



CYCLEPRO

GREG HILL SIGNATURE MODEL

This thing's got "Hill" written all over it

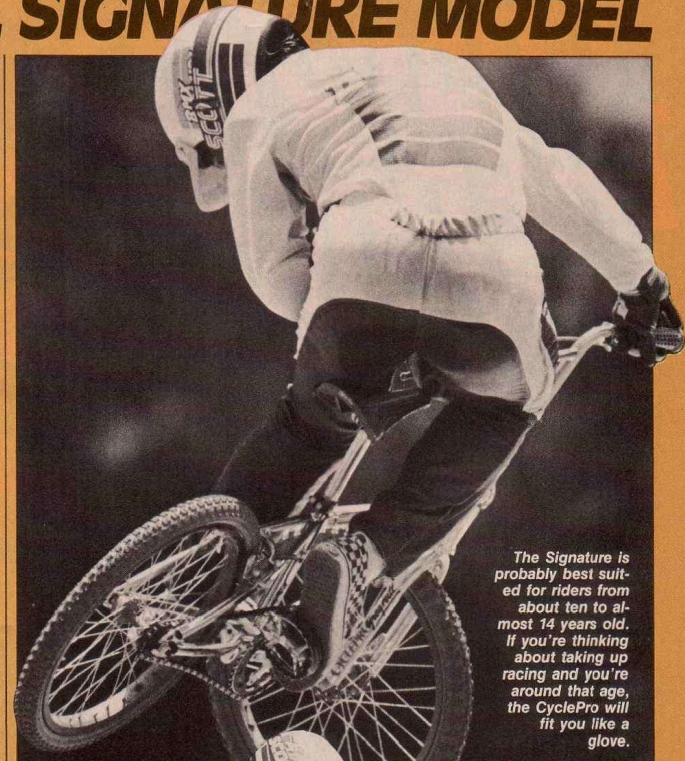
□ If you keep track of such things, then you know it's been a while since we tested a CyclePro. A long while. Two years and three months, to be exact. That's right, it was way back in our August 1982 issue that we last swung a leg over a CyclePro. And if we can remember that far back, we think it was a CyclePro Bonzai model. We still haven't forgotten that we liked it, though. The Bonzai was a good bike at an equally good price.

However, since that time, we hadn't heard much from the folks who produce the CyclePro line, West Coast Cycle. Our guess would be that they decided to take a little hiatus from serious BMX involvement. You know, take a little time off to rethink their strategies. Anyhow, the good news is that CyclePro is back! Jumping back into BMX with both feet, this time aboard an impressive new line of BMX machinery designed, believe it or not, by legendary BMXer Greg Hill! And if the competition is worried... they should be: CyclePro is back with a vengeance! **HILL SIGNS ALL BUT HIS LIFE AWAY**

When Greg Hill signed on with West Coast Cycle as a technical advisor for its new line of BMXers, he didn't sign his life away. He did, however, put his well-respected name, backed by years of experience in the BMX field, on the line. Hill knows what it takes to build a great BMX bike—not just a good one, anyone can do that. CyclePro wanted, no, make that *needed*, a guy like Hill on their side. The competition is tough, and if they were going to make it, they needed an edge, an unfair advantage, a guy like Greg Hill. When Hill signed on that dotted line, CyclePro took a quantum leap forward in product credibility and toward producing a truly quality line of BMX bikes.

THE CYCLEPRO SIGNATURE

When they gave us our choice, we picked CyclePro's Greg Hill Signature model. Although Hill worked equally on all bikes in the line, we felt that the Signature was an especially hot bike at a cool price. For a suggested retail



The Signature is probably best suited for riders from about ten to almost 14 years old. If you're thinking about taking up racing and you're around that age, the CyclePro will fit you like a glove.



Guest tester and bike molester Mickey Lundy came along for the ride on the CyclePro. Lundy, who's NEVER been known to be easy on machinery, intentionally abused the Signature. The result? The alloy cranks kept getting loose till we torqued them down, that's all!



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price of somewhere around \$230 to \$240, the Signature emerges as a lot of bike for your buck. Let's start with the frame and fork. . . .

Recently we've tested a lot of Taiwanese chassis, and for the most part we've noticed a trend toward higher quality. That's especially true with the Signature. Beautiful welds, ditto tube fit and finish. Seriously, there are a few U.S. manufacturers that could learn a thing or two from the Signature's fabrication and finish—it's that nice!

However, if you're looking for a super-tricked-out gimmicky frame and fork, you'll have to keep looking. Consistent with "the Businessman"'s over-

all philosophy, Hill chose to keep the Signature's look and geometry very businesslike.

