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BEST OF THE NEW BREED

Testing the New GT 26" BMX Racing Machine: Like Its Little Brother, Designed Especially For Tough BMX Competition.

by The Editors

Photos by Dave House & Mike Collins

Tested by Ron House & Jack Van Boheemen

Last month we told you about GT Pro frame and fork set. This month we have another combination from those folks over at GT BMX. GT has just come out with a cruiser frame and fork set. We got a hold of a set and we tested it. We liked what we found, but this story starts not in the plush offices of *Super BMX*, but rather at a race in Seattle, Washington.

Our test rider, Ron House, was at the ABA Northwest Nationals and while doing a couple of practice laps before the race, he spotted this new cruiser frame one of the GT Factory boys was riding. Now this frame wasn't painted or chromed, so Ron knew it had to be new. House always wanted to test a cruiser, and so he figured this was his opportunity.

Ron approached Rich Long and Gary Turner (Yes, GT does stand for Gary Turner) and asked if he could race the GT cruiser in the Jr. Cruiser class at the national. Long and Turner agreed and House had his chance. He took one practice lap and from the very beginning fell in love; sort of love at first ride.

Not only did House win his first moto in the cruiser class on the GT, but he went on to win the main as well. What is interesting here is that House had never competed in a cruiser class before. He won his first cruiser national on the GT. After the race House thanked Long and Turner and headed back to sunny Southern California.

Less than a week after the Seattle race we got a package from GT, sure enough our very own cruiser frame and fork! This one was chromed, unlike the set House tried out, and it was stamped with #0001—the very first GT cruiser. This is where the official test began.

We sent the frame and fork to Azusa Bike Shop in Azusa, California along with various components

collected from Shimano American Corporation in Sun Valley, California and BMX Products, Inc. (Mongoose). We had Azusa Bike Shop do the build-up and initial check-out of the bike to see that it is ready for our test.

When we arrived at Azusa we met up with one of their mechanics, Jack Van Boheemen. Normally a mechanic is not awfully important to the test, but Jack was. Van Boheemen comes from Delft, Holland and is visiting the U.S. for a year. In fact, by the time this article is published he'll be back in Holland. Jack started racing BMX just after he arrived in this country. Prior to that he was the two time Dutch 10 speed road racing champion.

Van Boheemen has ridden his 10 speed across the U.S. twice. It took him 18 days once to cross the continent (4,800 miles). At 17 Jack is in the Guinness Book of World Records for his bicycle achievements.

After Jack Van Boheemen completed the assembly and safety check he wanted to be the first to try it out. Of course we agreed and from the bike shop we went to the Azusa BMX Track, just a couple of miles away. Upon arrival at the track we found it to be in poor condition. The day before it rained and the track was still muddy. The test business however is sort of like the Post

"Ron fell in love . . . sort of love at first ride."

Office; neither rain nor snow nor dark of night shall keep us from our appointed rounds.

Jack jumped on the bike and started pedaling it around the dry parts of the track. After about a twenty minute workout we stopped him and asked what he thought of the GT, he responded: "It handles great!" He caught his breath and went on to say, "I've raced a lot of



This set does the job, as Ron very well knows.



"I've raced a lot of bikes, this is a well designed machine."

bikes and a few cruisers, this one is a well designed machine." Jack spent a couple of minutes more on the bike and then we loaded up and took off back to the bike shop.

At the Azusa Bike Shop we found Ron House and House had a hard time getting the bike back from Van Boheemen, you see, Ron wasn't the

"I raced it four times and got three firsts and a second."

- 1— *Kashimax BMX saddle, especially designed for BMX.*
- 2— *One of Shimano's new DX crank sets.*
- 3— *We adjusted this set to 180mm.*
- 4— *The KKT pedal.*
- 5— *This is part of the DX line, the front hub.*
- 6— *Notice the unique design of the Raleigh Red Dot.*
- 7— *The GT headtube is 4 inches long.*
- 8— *Shimano's DX Cassette hub allows quick rear sprocket changes.*
- 10— *Number plate by Cam.*
- 11— *Grips by A'ME.*
- 12— *No, the picture isn't upside down, the Pro Neck is. Built especially for this test, we used a Jr. Pro Neck.*
- 14— *The seat mast tube goes through the top frame tube, and then it's welded top and bottom.*

only person to fall in love with the cruiser. House got the bike and the testing began.

