

# GT-BMX 24 KIT

**M**ake the comp eat fishcakes. That could almost qualify as the GT slogan, the way GT riders have been scoopin' up wins across the country.

Wins mean sales, and one of the solidest sellers in the GT line is their 24 kit. It's nudging GT's Standard (20-inch) frame for the No. 2 rung in sales behind the Long (Pro) model. That explains why GT will be offering a second 24 kit (probably out by the time you read this). It'll be scaled down for the 10-to-13 goforit group.

The entire GT line includes:

The Pro 20. Frame and fork kit or frame only. American bottom bracket.

The Standard 20. Frame and fork kit or frame only. American or European bottom bracket.

The Junior 20. Frame and fork only.

The 16. Pit bike frame and fork kit.

The 26-inch racer. Frame and fork kit only.

The 24-inch racer. Frame and fork kit only.

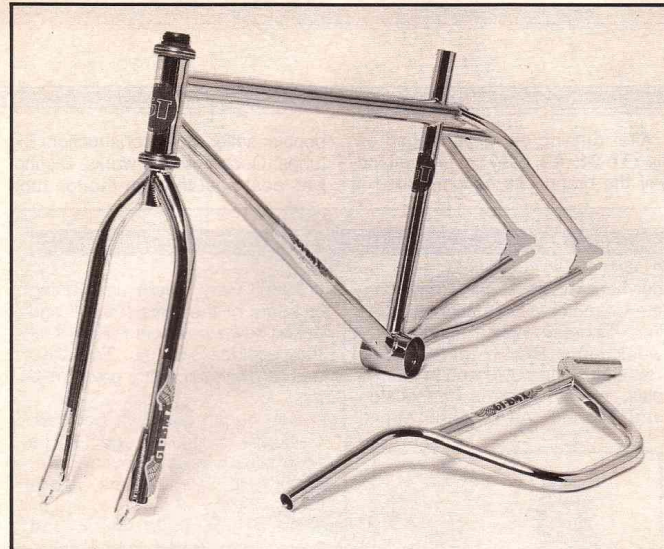
In addition, some new GT products like cranks, hubs, pedals, and stems are on the drawing boards. These guys are on the move.

And to keep 'em moving, GT is sponsoring a bunch of bermcycycle bazoonies. Travis Younger (5 Expert). Ryan Fien (7 Expert). Geoff Scofield (8 Expert). Mark Perez (11 Expert). Stevie Moore (11 Expert). Chris Torres (13 Expert). Mike Goeddey (14 Expert). Keith Gaynor (17 Expert). Greg Hill (Pro). Greg Esser (Pro). Rob Fehd (Cruiser).

GT produced two prototypes of the 24 before going into production last summer. Partners Gary Turner and Rich Long were shooting for the same kind of handling characteristics they had with their 20s. After doodling some ideas on paper, Gary did most of the prototyping. Feedback



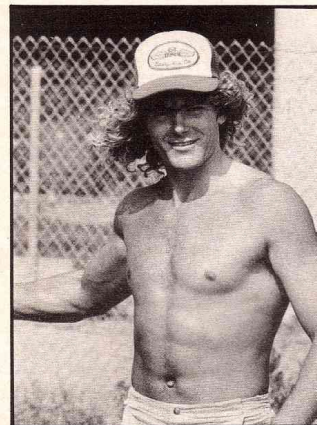
*The GT 24 is totally reliable when you're flying through the air like a big bird. Fehd at the controls.*



*Superqual 24-inch componentry. Observe how the seat tube pierces the top tube, a GT original. Trick.*

Both the top and down tubes of the 24 have a 1¼-inch diameter. This size tubing is used for their cruisers and Long model. The jumbo tubing reduces flex while increasing the surface area for welding.

Bigness is also the program for the fork dropouts. The thick tabs help eliminate the wiggles when balancing for two-pedal starts.



*New factory dude on the awesome Team GT, Rob Fehd (pronounced fade). Specialist in amateur 24-inch competition. Built like a brick outhouse.*



*One half of the Squidly Squadron and all of Rob Fehd, full-tilt bozo through the first turn at Dave Scott's new Harbor Raceway.*

from team (and non-team) riders helped GT finalize the design. Then about 30 bikes went out to key shops for more feedback.

Development continued even after the frame went into production. According to Rich Long, "We felt we had a very good bike when we put it out. About eight out of ten riders thought it was bitchen, but we got enough feedback from a few people we respected to look into a refinement of the geometry."

This feedback suggested that the front end was a might hard to get up, so GT shortened the back end, balanced everything out, and came up with the current production version.

The GT 24 frame and fork sell for approximately \$210. Add the GT handlebar and seat post and you're looking at about \$245. GT hopes to have a complete 24 race bike on the market by the end of the year. Also in the works are complete Standard and Long (Pro) 20-inch bikes.

