

GT MACH ONE

PRICED LIKE AN IMPORT, BUT BUILT IN AMERICA

The era of BMX history that we're in right now will go down in the history books as the age of the "Right-Around-\$200-But-Still-Completely-Raceable-Econo-Qual-Scout."

In this new breed of race-ready complete bikes, it's extremely rare to find one that has its frame and fork built in the U.S.A. and still has a price tag that's within reasonable sight of 200 clams. Of course that's because it costs WAY more to make a frame here than to have it built in the Orient (usually synonymous with Taiwan), which is where most "R.A.\$B.S.C.R.E.Q.S.s" are built.

But the GT Mach One has a made in the U.S.A. GT frame and fork, and the complete bike should hit the floor of your friendly local bike shop at right around \$229. That's hot! And the frame and fork construction are exactly what you've come to expect from GT.

CLASSY CHASSIS — UP CLOSE AND PERSONAL

Ah yes, the usual GT good stuff. Pressed-on head tube rings for extra strength in the steering head tube. And of course, the GT mark

of distinction — the seat tube pierces the top tube and the seat stays meet the top tube behind the seat tube. This is some classic construction here, gang.

The welds are typically GT. Nice even beads. No seagull turds anywhere.

Total heft of the frame is a mere 4 pounds, 2 1/2 ounces, which is exactly the same weight as the frame on the GT Pro Series that we tested in the June '84 issue. All right!

The fork is a GT Pro, although it is a different style than the fork that's being used on the top-of-the-line '84 GT Pro Series bikes. Rest assured that it's made here and is totally chrome-moly.

After the frame and fork exam, we had to wonder, "With that much class in the chassis, did they skimp in other areas to make up for the extra cost? Will any serious weak points overshadow the ultra-sano GT stuff?" Well, we're gonna sneak up on our Mach One and do some



Mighty BMX undercover work (in the form of a heavy-duty motatin' test, of course) in search of the down and dirty truth.

COMPONENT COUNTDOWN

During our first glance at the components, it was real tough figuring out where they saved enough bucks to give you a "real" GT chassis. There are some qual goodies on here for such a low-dollar bike.

SR supplies lots of the proto-alamoto components like the P-468 pedals, the 175mm one-piece forged chrome-moly cranks, and the MS-422 stem.

The hubs are also from SR, and one of them has a cost-saving feature. The front axle is a rather wimpy 5/16 inch diameter jobber that bent very easily during testing. A 3/8 inch diameter replacement unit would be a wise idea, and the smiling faces down at your local bike shop should be able to set you up with one. The rear hub already comes stock with the beefier 3/8 inch diameter axle.

GT for sure didn't cut costs when they installed the A'me Round grips that grace both ends of the bars. No plastic palm-eaters here. Yea!

Whoa for the Mach One comes from a complete Dia-Compe brake set-up — a Tech 3 lever, standard cable, and an 890 caliper. We've had reasonably good success with the 890s in the past, but this time they were seriously down on power. We can't point an accusing finger at the caliper, though. The blame should go to the dinky little brake shoes. They have a raised arrow pattern on them that reduces the braking surface, and they're also quite a bit shorter than the good-guy red Dia-Compe shoes, which have a nice, flat braking surface.

The GT Mach One flies just like an arrow — straight and true. For right in the neighborhood of \$229, you get an awful lot of bike for your buck.

A new set of shoes would be a good idea.

The Ambrosio aluminum rims are pretty tough cookies. While we were out testing, the spokes loosened up a BUNCH, which should have made the rims REAL easy to bend. But except for a few tiny wiggles, the rims stayed amazingly straight.

Another thing that's noteworthy is that the Ambrosios are not welded at the seam like most rims. Two pins are all that join them together at their ends. Believe it or not, it works. There's no tendency for the brakes to grab on the seam, either.

The Ambrosios are shod with Comp III repli-knobs from LHR. They work pretty okay considering that they're imitations.

The seat post clamp is a generic aluminum number, and the seat post is a budget-minded GT mild steel piece that we expected to bend, but it never did.

The seat's pretty cool. It's an aero style pup that doesn't have *too* big a lip on the back to bruise your cheeks, and it's pretty comfy — even on long rides. For you dudes who crave factory I.D.s, it's got GT logos imprinted on the sides.

The front sprocket is a quick-change Tuf-Neck aluminum chain-wheel that'll be bolted onto either a Takagi or SR spider. (Exactly which one depends on availability.)

The freewheel is a classy Sun-Tour four-key goodie. Good stuff.

Even the headset and bottom bracket, which are usually a couple spots where manufacturers try to save some dinero, are fitted with Hatta equipment. Not too shabby.

GET IT IN GEAR AND GO!

