

**BMX
ACTION**
OFFICIAL
test

GT
INTERCEPTOR

WORDS BY LEW
PHOTOS BY WINDY

THE INITIAL CHALLENGE

They told us it would take abuse. They told us it was worth the price. They told us it was a totally rad bike for anybody who likes to thrash, race, and just plain have fun.

Yeah, sure. That's what they always say. Then they dared us to break it. That was their first mistake. Or so we thought . . .

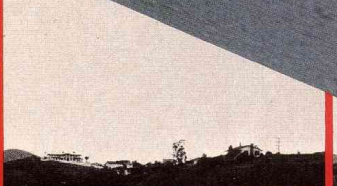
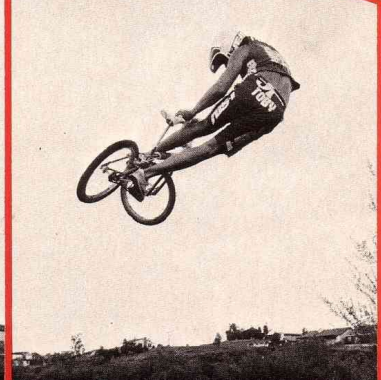
SHIPPING AND RECEIVING:

When we got the bike, Toby muttered something about it looking pretty stable, and maybe we should call off the bet. We told Toby to go jump in a lake . . . we were kidding, of course.

But it seems as though GT wasn't . . . they even sent Kevin "Speedcore" Hull over to help us try and destroy the bike. This was going to be good. GT seemed completely confident that their low-budget racer would pass an Official BMXA Test. We



Without regard for personal safety, common man's morals, or the water temperature, "Mr. Fearless," Toby Henderson, took the Nestea plunge . . . BMX style.



What better way to cool yourself off on a hot, 100 degree plus, sweltering and sweaty, sunny Southern California day? WAIT! I cannot tell a lie . . . it was a cloudy, 90 percent chance of rain, totally bogus type day. Yup, we have those about twice a year.

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BMX ACTION
cool caption say-
ing No. 472—A
fair share of air
with plenty to
spare. Kevin Hull
fittin' the
description.



Tommy woke up long
enough to race
around the track a
few times. He said
the Interceptor didn't
have near as much
power as his old one
did, but this is a bi-
cycle. We concluded
that it'd make a great
beginner machine.
Nothing more,
nothing less.

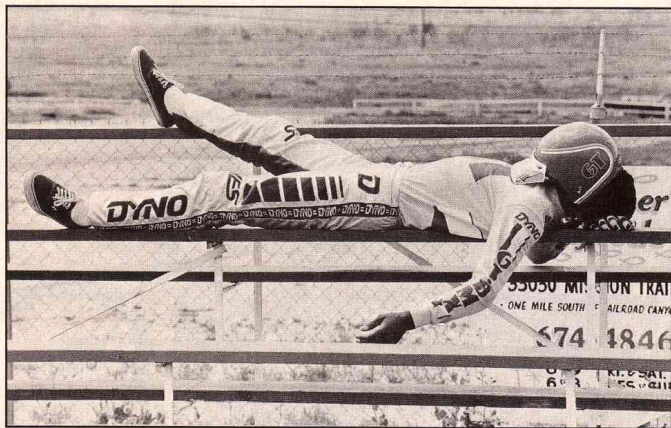


were completely confident that we'd have to bury it at the test site.

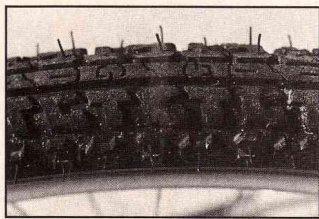
Right off the bat we took note of the materials used in construction. It had a tri-moly frame—you know, the front triangle is chrome-moly, the rear triangle is mild steel. We figured Toby would break it like a toothpick. Ha! GT even had the nerve to call the bike the "Interceptor."

We began to get a little wary about the GT after we started taking a closer look at it. Nobody told us it was going to come with SR chrome-moly cranks, or Dia-Compe 890 rear brakes, or chrome-moly GT Pro forks, or Ukai alloy wheels, or GT tires, or . . .

But hey, no problem. We could live with that. Sure, it looked pretty cool and had decent components, but there was NO WAY it was getting by Toby without getting tweaked.