The GT frame weighs 4 pounds, 1¼ ounces. The fork is a hair over 1 pound, 15 ounces.

Testing a virtual duplicate of Rob Fehd's 24 produced the following comments:

"I started riding it like I had been on the bike for a year."

"It feels like you're riding a 20-inch bike."

"The steering felt different."

"The front end feels steep. It's an advantage."

"Steady cornering bike."  
"They build excellent bikes. I don't have any complaints."

After running our guys ragged on the GT 24, it's easy to understand why the brand has become such a

popular seller. Solid construction. Big tubes. Geometry that works. Distinctive seat-post-through-the-top-tube

## ROB FEHD

**HOME TURF:** Seal Beach, California

**STATUS:** Leading ABA 15-25 Cruiser points standings as of May

**SPONSOR:** GT-BMX  
**CO-SPONSORS:** Aero, A'me, Echo, Shimano

### PERSONAL GEAR:

Echo full face helmet  
JT visor  
A'me goggles  
Simi-Wear jersey  
Aero pants  
JT Half Breed gloves  
Jox Jag shoes

### VEHICLE:

GT 24 frame  
GT 24 fork  
GT Standard handlebar  
Pro-Neck stem  
A'me grips  
Tange headset  
B.S. Dirt Skirt  
Araya 7X rims  
Shimano hubs  
Competition III 20 x 1.75 front tire  
Competition III 20 x 1.75 rear tire  
Dia-Compe sidepull rear brake  
Shimano Dx brake lever  
Shimano Dx pedals  
Takagi one-piece chrome-moly crank, 180mm  
Tange bottom bracket set  
Shimano 42T chainwheel and spider  
Shimano 18T freewheel  
DID chain, 1/8"  
Uni-Seat and seatpost  
Suntour seat post clamp  
GT safety pads  
Wizard number plate  
Complete bike weight: 25 pounds, 5 ounces (no pads or plate)

**DIALIN' IN**  
Pedal power  
Orange, California

nowhere to win 15-25. Cruiser at the Chandler Winternationals earlier this year. Won Pasadena a week later, took a third at the Houston Superbowl, won in Memphis, took seconds in Springfield and Tucson. As of early May,



Fehd was atop the ABA points table while owning an NBL record of two perfects and two seconds in four War of the Stars events.

Who is this new hero? Actually, Rob isn't new, just renewed. He has rediscovered the choiceness of BMX after five years on hold. The racers he's beating will probably be delighted to learn they can blame good ol' BMXA for the re-appearance of this 6 foot, 193 pound powerhouse.

The story began late last year. Rob strolled into a drug store and noticed a copy of BMXA. "I picked it up and saw all the guys I used to race years ago still doing it. That just pulled me back in."

Rob began his comeback racing locally on a 26-inch Huffly beach

cruiser. "Gary Turner was talking to some of the guys I raced and asked how I was doing. They said they couldn't beat me. Two days before Chandler, Gary gave me a call."

Rob began racing in Southern California in 1972 at age 11. His first bike was a Schwinn with motorcycle bars, fenders, and a banana seat.

He helped build one of the golden-oldie tracks in the sport. Western Sports Arama. That happened because he kept missing baseball games to race. His baseball manager, Bill Hemrick, checked out BMX and decided to build a track. He rented a tractor and turned Rob loose.

BMX got replaced by MX in 1976. Rob made it up to 125cc Intermediate. His motorcycling ended rather abruptly when Rob discovered he couldn't get any horsepower out of an antique Danish stove. He had been riding his dad's motorcycle which was suddenly traded for the stove.

About four years ago Rob sliced his left hand and wrist badly with a seven-inch power saw. "I could see the veins and bones and stuff." His left arm remained in various casts and braces for two full years.

Today Rob can't bend his hand back much more than level with his forearm. The accident put a definite crimp in his guitar playing.

Once out of his casts, Rob turned to weight lifting. He's been pumping iron for the past year and a half. That's how he developed his brick wall bod. That's appropriate since Rob and his brother, Dave, 20, are brick masons.

Since his return to racing, Rob has been going like gangbusters. A move up to Pro is possible. If that happens, our guess is that Fehd will make the grade. ■



"I could take it past the limits and still be safe." R.L.



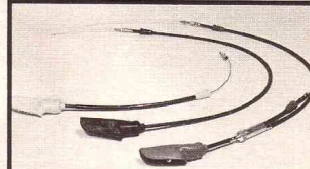
Buff and Fehd havin' at it on the first straight. The GT accelerated right smartly. This bike is fun to ride and just plain feels fast.

looks. Gobs of GT-garbed factory heroes.

Far as we can tell, GT may really stand for Gigungously Terrific. ■

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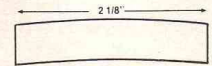
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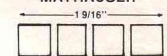
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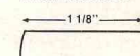
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