

Danny Millwee, during his daily training ride along the River Trail.

# BMX ACTION

## EXCLUSIVE

### test

PHOTOS BY SPIKE  
COLLABERATED  
BY  
GORK & MAD DOG

#### GORK AND MAD DOG AT THE RACES

(KINDA LIKE "AT THE MOVIES"—GET IT?)

Hi. I'm Gork, editor of the world renowned BMX ACTION magazine. And I'm Mad Dog, leader of the BSR revolution and main test rider for the Main Mag.

Okay Dog, I've got the popcorn. And I've got the Jujubes.

Let's review this month's latest release—the Auburn CR-20R. Directed by Todd Huffman. Co-Directed by Bob Morales. Produced by GT. Marketed through Mor Distributing. It'll be showing at your nearest bike shop in February at authorized Auburn dealers and ABA theaters. (COMMERCIAL BREAK)

Okay, we're back. I'm Gork. And I'm Mad Dog.

And we're at the races.

At first glance, the Auburn frame is a strange looking piece of work, but with a little thought it is easy to see some killer advantages to the removable rear end. In the future, other rear ends will possibly be available from such infamous companies as DG and FMF. With longer or shorter replacement pieces, the bike will be adjustable to different tracks.

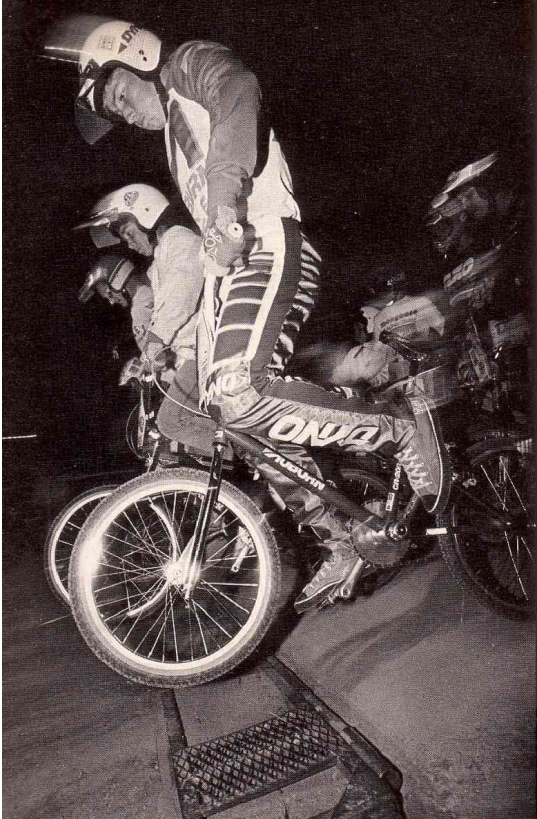
Good point. But the main thing we should start off talking about is, does it help at all? What's the purpose? Why?

If we were talking about a rider that knew exactly what he wanted in a bike, the Auburn might be worthless. But since tracks and riding conditions are never the same, the adjustability is quite justified.

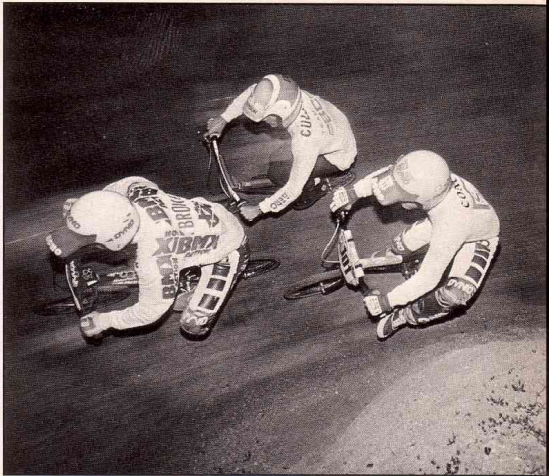
But what I thought throughout the entire test was, "What about the

WHY  
NOT?

THE  
AUBURN  
CR-20<sub>R</sub>



Danny Millwee, aboard his personal CR-20R. "Snap" is one of Danny's favorite sounds. "Puffer Face" is his most hated word.



For just hoppin' on the bike, Mad Dog wailed on it—placing first in 17 X at the local Wednesday night races at Orange 'Y' track. This is first turn, first moto action as seen through Spike's camera.

weight?" What do you think? The frame weighs in at 5 pounds, 14 ounces. Whad'ya think that would do to your performance? Considering that a frame is a non-rotating object, it is not as vital to the racing weight as . . . lets say a wheel or a crankset. And by watching Danny Millwee's first turn award winning ABA Grandnational start, the bike must not be too tankish. If you're going to whine about weight, start working out or buy a uni seat, you woman.