While Toby and Kevin were trying to destroy the GT, Tommy was doing his own testing. He said the bleachers held up fine, the colors were okay, and the geometry was great for walking on. But they failed in comfortability.



A GT wouldn't be complete without the famous GT tires. On a scale from one to ten for traction, they'd get an eight. And in the looks department, we'd give 'em a ten.

Usually Toby has to come in days before a test to get the bike set up to his size. Not this time . . . the Interceptor felt surprisingly comfortable. The wide bars were a contributing factor. Toby usually rides a big, long bike. The Interceptor is on the short side, but you've still got plenty of leg room. With its neutral geometry (for the record, it has nearly the same geometry as the higher-priced GT Pro), it makes for a stable, good handling bike.

But handling isn't everything. Looks count, too. And the Interceptor looks sharp in GT's trademark electric blue, white, or chrome with matching components. Not bad, although some flashy new colors would really do the bike justice. The graphics give the bike a clean look. I guess you could say GT passed the "appearance" test before we even started.

EXCELLENT—the width had a lot to do with that . . . 28 inches. Killer. Toby was in shock after he found out they were mild steel and he didn't bend 'em.

The Dia-Compe 890 brakes stopped better than good, and didn't bust, bend, or rattle loose during re-entry.

The stem was slipping at first, but after we gave it the old mega-torque treatment with the allen wrench, it went nowhere. It held up fine under some serious stress and verbal abuse from Toby. Some guys get fed up with components that DON'T break.

Izumi provides the chain on all GT bikes, including the Interceptor. A standard issue 43 tooth steel SR front sprocket doesn't exactly win awards for flashy looks, and it's not quite a quick-change, but it gets the job done. So does the 16 tooth SunTour freewheel. The gearing is a little hard to pump because the cranks are only 175s . . . no biggie.

In the comfort dept . . . the A'me Rounds were a bonus, and the Vis-count seat didn't damage anybody's buns. The straight seat post could've been substituted for a layback to make matters easier on Toby, but he adapted quickly. Hull threw a Snakepost on his Interceptor for a little added room so he could cross the bars up all the way. How did a guy like Kevin come up with such a good idea? We're baffled.

In a last-ditch, desperate attempt to inflict damage to the Interceptor, Toby took our earlier suggestion seriously . . . he made the plunge into the murky depths of Canyon Lake—aboard the GT! Unfortunately, the only thing Toby managed to accomplish was soaking himself and losing his visor . . . the Interceptor stayed intact. Way to go, Henderson. Now you'll have to go through life looking like a bowling ball.

OUR FINAL SUMMARY:

Okay, okay, we admit it, GT . . . the Interceptor held up great and passed the highly stringent BMX ACTION Official Test. And yeah, we'll owe you guys lunch at Chubasco's—Toby's buying.

But we still say we were cheated—GT never told us that the Interceptor was going to be as tough as it was, or that it was going to look so rad, or that it would handle so good . . . they just told us it cost around \$180. The bike we tested did not feel like a \$180 bicycle. But it was. We still don't believe it.

Here's a simple word of advice to all of you guys: If anybody out there is considering buying an Interceptor, don't let the price fool ya—this bike is RAD.



PRICE & SPECS

COMPLETE BIKE PRICE: \$180.00, suggested retail price.

FINISHES AVAILABLE: Blue, white, and chrome.

COMPLETE BIKE WEIGHT: 25 pounds, 4 ounces.

FRAME WEIGHT: 4 pounds, 8 1/2 ounces.

FORK WEIGHT: 1 pound, 11 ounces.

HANDLEBAR RISE: 9 1/2 inches.

HANDLEBAR WIDTH: 28 inches.

TOP TUBE O.D.: 1 1/4 inches.

DOWN TUBE O.D.: 1 3/8 inches.

FORK LEG O.D.: 1 inch.

HEAD TUBE ANGLE: 71 degrees.

SEAT TUBE ANGLE: 70 degrees.

BOTTOM BRACKET HEIGHT: 11 1/2 inches.

WHEELBASE: 35 1/2 to 37 1/2 inches.

FRONT SPROCKET: SR, 43 tooth, steel.

REAR SPROCKET: SunTour, 16 tooth.