We asked Ron House to take the bike and race it as many times as possible over a weekend. Then check back and tell us what he thought. As usual the standing order was in effect: Find its flaws—break it if you can.

House took the GT cruiser to Azusa Track for a Friday night race and rode it in the cruiser class. He raced it in the Jr. cruiser class at the Norco, California track and then at the Corona, California YMCA track, again in the Jr. cruiser class. On Sunday of that weekend, House raced it in the Sr. cruiser class at the Monrovia, California track. Ron finished first, first, first and second.

When asked what he thought, Ron quickly said, "you tell me. I raced it four times and got three firsts and a second. Not bad for a bike I only raced four times."

We said, "you're right, but you're used to riding a lot of different bikes and doing well on them." To this he responded, "I'm not a cruiser rider; I raced against riders who do this all the time. The bike handled like a big 20-incher." House went on to

"The bike handles like a big 20-incher."

say: "I think they just took the GT Pro frame and fork and enlarged it, which is great—I'm genuinely impressed.

"I got on the bike and felt at home." He added, "I'm sure this bike isn't right for every rider, but if your feet will fit the pedals this is the cruiser for you."

The GT cruiser frame is built similar to the 20-inch model. The seat mast tube goes through the top frame tube. Most other frames are butted and welded, this design adds a great deal of strength to the frame. It has a unique four inch head tube and 1 1/4 inch top and bottom tubes which do not allow flex in the main triangle.

The frame weighs four lbs. eight oz. and the fork weighs one lb. 15 oz. The makers consider it a 26" racing set for BMX, designed for leverage, minimum flex and maximum handling.

The bike we tested was equipped with Shimano DX components and Kos bars. In addition, Pro Neck designed an up-side-down Jr. Pro Neck just for this test bike.

If you're in the market for a racing cruiser, take a good hard look at this combo. It's probably just what you're looking for. ☆

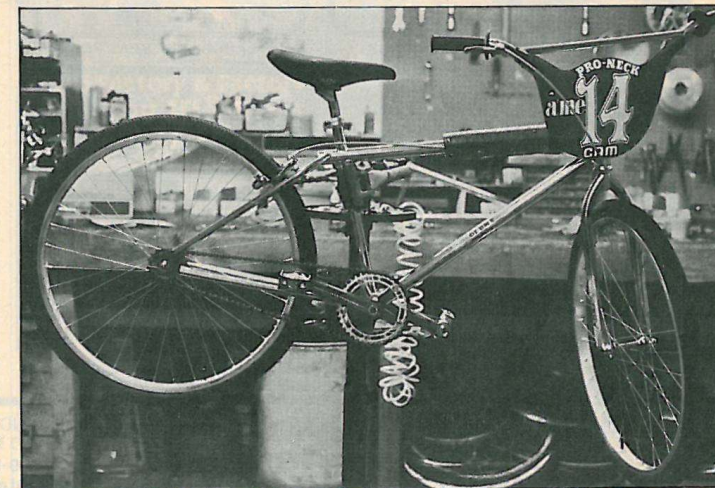
"If your feet will fit the pedals, this is the cruiser for you."

COMPONENTS

- Frame: 26" GT Cruiser
- Fork: 26" GT Cruiser
- Stem: Jr. Pro Neck (upside-down)
- Handlebars: Kos Bars
- Crank: Shimano DX (adjusted to 180mm)
- Headset: Tange
- Bottom Bracket Set: Shimano DX
- Rims: Front & Rear 26" Araya 7C
- Hubs—Front: Shimano DX
- Rear: Shimano DX Cassette
- Tires: Front & Rear Raleigh Red Dot
- Pedals: KKT
- Brakes: Rear Shimano DX Sidepull
- Seat Post: Shimano DX
- Seat Post Clamp: Tange
- Seat: Kashimax
- Chain: Uniglide
- Grips: A'ME



Ron House on the first cruiser prototype at the Northwest Nationals. He won the Jr. Cruiser class on it.