Uh, I think you're getting a bit off the subject at hand. I never criticized the weight. I merely tried to be honest and bring up the question that a regular viewer might consider. I spoke with the director behind this project—Todd Huffman, pointed to the rear-end, and asked "Why?" He replied, "Why not?" And that makes sense to me. Sense or no sense, I'm here simply to evaluate the Auburn frameset and not



He's not the first to do it, but he is currently the ONLY one with enough you-know-what (or lack of something else) to do it. What is it he's doing? Jumping out of the hair-pin turn at Orange and clearing the fence behind it, which adds up to an estimated height of ten feet and a distance of twenty. Don't try this at home.

debate your petty behind-the-scenes antics. The fact is, the bike has a stable feel due to the somewhat low bottom bracket. This trait also adds to its starting power. I would hope you could keep an objective viewpoint and help me analyze this bike. Analyze? What do you . . . Shut up. (COMMERCIAL BREAK)

Uhhhh, I'm Gork. And I'm Mad Dog. And we're at the races. And that was my line! You're blowing this whole show to pieces. Now let's get back on the subject and talk about the riding characteristics. You think you're the big critic here, so why don't you give us some specifics as far as handling? In the first part of the test, I concentrated



**COMPLETE BIKE PRICE:** CR-20 goes for \$425.00 (no GT cranks and hubs). CR-20R will cost you 'bout \$595.00 or so. Frame and fork alone is \$195.00.  
**FINISHES:** Racin' red and bitchen black front triangles with chrome rear sections.  
**COMPLETE BIKE WEIGHT:** 26 1/4 pounds.  
**FRAME WEIGHT:** 5 pounds, 14 ounces.  
**REAR END WEIGHT (TAKEN APART):** 2 pounds, 4.5 ounces.  
**FRONT TRIANGLE WEIGHT (TAKEN APART):** 3 pounds, 9 ounces.  
**FORK WEIGHT:** 2 pounds, 5 ounces.  
**HANDLEBAR RISE:** 8 1/4 inches.  
**HANDLEBAR WIDTH:** 28 inches.  
**TOP TUBE O.D.:** 1 1/8 inches.  
**BOTTOM TUBE O.D.:** 1 3/8 inches.  
**FORK TUBE O.D.:** 1 inch.  
**HEAD TUBE ANGLE:** 73 degrees.  
**SEAT TUBE ANGLE:** 67 degrees.  
**BOTTOM BRACKET HEIGHT:** 11 1/2 inches.  
**WHEELBASE:** 37 inches to 37 3/4 inches.  
**REAR END LENGTH:** 15 1/4 inches to 16 inches.

**COMPONENTS**

**FRAME:** Auburn CR-20.  
**FORK:** Auburn, leading axle, extended "Bottma-type" legs.  
**HANDLEBARS:** GT Pro.  
**HANDLEBAR STEM:** DK-XL, aluminum head with chrome-moly shaft.  
**GRIPS:** The NEW! GTA/ME grips.  
**HEADSET:** GT Epoch, alloy.  
**RIMS:** Ukai, shiny sided, gold anodized.

**HUBS:** GT Super Lace, high flange, sealed bearing, aluminum shell w/hollow aluminum axle.  
**SPOKES:** 36, chrome, 14 gauge.  
**TIRES:** Trioga Comp-III's, 20 X 1.75.  
**BRAKES:** Dia-Compe 901, rear only.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVER:** Dia-Compe Tech-7.  
**BRAKE CABLES:** Dia-Compe.  
**CRANKS:** GT Power Series, 180mm, aluminum.  
**PEDALS:** SR Speedtrap MTP-100.  
**BOTTOM BRACKET BEARINGS:** SR, sealed.  
**FRONT SPROCKET:** GT alloy, 43 tooth w/GT Power Disc.  
**REAR SPROCKET:** SunTour, 16 tooth, 3/32nds, chrome.  
**SEAT:** GT Viscount (new design—top secret).  
**SEAT POST:** GT straight, chrome-moly.  
**SEAT POST CLAMP:** GT, alloy.  
**EXTRAS:** Nothin' else besides some 'flectors and a chain guard.