But who, you ask, is the Signature best suited for? Riders from just under ten years old up to 13 or 14. Any older or larger and the Signature would require some component swapping. Nothing major, but worth thinking about. For novice and beginner riders in that age bracket, the Signature is a killer. "Forgiving" geometry is complemented by some choice Japanese componentry that works together to make the first-time racer feel like a seasoned vet. Let's spec out the Signature's component package.

HILL'S HAND-PICKED PARTS PACKAGE

Since the Signature runs about 30 bucks more than your average \$200 econo-crosser, we were interested in finding out how much more you'd really be getting for your money. Actually, it's pretty surprising!

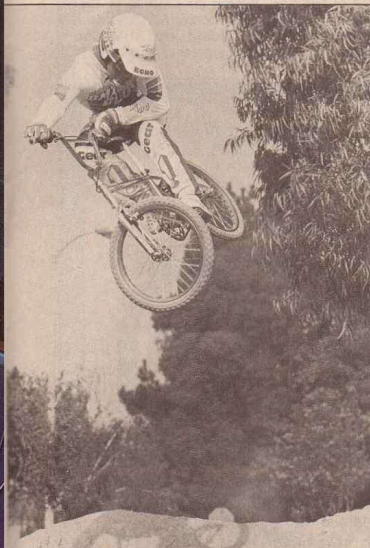
You'll find a lack of so-called "copycat" components on the Signature. Instead, you'll find the real thing: Dia-

Compe brakes, Sugino stem, Sugino GT three-piece crankset, Sunshine hubs, SunTour freewheel, Cheng Shin skinwall tires, Shot Gun II aero-style saddle and Araya rims. Not too shabby, huh? Again the emphasis is on the ten-to-about-14 age group. You know, the novice racers who want a lightweight and fully raceable scooter right out of the box. The Signature fits the bill. It's 23 1/2 pounds and ready to race. Sounds good? Keep reading.

SIGNING IN AT THE TRACK

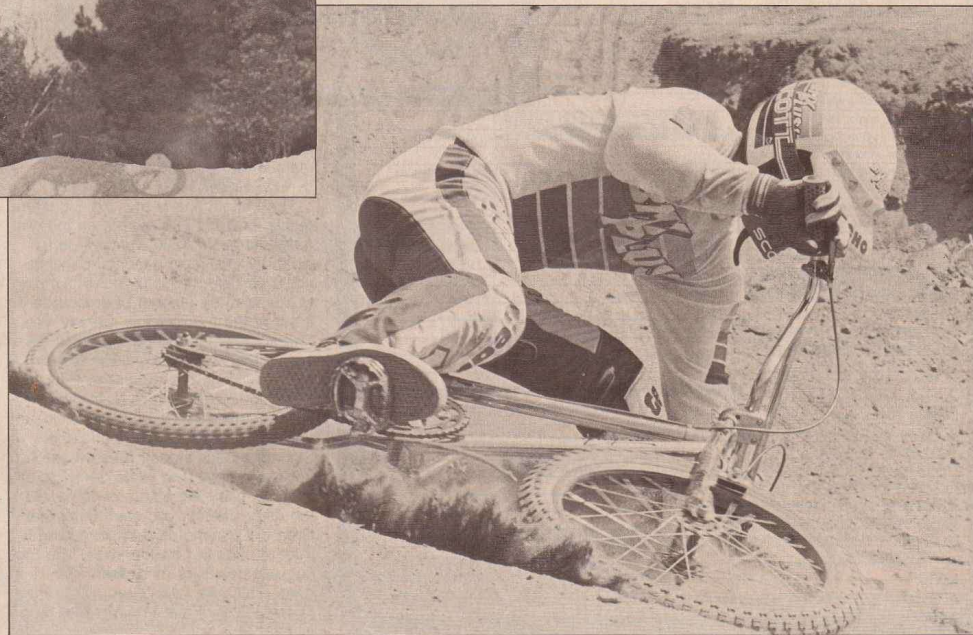
The Signature got a fancy chrome frame and some pretty trick parts, but if it can't get out of its own way on the track, what good is it? No good at all—that's why we did things to our Signature that we really shouldn't have. Unfair things. Abusive aerial acts. Crank-snapping berm shots. It really wasn't fair, but we did it for you guys—in search of the whole truth and nothing but the truth about the new Signature. Here's what we found:

Out on the track we couldn't help thinking about Hill and what he looks for in a bike—fast handling, nimble



(Left) Even though the Sugino GT cranks are great cranks, they WERE NOT designed for jumping like this. If you have problems with your three-piece alloy cranks, don't say we didn't warn you!

(Bottom) Beginners and novices alike are gonna love the Signature's handling traits. It rides easy when you're riding easy, and it rides hard when you ride hard. Lundy pushed it to the limit.