Our senior test exec for this highly rad-loactive thrashing session was

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SWOOPING IN FOR AN ULTRA-CLOSE LOOK AT BAD BRIT AUDEOUD'S GT JR.

While we were cookin' along with the test of the Mach One, we decided to snag Brit Audeoud into dropping by our high-zoot and extremely spacious Wiz Pubs factory headquarters so we could dissect his bike in search of some factory tricks for our semi-pint-size readers and their factory mechanics.

According to Brit's personal

mechanic, Dick Audeoud, Brit's bike is set up with greater emphasis on strength rather than weight. "We couldn't go into anything too light because Brit likes to jump. There are no real race secrets on this bike — you just have to look at it to see what we've done."

No sooner said than done. Are you heading for the bike shop yet?

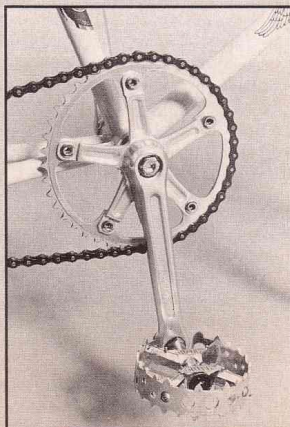


BRIT AUDEOUD — PERSONAL SPECS

AGE: 9.
HOME TURF: Laguna Niguel, California.
SPONSOR: GT BMX.
CO-SPONSORS: A'me, Dyno, Flite, Yes.

PERSONAL GEAR

HELMET: Yes.
VISOR: GT.
GOGGLES: A'me.
MOUTH GUARD: A'me, cut in half. ("I tried a full one, but I couldn't turn my head 'cause it hit my chest.")
JERSEY: Dyno.
PANTS: Yes.
SHOES: Vans low-tops.
GLOVES: He usually doesn't wear gloves, but when he does, he'll wear 10-speed leather gloves or GT cotton gloves.



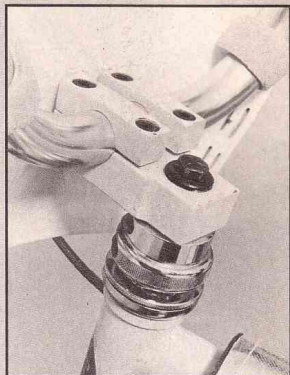
VEHICLE

COMPLETE BIKE WEIGHT (race-ready with pads and plate): 15 pounds, 10 ounces.

FRAME & FORK: GT Jr., chrome-moly.

HANDLEBAR: GT Jr., aluminum.

HANDLEBAR STEM: Torker, Ultra-4 aluminum.



GRIPS: A'me Mini Dual, rubber.

HEADSET: Tioga with Hutch Jr. headset lock.

RIMS: Araya 20 X 1 1/8, aluminum.

SPOKES: 36, .080/.060/.080, stainless steel with brass nipples.

HUBS: GT, sealed-bearing, low-flange, aluminum shells with hollow aluminum axles.

TIRES: Tioga Comp III, 20 X 1 1/8. ("That size is hard to get. I get mine from Ralph's Bicycles, in Downey, California. They also true the wheels.")

TUBES: Panaracer ExtraLite.

BRAKE: Dia-Compe 730 caliper, rear only.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 3.

BRAKE CABLE: Dia-Compe.

PEDALS: Hutch Pro-size pedals with Hutch titanium mini pedal shafts.

CRANK: Shimano Dura-Ace, three piece forged aluminum, 172.5mm.

BOTTOM BRACKET SET: O.M.A.S., sealed-bearing, with titanium spindle.

FRONT SPROCKET: Shimano aluminum chainwheel, 43 teeth.

FREEWHEEL: SunTour, 17 teeth.

CHAIN: Sedisport, 3/32 inch.

SEAT & SEAT POST: Uni Turbo with integral fiberglass seat post.

SEAT POST CLAMP: Elf mini, aluminum.

PADS: Flite.

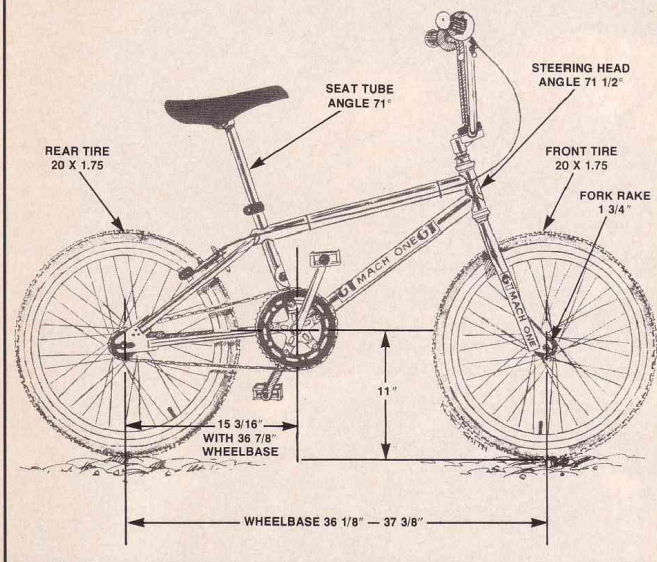
NUMBER PLATE: Zeronine Mini-Flite.

