

**BUDGET-PRICED
RACING MACHINERY**

CYCLE PRO TROPHY

**FISHGILLS AND SNAKEBELLYS
AND OTHER WEIRD THINGS**



The Spoiler,
The Foiler,
The Jammer and Trophy and Duster,
And the Macho.

Sounds like the names of some hippy dwarves . . . or a bunch of weird raindeer . . . or, if you say it real fast, the first verse of a Mexican fandango.

But lo and behold, sports fans, and forsooth and odds bodkins, 'tis in fact none of these.

What it is, is a listing of the different Cycle Pro motocross bikes and frames. And, actually, there's one more frame that is just called the Cycle Pro, but we left it out because it would have blown our hippy dwarf intro.

*For 175 frogskins, this is a fine bike.
Especially for beginners and novices.*

Besides frames and complete bikes, the Cycle Pro label is stuck on such things as pedals, seat posts, the famous Snakebelly tires, handlebars, and a lot of other good quality motocross flotsam and jetsam.

When you get right down to the nitty-gritty, these guys have more motocross parts than Der Wienerschnitzel has wieners.

But, young heros, we are wandering off into the boonies. To get back on track let's twinkle-toe hastily through a description of the Cycle Pro frames and



*Fire road flat tracking. Don't let the
Trophy's low price throw you. . . .
This is a good handling bike.*

CYCLE PRO

bikes, and then we'll zero in on the Trophy.

The Spoiler and Foiler are almost identical to the old FMF alloy frame. The Spoiler has a round top tube and the Foiler has a teardrop or airfoil-shaped top tube. That's the only difference.

The Macho is a relatively inexpensive steel-framed thrasher. Or, to put it a different way, it's a very tough street bike that would make a good beginner's race bike.

The Cycle Pro frame we mentioned is the only chrome-moly frame this company produces. It has what the people at Cycle Pro call a "fishgill" gusset. (Snakebelly tires? Fishgill gussets? There's some passably strange people over there at Cycle Pro.)

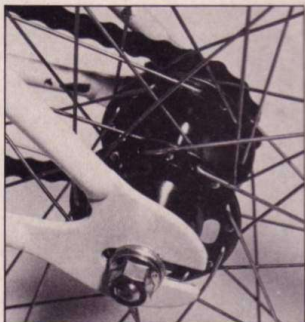
Now we come to the Marx brothers of BMX bikes . . . the Jammer, the Trophy, and the Duster. These jobbers are basically identical except that the Jammer has forged cranks and coaster brakes; the Trophy has forged cranks and caliper brakes, and a freewheel; and the Duster has alloy cranks, calipers, and a freewheel.

Are you getting the picture now? All three of these guys are basically the same bike with minor variations in equipment and price. So, if you want to, you can consider this a test of all three bikes . . . even though we will from here on be addressing ourselves to the Cycle Pro Trophy exclusively.

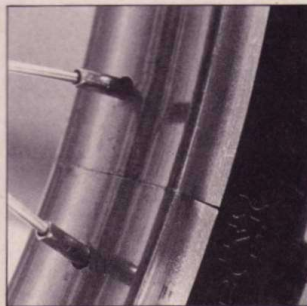
Lugged frames in bicycle motocross are about as hard to find as two-tailed billy goats. But the Trophy has a lugged frame. This method of construction has been popular in derailleurs for many years, but has been used almost not at all for BMX frames. The reason for this probably lies somewhere back in time when the first top-quality BMX frames were being created in small specialty BMX shops that could not afford the megabucks set-up charges necessary to form lugs. So they went around the problem and began using heli-arc welded butt joints, thereby setting new standards in what was then a new industry. . . . Necessity is the mother of invention, and all that stuff.

However that might be, the lugged method of joining frames does offer certain advantages.

Instead of external welding at the joints, a brass ring is inserted into the lug, then the tube is inserted, then the entire area is heated to a temperature that causes the brass to flow and bond.



The Suzue hubs are fine equipment. Notice how the axle does not protrude . . . which is far less hazardous to your bod than the ones that do protrude.



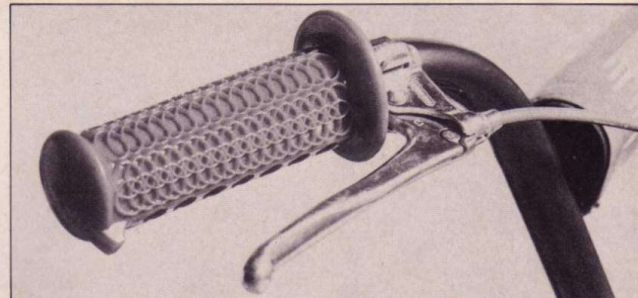
The Reynolds alloy drop-center rims (we never heard of 'em before either) are not welded! But they did it that way on purpose. Check the text to find out how and why.

The advantage of this is total penetration of the brass over a large surface area, which provides for the use of thinner tubing, which means lower relative frame weight.

Another fascinating phenomenon about the Cycle Pro Trophy is the way the Reynolds alloy rims are joined. At first we thought they were welded in crummy fashion, and had cracked. But when we looked more closely, there did not appear to be any welding at all!

Considering the fact that we were just getting ready to do some heavy-duty fast downhill testing, alarm spread like the mumps through our bold fearless test crew.

But, not to be concerned. In actual fact these rims are supposed to be like that. They are NOT welded. They are pinned where they join by the use of inserts in the hollow tubular sections of the rim, then pulled together and held by the laced-up spokes. This is another trick borrowed from derailleur



The unbent levers kill your knuckles. The stock grips kill your palms.

construction methods. Sneaky people, those 10-speed builders.