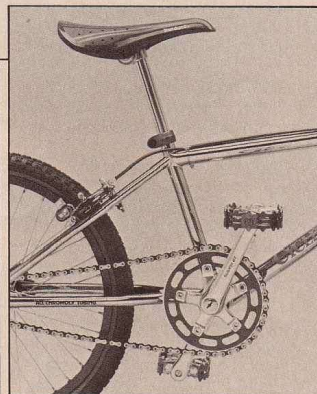


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without being skittish. Agile through the turns without sacrificing stability through the bumps. A light feeling in the air without acting whippy down the straights. After all, Hill is the racer's racer. He prefers race-bred geometry in his bikes. So where does the Signature fit in? Smack dab in the middle. This is a race bike that also makes a great street bike. With a 73-degree head angle and mildly raked front forks, the Signature is a fast to neutral steering scoot. Add to this the fact that it has a rather short wheelbase (35 inches) and a fairly laid-back seat tube, and the Signature is a well-thought-out compromise. Hill designed this baby to win races on Sunday and then get you to school on time on Monday. This bike is fun! Quick and light out on the track—sure and dependable out in the streets.



You'll find the "real things" on the Signature: Sugino stem, Dia-Compe 890 calipers, Cheng Shin skinwall tires, Araya 7X rims and Sunshine alloy hubs. It's called getting your money's worth.



You're looking at race-ready equip right out of the box. Sugino GT cranks, Victor beartrap pedals, TYC chain, SunTour free-wheel, Shot Gun II saddle, etc. At around \$230, the Signature is a steal of a deal!



BMX PLUS!

1. Bike: CyclePro Greg Hill Signature, 20-inch complete bike.
2. Age range: Ten to 14 years old.
3. Country of origin: Taiwan.
4. Intended use: Racing/street/trail.
5. Wheelbase: 35" to 35 3/4".
6. Bottom-bracket height: 11 1/2".
7. Chain stay length: 15 1/2".
8. Steering head angle: 73°.
9. Seat tube angle: 69°.
10. Frame: CyclePro Signature, chromoly throughout. Features: 1 1/4" top and down tubes, 4" head tube, American bottom bracket, chrome finish.
11. Fork: CyclePro Signature, chromoly throughout. Features: ovalized legs, leading-axle design, drilled for caliper, chrome finish.
12. Rims: Araya 7X, alloy, 20" x 1.75", 36 hole.
13. Spokes: 36/080 cadmium plated.
14. Hubs: Sunshine, alloy, high-flange (rear), low-flange (front), loose ball.
15. Tires: Cheng Shin skinwalls, 20" x 2.125" rear, 35 psi.
16. Cranks: Sugino GT, 3 piece, forged alloy, 170mm.
17. Pedals: Victor VP-747 beartrap-style, replaceable alloy cage.
18. Chain: TYC, 1/2" x 1/8".
19. Bottom bracket: 3-piece adapter spindle, steel, retained ball.
20. Front sprocket: Sugino alloy, 44T.
21. Freewheel: SunTour 16T.
22. Brakes: Dia-Compe 890 calipers and Tech 3 levers, front and rear.
23. Headset: Steel, retained ball.
24. Stem: Sugino, alloy, 4-bolt head, chromoly shaft.
25. Handlebars: CyclePro high-tensile steel, 8" rise x 28" width.
26. Grips: Fuan vinyl, Oakley F-1 type.
27. Seating: CyclePro Shot Gun II, plastic, aero-style saddle; CyclePro fluted alloy seatpost and alloy post clamp.
28. Miscellaneous: N/A.
29. Overall weight: 23 1/2 lbs. without pads or plate.
30. Approximate retail price: \$230 to \$245.
31. For additional information contact: West Coast Cycle Supply, 8361 Hayden Place, Culver City, CA 90230; (213)204-1660.

Good compromise. It's a great dual-purpose race/transportation bike for beginners and novices alike. **IS THE SIGNATURE WORTH IT?**

The bottom line is that the Signature retails for a full \$30 more than today's mass-marketed \$200 wonders. Is it worth it? Our reply depends on what you'd be using it for. If you're planning to spend a fair amount of time aboard it out at the track racing, we say, yes. The approximately one pound lighter weight than most \$200 bikes alone makes it worth the extra \$30. Plus, when you add the front brake, the classy Sugino GT three-piece crankset and Victor beartrap-style pedals, the Signature does indeed emerge as one heck of a deal. And while CyclePro still may not carry the status of some of the other brands, you can't deny that Greg Hill's name on the frame carries a lot of clout out on the track. The Signature's beauty is more than skin deep. This bike has "Greg Hill" written all over it. Now the only thing left to be all over it, is you! ☐

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