EXTRAS: RadKaps valve caps.



Bookin' and cookin' down the speed trail at "The U." The Mach One handles most excellently AND comfortably. There's never any white knuckle action — even when you're hitting Mach speeds.

GT MACH ONE



Price & Specs

COMPLETE BIKE PRICE: \$229.00.

FINISHES AVAILABLE: Chrome with black components, and yellow or white with blue components.

COMPLETE BIKE WEIGHT (without pads or plate): 24 pounds, 1/2 ounce.

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

FORK WEIGHT: 1 pound, 10 1/2 ounces.

HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area): 8 1/2 inches.

HANDLEBAR WIDTH: 27 13/16 inches.

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

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

FORK LEG O.D.: 1 inch.

Components

FRAME: GT Pro, chrome-moly.

FORK: GT Pro, chrome-moly.

HANDLEBAR: GT Pro style, mild steel.

HANDLEBAR STEM: SR MS-422, aluminum and chrome-moly.

GRIPS: A'me Round, rubber.

HEADSET: Hatta MX-II.

RIMS: Ambrosio, aluminum.

SPOKES: 36, .080, with brass nipples.

HUBS: SR, low-flange, aluminum shells.

TIRES: LHR.

BRAKE: Dia-Compe 890 caliper, rear only.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 3.

BRAKE CABLE: Dia-Compe.

PEDALS: SR P-468, aluminum and chrome-moly.

CRANK: SR, one-piece forged chrome-moly, 175mm.

BOTTOM BRACKET SET: Hatta standard.

FRONT SPROCKET: Tuf-Neck Universal aluminum chainwheel, 44 teeth.

SPIDER: Takagi or SR.

REAR SPROCKET: SunTour, 16 teeth.

CHAIN: TYC, 1/8 inch.

SEAT: Aero GT.

SEAT POST: GT, mild steel.

SEAT POST CLAMP: Aluminum.

Performance Evaluation

PURPOSE: Racing (up to and including mid to high-level expert), very streetable econo-bike.

AGE RANGE: 13 and over racing, 12 and over street.

QUALITY OF FINISH: Very good to excellent. Highly polished chrome, but just a little thin on the end of the rear dropouts.

QUALITY OF WELDING: Excellent. Totally clean and precise beads.

QUALITY OF COMPONENTRY: Good to very good.

GEOMETRY: Excellent. Equally good for a beginner or pro.

HANDLING: Excellent. Stable but not too slow, and no problems in any category. Keep your weight just a little forward of mid-ship for cornering, and right in the middle for jumping.

MISCELLANEOUS COMMENTS: A bigger front axle is an absolute necessity; the stocker bends too easily. . . . On the front wheel, make sure you fill up the space between the cone nuts and the axle dropouts with a few washers so that you're not stressing the front dropouts when you tighten the axle nuts. . . . It's nice to see some rubber grips on here — not plastic palm-eaters. . . . The LHR tires work okay. . . . The Ambrosio rims are pretty tough indeed. . . . Great bike for the bucks.

TEST INPUT: R.L. Osborn, Windy, Steve Giberson, Andy Jenkins, and Don Toshach.

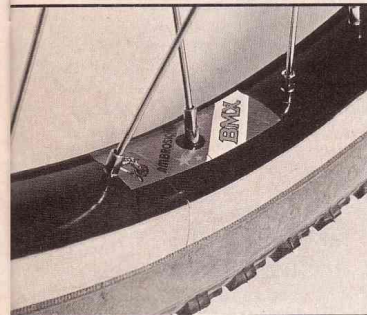
MANUFACTURER:

GT BMX
5422 Commercial Drive
Huntington Beach, CA
92646

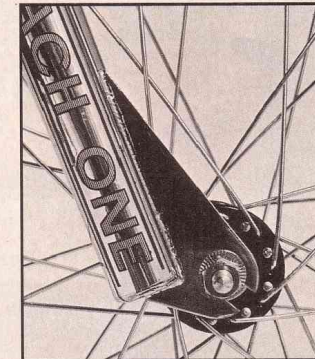
Tel: (714) 895-5589
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The components are cool, the quality is there, and after you install a beefier front axle, you can subject it to ungodly amounts of thrashing.