The complete GT cruiser before the test.

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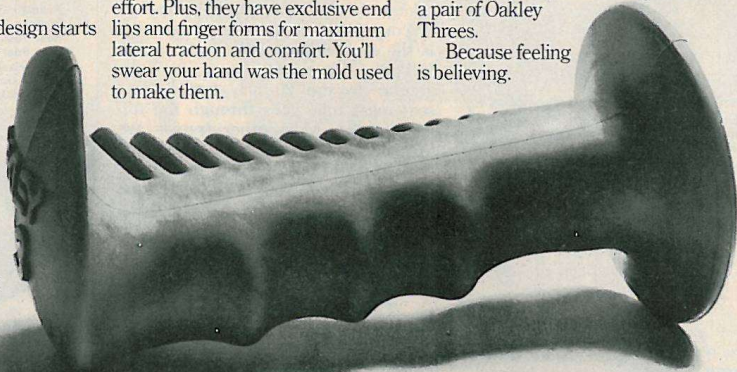
Our grips' advanced design starts with the material they're made of: a special blend of rubber we call Unobtanium 52™. Unobtanium has a unique adhesive quality that seems to grab you. And it's impervious to ultraviolet cracking and hardening.

Oakley Threes also have unique ribbed palm

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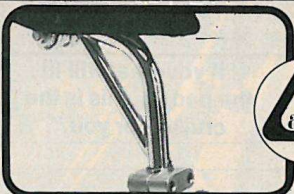
OAKLEY

Almost an unfair advantage.

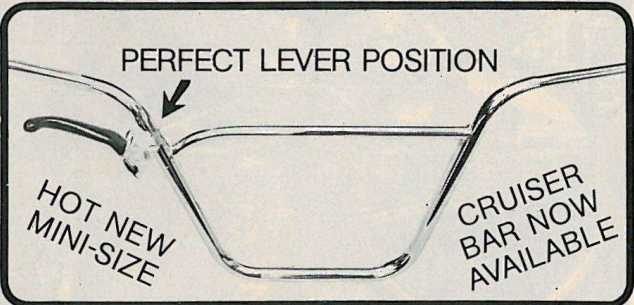
Suggested retail price for Oakley Threes: \$7.98



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(Continued from page 25)

Driscoll just went faster than I did, and I finished second." Had he been a couple of seconds faster, Timmy would have pulled off an unprecedented triple at the World Championship.

The Trophy Dash was the most important event of the World Championships, however. It carried the all-important title of "World Cham-

"Winning is a habit."

panion" with it—and a lot of other benefits that were yet to be known.

"I went into the first turn in fourth position," says Tim, and came out second. In the second turn I came out first, having passed everybody—Poulson, McNeil, Post, Driscoll—and it was home all the way."

He got a seven-foot trophy and a call from Mongoose making him the only non-Pro to have the Mongoose sponsorship.

"All you have to do is win," says Timmy.



Super BMX: Why haven't you gone Pro?

Tim: Why should I? I'm doing all right as an amateur. I'll think about it after I get out of high school.

What are your plans for after high school?

I don't know. Maybe I'll turn Pro.

Wise guy.

I'm considering college. But first I want to run a full season as a 16 expert.

What else can we expect in 1981?

Well, naturally there's the NBL tour this summer . . . and the World Championship next December. I'll probably try for two.

Anything else?

I am planning some surprise visits

"I want to race in California this summer and show 'em where it's at. People are startin' to learn that Florida has some hot racers."

to races in other leagues. Say suddenly popping in on an NBA or ABA National or two. I'd like to race some in California for sure. Florida has some real hot races, and I'd like to show California just where it's at." ☆

John Piant
NBL #1
NBL 16 Expert

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GOTCHA covered, D-G manufactures frames & frame sets for the Toddler (16 inch) to a full blown Racing Cruiser (26 inch)

For more information contact your local BMX bicycle dealer or send \$1.50 for your own **D-G BMX** catalog and free **D-G BMX** decals.

Photo By Bud Harris. Courtesy of TOTAL BMX EAST
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