SEAT: GT, made by Viscount.

SEAT POST: Steel, straight.

SEAT POST CLAMP: GT alloy.

ACCESSORIES: Real spiff reflectors and a keen chain guard.

COMPONENTS

FRAME: GT Pro design, tri-moly.

FORK: GT Pro design, 4130 chrome-moly.

HANDLEBAR: GT Pro design, mild steel.

HANDLEBAR STEM: SR, chrome-moly and aluminum.

GRIPS: A'me Round, rubber.

HEADSET: GT Epoch.

RIMS: Ukai 7C, alloy.

SPOKES: 36, 14 gauge.

HUBS: Mankano, steel.

TIRES: GT skinwall, 20 x 1.75 front and rear.

BRAKES: Dia-Compe 890, rear only.

BRAKE PADS: Dia-Compe.

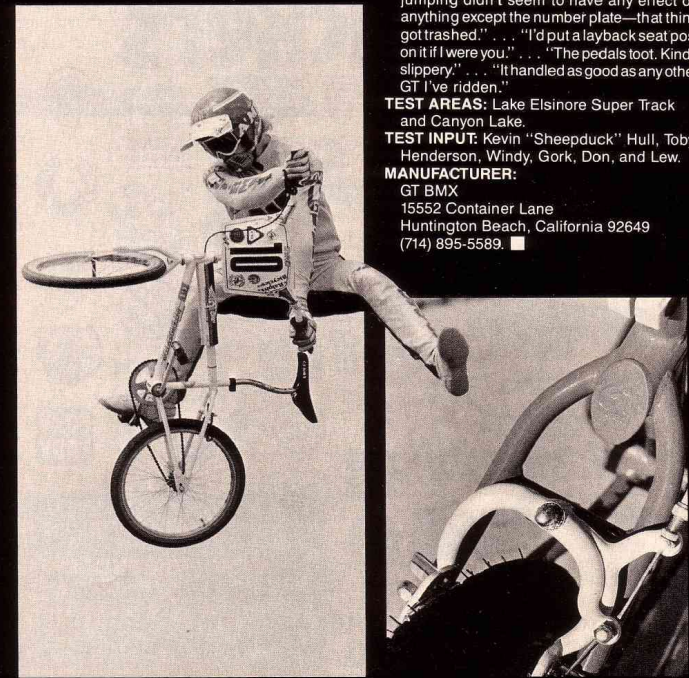
BRAKE LEVERS: Dia-Compe Tech 4.

BRAKE CABLES: Dia-Compe.

CRANKS: SR, chrome-moly, one-piece, 175mm.

PEDALS: SR Model 519, plastic body with mild steel spindles.

BOTTOM BRACKET SET: Hatta, steel.



Performance Evaluation

PURPOSE: All forms of street thrashin', and beginner to novice racing.

AGE RANGE: 12 to 15.

QUALITY OF FINISH: Good. Good paint—no chips or thin spots. On the down side, the color selection isn't anything to wet your pants about, and the decal application on our test bike was poor—wrinkled, bubbled, and peeling.

QUALITY OF WELDING: Excellent. Flaw free.

QUALITY OF COMPONENTRY: Exceptionally good. SR puts out great stuff!

GEOMETRY: Perfect. Exactly like the top-of-the-line GT Pro. GT has their frame dialed.

HANDLING: Good.

MISCELLANEOUS COMMENTS: "Looking at the price, you expect WAY less than you get, but you end up getting WAY more than what you pay for" . . . "If you buy one of these for your first bike, it's gonna last a long time" . . . "I love those tires. Excellent track tread. I hear they get the job done for freestyle too" . . . "I don't believe Toby didn't mangle anything but the pedal spindles" . . . "The bars are WIDE. Getting used to 'em is no problem. Just hop on and take off" . . . "The lake jumping didn't seem to have any effect on anything except the number plate—that thing got trashed" . . . "I'd put a layback seat post on it if I were you" . . . "The pedals toot. Kinda slippery" . . . "It handled as good as any other GT I've ridden."

TEST AREAS: Lake Elsinore Super Track and Canyon Lake.

TEST INPUT: Kevin "Sheepduck" Hull, Toby Henderson, Windy, Gork, Don, and Lew.

MANUFACTURER:

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