See that line that runs across the braking surface of this Ambrosio rim? Yeah, that's the seam, and no, it's not welded together. Instead, the rim is held together with pins that run through the hollow section in the interior. What's really crazy is that it works. These rims are some tough characters.



Real chrome-moly GT Pro forks? You betcha. The SR hubs that are in place on both the front and rear wheel are cool, but the front axle is a little on the weak side. It should be pretty easy to replace with a larger diameter unit.



Yeah, for an econo-quality scoot, the GT definitely cuts the mustard. It doesn't even matter what you use it for — thrashing OR racing. It hangs in there. It'd even work pretty good for a little beginning freestyle action, but for that you'd need a good front caliper for sure, and possibly a rear coaster brake.

pulse rates due to the bike trying to swap ends or get squirrely, even while blasting down the killer megadrop into "The U."

Cornering is pretty neutral, with no struggle necessary to get it to turn. You never get the feeling that it's so quick that it's gonna crab on you, either. Since there's a 20 X 1.75 tire mounted up front, your weight should be kept just a bit forward of the midsection when you're standing

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none other than R.L. Osborn, and the location of the attempted murder was the infamous and very radical riding area known to the locals as "The U" out in the desert of Palmdale, California.

As we put more and more time

on the Mach One, we found that the more we rode it, the more we liked it — especially when we were riding it FAST. The geometry is just a hair on the slow side, so it's extremely stable and comfortable at higher speeds, and there were never any unnecessary boosts in our

R.L. and the Mach One, caught in the midst of some one-handed, one-footed, tabletop madness over Palmdale. Now that's GNARLY!



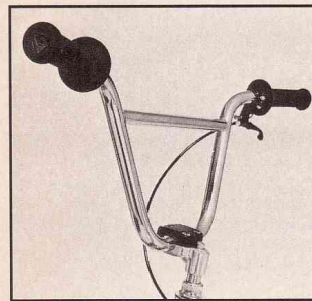
Photo by Windy

up and blasting into a corner. That'll keep enough weight on the front end to remove just about any possibility of front end wash-out

While wailin' on the GT, R.L. logged just about enough flight time to qualify for an upcoming mission of the Space Shuttle. The Mach One handles in the air.

THINGS TO DO IF YOU BUY A MACH ONE

Make sure you keep a very watch-



Yup, those are real A'mes, and a trusty SR MS-422 stem. The bars are styled like GT's Pro bars, but are constructed from mild steel instead of chrome-moly.

ful eye on spokes, at least 'til you've put a few hours in on it.

Definitely go for a larger front axle. Also, to make sure that the fork tabs will live a longer, happier, and untweaked life, use some washers to take up the space between the tabs and the hub adjusting cones. Those tricks will keep the fork tabs in tune and the front end more solid-feeling.

A set of accessory brake shoes, or at least a set of Dia-Compe red pads will make you breathe much easier when it comes time to slow down. That's it.

WHAT DOES IT ALL MEAN?

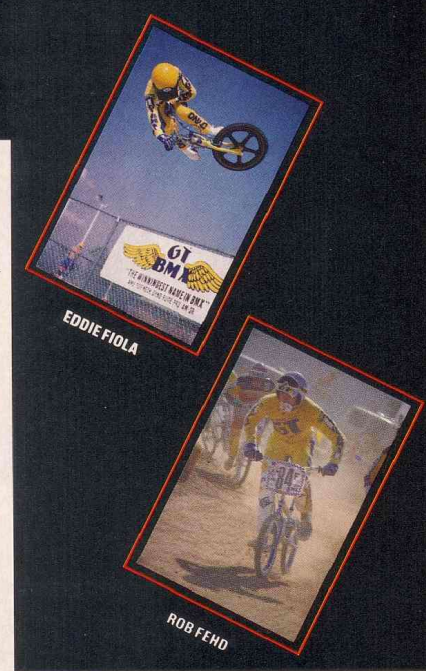
When you add everything up, here's what you get:

1. An excellent handling bike.
2. Mostly good components and a few very good ones.
3. A few minor glitches that will be easy (and fairly inexpensive) to fix.
4. A very reasonable price tag.
5. A quality bike that's going to last.

And that, sports fans, is exactly what you're looking for in an "R.A.\$B.S.C.R.E.Q.S." ■

HOT OFF THE PRESS!

Seattle, WA (MP) King of the skate parks, Eddie Fiola and AA Pro, Rob Fehd, have been captured on gigantic 23" x 35" full color posters. The posters are being held in Seattle at a heavily guarded PHOTOCROSS factory warehouse. From there the posters are sealed into heavy-duty cardboard tubing, assuring the highest degree of protection possible for wrinkle-free, smooth posters. Only a postage stamp away, these action-packed, explosively colorful posters can be yours for a mere five dollars each. No confusing shipping and handling charges to add. Just an even five bucks!



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