



Pure race-bred pro-caliber machinery, being used to full potential by Free Agent's Galen Starlin.  
Photo: Guy-B.

SUPER BMX EVALUATION

# FREE AGENT PRO AND LIMMO



BUT FIRST, A SHORT PRIMER IN FRAME SELECTION



Take your pick of coach class leg room with the Free Agent Pro . . .



. . . or on the Limmo, you get first class leg room.

Kenny May, gettin' down and dirty somewhere on tour during the long, hot summer of '88. Kenny might have more number ones than he knows what to do with at the end of the year.

**W**hen you're looking for a new frame, what's the first thing that attracts you to it? The color? Geometry?

The fact that one of your heroes rides one? Design? All (or none) of the above?

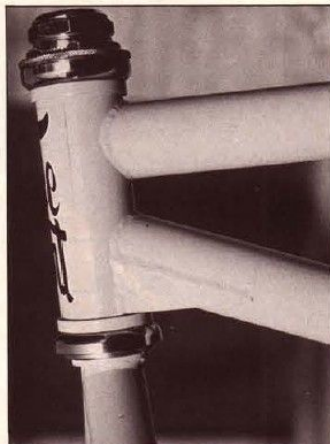
Well . . . the first thing you should look for is a frame that fits you and your riding style. Look at what riders your size (and who ride like you do) are doing well on. Improper fit can do more to slow you down than a gate full of dollar-crazed AA Pros. Front and rear end length are a couple prime considerations. Obviously, you want enough room so that you can move around up front without banging your knees on the bars or stem, but if you have too much room, you'll have to exaggerate your body movements to maintain traction to one end or the other through corners, or to get the

front end up over speed jumps. As far as rear end length goes, as a rule, the shorter the rear end, the easier a bike will speed jump.

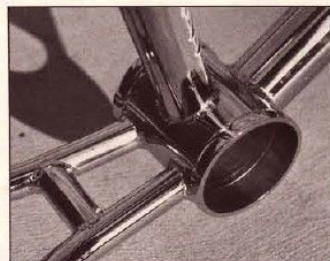
Geometry is another factor. Steering head angles in the 71-73 degree range are slow to medium (depending on how much forward offset there is built into the forks), and as the steering head angle number goes up, things get quicker and more frenzied (meaning better for more experienced riders).

Of course there's small tuning factors you can throw into each frame, like using a stem with a longer or shorter reach to make the front end heavier or lighter, or changing the length of your chain to effectively make the rear end shorter or longer. The bars you use, and how high (or low) you set them also make a difference. Seat height and placement can also have an effect. To make things more comfortable, or to move weight around, you can use a straight or lay-back post, or move your seat forward or back on the rails.

Now that we've thrown all that info at you, we're gonna take a look at a couple hot framesets from Free Agent, their Pro and Limo, and hopefully you can use the info we've just given you to help determine if either of these frames will do the job for you.



Both the Limo and the Pro have mini-gussets, and oversized 1-1/4-inch top and down tubes.



The milled bottom bracket found on the Limo has proven tough and flex-free, even under pro class power.

## GALEN STARLIN'S FREE AGENT PRO

**BARS:** Free Agent.  
**STEM:** Crupi Parts.  
**GRIPS:** A'ME Tri.  
**BRAKE LEVER:** Dia-Compe Tech 4 Lever.  
**BRAKE CALIPER:** Odyssey Pit Bull.  
**CRANKS:** Red Line Flights, 180mm.  
**PEDALS/CAGES:** SR Bear Traps/Crupi.  
**FRONT SPROCKET:** Red Line, 41 teeth.  
**REAR SPROCKET:** Sunflour, 14 teeth.  
**CHAIN:** Sedis, 3/32".  
**RIMS:** Sun (1.5 width), hard-anodized. (Built by Ralph's.)  
**HUBS:** Crupi.  
**TIRES:** Tioga Comp III, 1.75 front, 1.5 rear.  
**SEAT:** Very tired Italia, leather.  
**SEAT POST:** Free Agent, straight.  
**SEAT POST CLAMP:** Generic aluminum.  
**HEADSET:** Tioga.  
**B.B. SET:** Standard loose-ball.  
**NUMBER PLATE:** Zeronine Landing Panel.



Nothing real fancy, just the equipment needed to get to the finish line in a hurry. Galen Starlin's Free Agent Pro.

## SIDE-BY-SIDE COMPARISON

**FORKS:** The forks are the same for both framesets. O.D. of the legs is one inch. They're capped on the bottom, and the dropouts are welded both along the front and the bottom. A hole is already drilled for front brake use, or if you're kinda like Pee Wee Herman, you could use it to install a nifty reflector.

**MATERIALS:** Aircraft grade 4130 chromoly is used throughout both the Pro and Limo frame and fork.

**FRAME DETAILS:** Both have rings at the top and bottom of the head tube for extra security, and small gussets at the head tube/down tube junction. The top and down tubes on both bikes are 1-1/4 inchers. The Limo has a milled bottom bracket shell for extra flex-free performance, and it also has an extra brace between the seat stays to further reduce power-robbing flex. Both bikes also have tube brake bridges.

**MEASUREMENTS:** Here's where the biggest differences are — and where you get the knee room you want if you're a long-legged type. The steering head and seat tube angles on the Pro — 73 and 71 degrees, respectively. On the Limo they go 74 fast degrees up front, and 72 in the seating department. (Continued on page 64)

Parnell Haley (shown here), Brant Shoup, and D. D. Leone all ride the Pro frame and fork. There's nothing here you can't buy. Free Agent races what they sell.