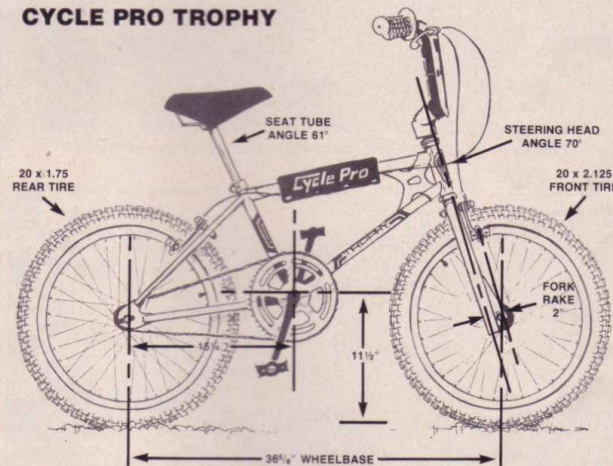
SOME MISCELLANEOUS STUFF ABOUT THE TROPHY

It only costs about 175 dollars! Such

a deal. You don't get the primo big-name racing equipment, but don't forget that that's what runs racing bikes up into the financial stratosphere. This is a great street bike or beginning racer's bike.

The Suzue anodized alloy hubs are good lookin' buggers. We can't figure out why we don't see them on more

CYCLE PRO TROPHY



CYCLE PRO TROPHY SPECIFICATIONS

FINISHES: White, blue, or red powder epoxy finishes
WEIGHT: 30 pounds 14 ounces
RETAIL COST: Approximately \$175
FRAME: Cycle Pro diamond-lugged, constructed with Tange hi-tensile steel tubing
FORKS: Cycle Pro mild steel tubulars
HANDLEBARS: Cycle Pro steel medium butterfly
GRIPS: Winner's Circle
STEM: Ashtabula black
RIMS: Reynolds alloy drop center
SPOKES: .080/36

HUBS: Suzue alloy anodized
BRAKES: Shimano Tourney side-pull calipers, front and rear
TIRES: Kenda knobblies
PEDALS: Cycle Pro HT1 with chrome-moly spindles
CRANKS: Ashtabula 6 1/2 inch color-coated
FRONT SPROCKET: 44T
REAR SPROCKET: Shimano 16T free-wheel
SEAT: Quilted, nylon base
SEAT POST: Steel
EXTRAS: Top tube, handlebar, and stem pads, one-year warranty against defects in materials and workmanship, owner's manual



Making extreme haste downhill. If the Cycle Pro Trophy geometry had been off, we would never have found Buff in all the bushes.

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The bright red graphics on the ice box white Trophy frame are . . . uh . . . startling.

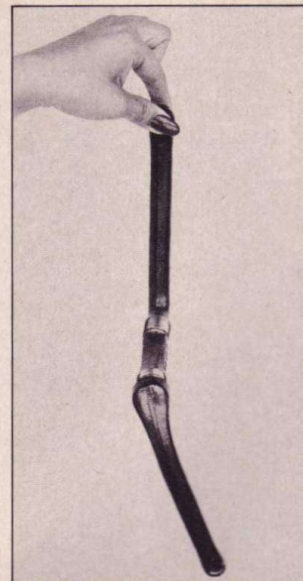


Buff and the Cycle Pro . . . about to be had for lunch by the boonie weeds.

motocross bikes. Nice finish to them.

The Reynolds alloy rims have a powder epoxy color-coating in the center and polished shoulders so the caliper brake pads won't wear through the color.

The cranks on our test Trophy were epoxy color-coated Ashtabula 6½ inches. The color was boss. But they weren't heat-treated, and you know what happens then. They folded on the third jump. We have since contacted Cycle Pro about this, and future



Oh; no. Ugh. Yuk. Three jumps and the non-hardened Ashtabulas folded. From now on, Cycle Pro Trophies will come with hardened Ashtabulas, which are bulletproof.



Trophies will have Ashtabula heat-treated cranks, and those suckers are tough.

Once again, none of our test guys cared much for the Winner's Circle grips.

The steel color-coated bars have what Cycle Pro calls an alloy bend. This means they're shaped like alloy butterfly bars. Good bend. Everybody liked them.

The Trophy comes stock with front and rear calipers. But the levers are

straight. They kill your knuckles and are hard to grab in a panic situation.

The rear dropout slot could be a little longer, maybe a half inch. This would allow a bit more flexibility in changing sprockets without having to change links in the chain. No big deal, really.

AND SOME MISCELLANEOUS STUFF ABOUT HOW THE TROPHY HANDLES

At 30 pounds 14 ounces, the Trophy is a bit heavy for a racing bike; but what do you expect for 175 bucks?

The Trophy is easy to get used to. Geometry and dimensions are predictable, comfortable, and a shade slow. This bike won't whip around in a turn like a Webco might. And you don't have to worry about the front wheel crabbing suddenly. The mild steering head angle and long wheelbase smooth out these surprises. More reasons why this would be a good beginner's race bike. It will forgive a lot of small errors.

SO, HOW DO DE TROPHY STACK UP?

Good beginner's racer. Great street bike. CHEAP! And, for all you dudes who like to back your bets, the Trophy has a one year warranty against defects in material and workmanship under reasonable use.

And thazallfoks!

★

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