**PERFORMANCE EVALUATION**

**PURPOSE:** Pure, 100 percent, total and complete hardcore RACING!  
**AGE RANGE:** 14 years and above . . . maybe okay for large Shelby James-type 13-year-olds.  
**QUALITY OF FINISH:** Okay. The chrome rear end is perfect. The paint on ours wasn't super glossy—maybe 'cause it was a rushed proto-type.  
**QUALITY OF WELDING:** Killer! Gary Turner had done it, so whad'ya expect? In the future, GT's competent staff of 12 welders will do 'em up, so

expect nearly the same.  
**QUALITY OF COMPONENTRY:** Bitchen. We always dig GT parts. It's about time someone else with no ties got smart and used GT equipment on their own machine!  
**GEOMETRY:** Excellent. Low bottom bracket. Race specs, for sure. Head tube at 73, seat at 67 is just right. Don't need a lay-back, but cock the seat all the way back.  
**HANDLING:** RAD. It cornered tight with no wash-and-dry. Hung right in there. Mid air, the rear end drops on ya, though.  
**MISCELLANEOUS COMMENTS:** "Here's the deal. Todd Huffman, racer and owner of Mor Distributing, was specing parts for the bike and got the bright idea to use proven, quality GT equipment since he has no hatred toward them. That lead to having the frames made in America at the GT plant for him, instead of plan A—Taiwan. Good moves on his half." . . . "They modeled it after a Patterson, with minor mods. Everyone uses Patterson's for 'xamples.'" . . . "The weight doesn't matter anymore. The strength of the rider does." . . . "I dig it. It definitely gets the looks at the races." . . . "Right now, I'd want one just because it's unique and looks different."  
**TEST AREAS:** Orange 'Y' BMX track.  
**TEST INPUT:** Puffer Face, Mr. K-9, Greg Scott, Spike, Ray Rohm, Todd Huffman, Pete Lambert, Paul Green, and Gork.  
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Prices Good The Month of March, 1988.

on jumping the bike and it seemed to have a tendency to want to speed jump fast and not leap tall buildings. Once the Auburn got too high in the air—to the point of stall, the rear end dropped faster than the front and I would have to make a mid-air correction by moving up to the bars. Hannah'ing, as you may call it. When I raced the bike, it came out of turns with good direction and power—minimal Sewell action.

You know what . . . I heard from my reliable sources that it rode very similar to that old classic called a Patterson. Similar, but shorter.

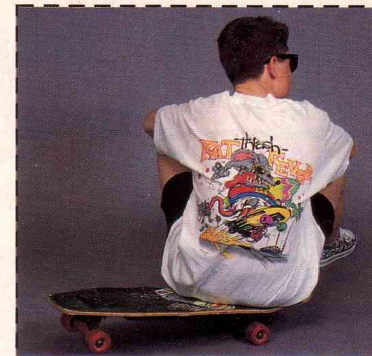
How about parts? The Auburn comes all GT equipped, which I like. Power Series cranks. GT high-flange, sealed, Super Lace hubs. GT Pro bars. GT Epoch headset.  
*I like them too. A thumbs up from me in that area.*

It's interesting that they used GT equipment—sorta gives a new reputation for GT quality when another company chooses their stuff instead of, say Tioga or Shimano or SunTour, ya know? Like to see Haro or Diamond Back do that. How would you sum up the thing, Mad Dog?

*Interesting. A little heavy. Very functional in the future. Cool looking. Kind of Honda. Good holeshooter. Powerful turner. Killer speed jumper. A bit loopy at altitude. Awesome components. The gold rims are trick . . . and mine (ha, ha). Very innovative. Overall, a big marketing gimmick that got lucky and rode good.*

I think it's a real pretty bike. The colors are good—like you said, a bit Honda-ish, but a lot less expensive and quieter . . . not to mention the name. CR-20R? Can't wait till their CR-24 cruiser comes out. The makers of Auburn are definitely on top of things, trendy and/or unique. I expect to see a lot of Auburns at the races just because they're so unique. That alone—being way different from all other traditional frames, will make a kid want one. Then, they can discover the good riding features you talked about. The price though, will make it a bit extravagant for the average boy who has the job of talking his parents into buying him one. Kids with jobs, on the other hand . . . Well, that's all the time we have today. Tune in next month when will review the new NBL documentary, "Doubles Kill". Until then, I'm Chris Mad Dog Moeller

I'm the Gork.  
And we'll see you . . . AT THE RACES!



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