

Meet the test team (from left) Jamie Hales, Shaun McEvoy and Nick Loulatzis.



AUSTRALIAN  
**BMX PANCAKE**

# OFFICIAL 'TEST'

THE NATION'S  
TOP BMX TEST  
TEAM CHECKS  
OUT THE ...

# Apollo Team Bike





## a stunner for 13-plus dirt squirts . . . and it goes well, too

**EVERYONE WANTS** to ride a stunning bike, right! An eye-grabber not a run-of-the-turkey mill. That's part of BMXing.

This month's test package — the Apollo Team Bike — fills the bill nicely. It's a real stunner . . . a rad-looking machine.

That's cool. With this Apollo set of wheels, however, there's a bonus: it goes as well as it looks.

Our test team scored it high on all the things that count: handling, cranking position, braking, steering, componentry, quality of finish/welding and value for money.

It's a beaut beast for riders in the 13-plus age group. OK. On to the details . . .

First, a bit of its history. Our test bike — supplied by Kim Banks, of Balwyn Cycles, Vic., — was made in Japan exclusively for World of Wheels. The World of Wheels mob, if you didn't know, started out small. Now they put out their own range of BMXs.

The Apollo Team Bike comes with an impressive list of features for its under \$400 price tag.

Take the frame — an all Crmo affair, with oval, single-buttet tubes for added strength. This eliminates any need for gussets.

Apollo uses a black on chrome finish, with really shiny silver bits. A stunner, as we said.

Sunshine-sealed beaming hubs are another bonus. They run nice and smooth. There's also a new seat post clamp that uses a hinge instead of one-piece construction. Neat.

Not too happy about the Apollo's seat. It's extremely uncomfortable for normal riding. More at home on the racetrack.

No complaints about the bike's handling. It's spot on. Our test bike handled turns, slides and jumps without drama.

Our test team were impressed with the Sun-tour BMX pedals. They gave max traction on the feet. No slipping at all. Rad.

Braking and steering are good, too. The brakes — Dia Compe MX-1000s, with alloy MX levers, work well, giving straight-line stops every time. No fade or fuss, either. In a word:

*Shaun rams the Apollo through a berm. Handling, he reports, is spot on.*



*The handlebars — Chrome Win jobs — make it a bike for 13-and-over BMXers.*



*Ah so, Sun-tour BMX pedals. Velly, velly good. No slip, say honorable testers.*



*A worm's eye view of the bike. That's the front sprocket you're looking at, Fred!*



Jamie gets rad on the Apollo. It flies just as schmick, he says, on the ground.



A close up of the bike's headset.

unreal.

Steering is neutral — and very, very predictable. Another plus when you're elbow-to-elbow on a fast berm.

The Apollo's cranking position is good. But the short cranks make it feel a little weird. They're only 170mm long. No good for 13-plus riders — the guys and gals this bike will appeal to because of the size of its handlebars.

Another snag is that the bike only comes with one pad — a frame pad. Which, when you think about it, is pretty silly because it's meant for racing.

Back to handling. The Apollo lives up to its track image. It slides well and shows no vices when thrown hard around the track.

The bikes hold together neatly. And — on test — nothing broke, bent or came unstuck. A well put-together machine.

We were most impressed with the bike's fit and finish. Everything hangs in there the way it should and the whole bike feels strong.

Ride comfort and road/track grip is good on the Apollo's treads. They're NTKK Snakebellies, 20x2.125 front, 20x1.75 rear.

The bike's mounted on Araya rims, with double-buttled spokes and Sunshine-sealed bearing hubs. Power to the rear wheel is via a Izumi chain.

The Suntour BMX pedals we've already mentioned. They're rad. The cranks, incidentally, are Sowino Maxy Cross.

TO SUM UP: The Apollo Team Bike must be just about the best-looking bike around for the money. It really is a stunner. And its road/track performance is just as impressive. A rad bike for the 13-and-over age group.

Hang on, where's Shaun going! Honorable tester will kindly keep his feet on the ground . . .



#### APOLLO TEAM BIKE SPECIFICATIONS:

**Frame:** All Crmo, with oval, single-buttet tubes neat head.

**Fork:** Tange TRX.

**Stem:** Suntour alloy clamp Cromo.

**Handlebars:** Cromo v-bars by Win.

**Headset:** Hatta.

**Grips:** Ouk.

**Wheels:** Araya 7x.

**Spokes:** Double-buttet.

**Hubs:** Sunshine-sealed bearing.

**Cranks:** Sowino Maxy Cross, 170mm.

**Front sprocket:** Sowino alloy BMX 44T.

**Rear sprocket:** Suntour EZ-off 16T.

**Chain:** Izumi.

**Seat:** Shot Gun 11.

**Seat pole:** Tange Crmo.

**Seat pole clamp:** Dia Compe Mx Hinge.

**Weight:** 25lbs.

**Steering head angle:** 71 deg.

**Seat pole angle:** 69 deg.

**Finishes available:** Black on chrome.

**Purpose:** Racing/street.

**Recommended retail price:** \$399.

#### PERFORMANCE AT A GLANCE:

**Handling:** Excellent. Slides predictably. Steering is spot on. Braking is unreal.

**Componentry:** Schmick. The whole bike has a nice tight feel.

**Value for money:** Right on at under \$400. Well worth a close look.

**Age range:** 13-plus.

**Quality of finish:** One of the best on the market.

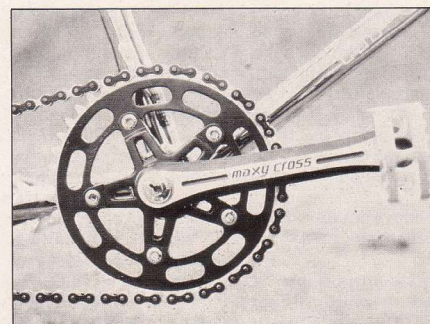
**Quality of welding:** Again, spot on.

**Test riders:** Jamie Hales, Shaun McEvoy.

**Manufacturer:** Made in Japan for World of Wheels.



The Apollo's head stem. It's an alloy clamp job.



More power to your pedal, men. The heart of the Apollo's driveline.

And how's this for a finale — Shaun and Jamie lift off the test canyon.

