnngg. We're talkin' tongue-dragger. Yup, this was the perfect place to put the GHP through its paces.

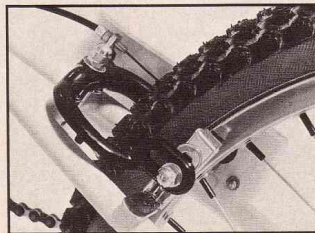
After all the dirt was done flyin' and the smoke cleared, Gibey handed R.L. his tape recorder and had him tape some thoughts on the Pro 1.

"When I first got on the bike, I hated it. I was goin', 'Oh, man, this is gonna be lame.' It wasn't really that I got used to it, it was just that I had to start cranking hard when I started for the double jumps. It's like it only runs on nitrous — it's best when you're going wide open."

"Riding this bike is kinda like driving a funny car. If you drive a funny car you put it to the floor, and you go for it. That's what you have to do with this bike — you only go for it."

"It was fast and smooth. I would go down the back of the jump and

The standard Dia-Compe brake worked excellently for a non-MX caliper.



We're talkin' power bars here. The GHP Pro bars are totally fine. You don't have to worry about any loss of power due to paw slippage with the Oakley O/Wing grips — they're great. The SR MS-422 stem did its usual fine job of bar clamping chores. Good stuff here.



push out with my legs without pedaling, and it would get a pump so well that I wouldn't even have to pedal after that. I could just pump it down the back of the jump and take off."

"Cornering was great. It stuck. It puts you in a position where you have to go fast. It flies through the corners."

"This bike definitely wouldn't work for freestyle. It's just made for racing. It's made for going fast around a track."

"In the air I never even questioned it. I had to start going for it right away, and it was right there. I didn't even have to think about it."

"As far as components, everything seemed fine. The pedals were a little bit small."

"Nothing bent or broke. I landed harder than I've ever landed before when I hit the other side of that double jump. The handlebars moved a little bit, but that was 'cause the gooseneck was loose. I tightened that up and didn't have any more problems."

Jeez, sports fans, there ain't a whole lot that we can add to that.

Oh yeah. You dudes over at GHP can leave a scout sitting at our back door anytime. But next time, stop in and say hi. ■



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- 1/2 FOR 1 PIECE — 9/16 FOR 3 PIECE
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2. SHIMANO DX — all colors 21.45
3. SHIMANO SX — all colors 21.45
4. HUTCH 73.40
5. NEW KKT BMX PEDALS (like XCII) 12.95
6. NEW SKYWAY FREESTYLE TUFF MAGS 12.95
7. NEW SR MTP SEALED BEARING — black 28.85

■ SAFETY PADS ■

- SPECIFY JUMBO OR REGULAR, VEE OR STRAIGHT
1. FLITE PADS — solid colors set 7.95
 2. FLITE — chrome checked 7.95
 3. SUNTOWER FIGHT HANGE hub 56.95
 4. HUTCH PAD SET — colors 12.95
 5. HUTCH PAD SET — chrome 14.95
 6. REDLINE — white or grey/black 11.95
 7. GT — chrome 11.95
 8. SKYWAY 14.95
 9. SKYWAY 11.95
 10. NEW SKYWAY GRAPHITE TUFF MAGS w/SEALED BEARINGS 144.95
 11. NEW MONGOOSE 10.95

■ HELMETS ■

1. ECHO OPEN FACE — black, white, red, blue \$ 59.95
2. ECHO FULL FACE — same colors as above 89.95
3. MONARCH OPEN 49.95

■ MOUTH GUARDS & VISOR ■

1. JT MOUTH TRAP — white, black, red, blue \$ 8.45
2. NEW HARS 10.95
3. HARO PEAK VISORS — black/white, black/blue 5.95
4. HARO PEAK VISORS, red/white, red/white/blue 3.95
4. ECHO

■ NUMBER PLATES ■

1. HARO TECH PLATE \$10.20
2. HARO FLOW PATTERN 6.50
3. HARO FLOW PATTERN — black, white, blue 6.20
4. HUTCH PLATE 9.45
5. DYNO PLATE 9.45
6. WIZARD PLATE 10.95
7. ZEROVINE AIR FLOW 9.95
8. HARO STADIUM (snap on) 1.50 ea
9. HARO STADIUM NUMBERS 7.95 ea
10. ZEROVINE STADIUM NUMBERS 75 ea

■ SOFT GOODS ■

1. JERSEYS — GT, HUTCH, REDLINE, HARO, CW, DIAMOND BACK — state size \$18.95
2. WEI WEI GLOVE — HARO, JT, DIAMOND BACK, GT 21.95
3. HARO ELBO GUARDS — small, large, black, red, blue, white 4.95
4. OAKLEY DOGGLIES — red, black, blue, grey, yellow 15.95
5. OAKLEY POLARIZED LENSES 7.00
6. FACTORY WALLETS — GT, HUTCH, CW, REDLINE, DIAMOND BACK, AME 6.95
7. HARO SWEATSHIRT — blue 6.95
8. HARO GLOVE 18.95
9. JUMBO DONUTS — all colors 2.50
10. OAKLEY FLUTE DONUTS — all colors 2.50

■ COMPLETE BIKES ■

- FOR PRICE QUOTE ON ANY BIKE — CALL US!
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 2. GT TEAM SERIES 274.95
 3. GT PRO TEAM SERIES 344.95
 4. DIAMOND BACK SILVER STREAM 209.95
 5. CW CAMARBITA PHAZE I 384.95
 6. TORGER 279.00
 7. DIAMOND BACK FORMULA I 295.95
 8. YELLOW STADIUM TIRES 5.30 ea
 9. MONGOOSE EXPERT 119.00
 10. MONGOOSE CALIFORNIA 199.00
 11. HUTCH COMPLETE KIT BIKE — pro, standard 279.00
 12. HUTCH COMPLETE DELUXE KIT BIKE — pro, standard 314.00
 13. KUWAHARA LAZER LITE KIT BIKE 299.00
 14. PK RIPPER KIT BIKE 289.95
 15. SKYWAY DELUXE KIT BIKE 319.50
 16. SKYWAY DELUXE KIT BIKE 199.95
 17. REDLINE SCRAM — chrome, white 216.95
 18. HUTCH PRO RANGER — chrome 216.95

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Amount of Order	Handling and UPS Shipping
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\$15.01 - \$49.00	\$3.75
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