## KENNY MAY'S FREE AGENT LIMO

**BARS:** Free Agent.  
**STEM:** Crupi.  
**GRIPS:** A'ME Tri.  
**BRAKE LEVER:** Dia-Compe Tech 7 lever.  
**CRANKS:** Red Line Flights, 185mm.  
**PEDALS/CAGES:** Crupi/Crupi.  
**FRONT SPROCKET:** Red Line, 40 teeth.  
**REAR SPROCKET:** Sunflour, 14 teeth.  
**CHAIN:** Sedis, 3/32".  
**RIMS:** Ambrosio, hard-anodized.  
**HUBS:** Crupi.  
**TIRES:** Tioga Comp III, 1.75 front and rear.  
**SEAT:** Specialized leather.  
**SEAT POST:** Free Agent, straight.  
**SEAT POST CLAMP:** Hutch aluminum.  
**HEADSET:** Tioga.  
**B.B. SET:** Standard loose-ball.  
**NUMBER PLATE:** Zeronine Landing Panel.  
**MISC.:** Chain adjuster.



Kenny May's personal Limo, ready for cruising in style. Kenny just has to supply the horsepower.

# FREE AGENT

(Continued from page 51)

Now to measure front and rear frame segments, consider that all measurements are taken from the centerline of the dropout to the centerline of the bottom bracket shell. On the Pro the front end length is 20-1/2 inches, while the rear end is 14-5/8 inches. The Limo has almost two more inches up front, at 22-3/8 inches, while the rear end is almost the same at 14-3/4 inches. Total wheelbases look like this — the Pro has a range from 34-1/2 to 36-1/2 inches, and tale of the tape on the Limo goes from 36-1/2 to 38-1/2 inches.



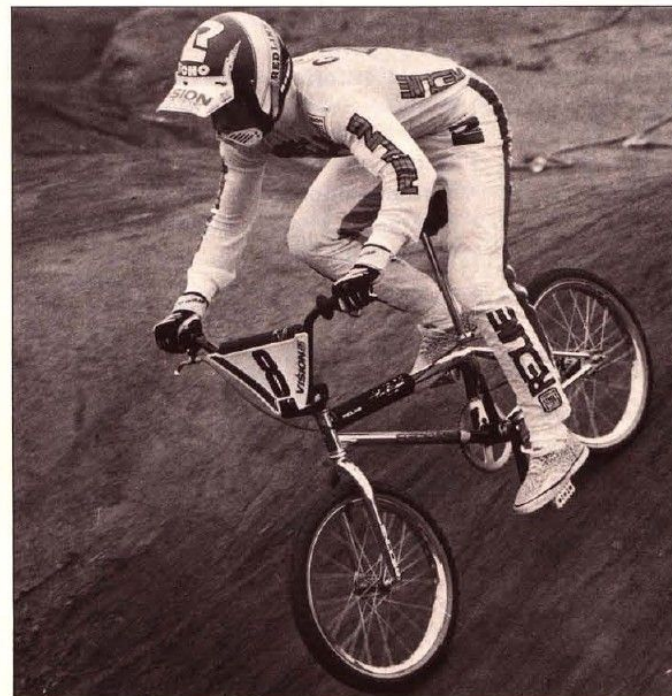
Dave Cullinan has been riding Free Agents all through his privateer days. Is he being sought for a factory ride in '89?



Steve Voltman's on a Free Agent right now, and both Eric Carter and Matt Hadan have had stints on 'em before they moved on to other factory rides.



John Gonzalez, sportin' the command position with some help from his Pro.



Nice shot of Billy, huh?

Bottom bracket height on the Pro is 11-3/4 inches, and the Limo is a little higher at 11-7/8 inches to compensate for the possibility of using 185mm cranks, or just for some extra ground clearance. One hot Free Agent Limo-mounted privateer told us, "I run 185s, and I've never spiked a pedal while cranking over jumps!"

**WEIGHTS:** Obviously since the forks are the same, the weight is also the same — read 1 pound, 16 ounces.

The Pro leverages the scale to 3 pounds, 14 ounces, while the Limo, with its extra tubing, milled bottom bracket, and brace aft of the bottom bracket shell, checks in at 4 pounds, 13-1/2 ounces.

#### FINISHES AVAILABLE:

Chrome, light blue, black, and red.

**DOLLAR VALUE:** Take your pick of either frameset, and then plan on spending \$174 of your (or your parents') hard-earned cash. It's worth it.

#### HANDLING (SORT OF) NOTES

For the Pro, plan on having fairly quick steering, good cornering and sprinting capability, and easy speed jumping. Want to do good on a Limo? Plan on being 6' 1" or more. The front end can be a little tougher to get up for speed jumps, depending on the reach of the stem of your choice, and the steering is a little quicker than the Pro.

Probably a better testimonial on the performance of Free Agent's frames are in the number of privateer riders who are using them to hunt down factory riders and factory rides. On the other hand, we also know a factory sponsored rider or two who use Free Agents — but in disguise. Different frame stickers can fool a lot of people, but the Free Agent corporate types know. Do they handle better than what you're riding now? Try one out and decide for yourself.

#### FOR MORE INFO:

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