

BMX ACTION
OFFICIAL TEST

BMX ACTION
No.1
BICYCLE
1982
NORA CUP

GT PRO

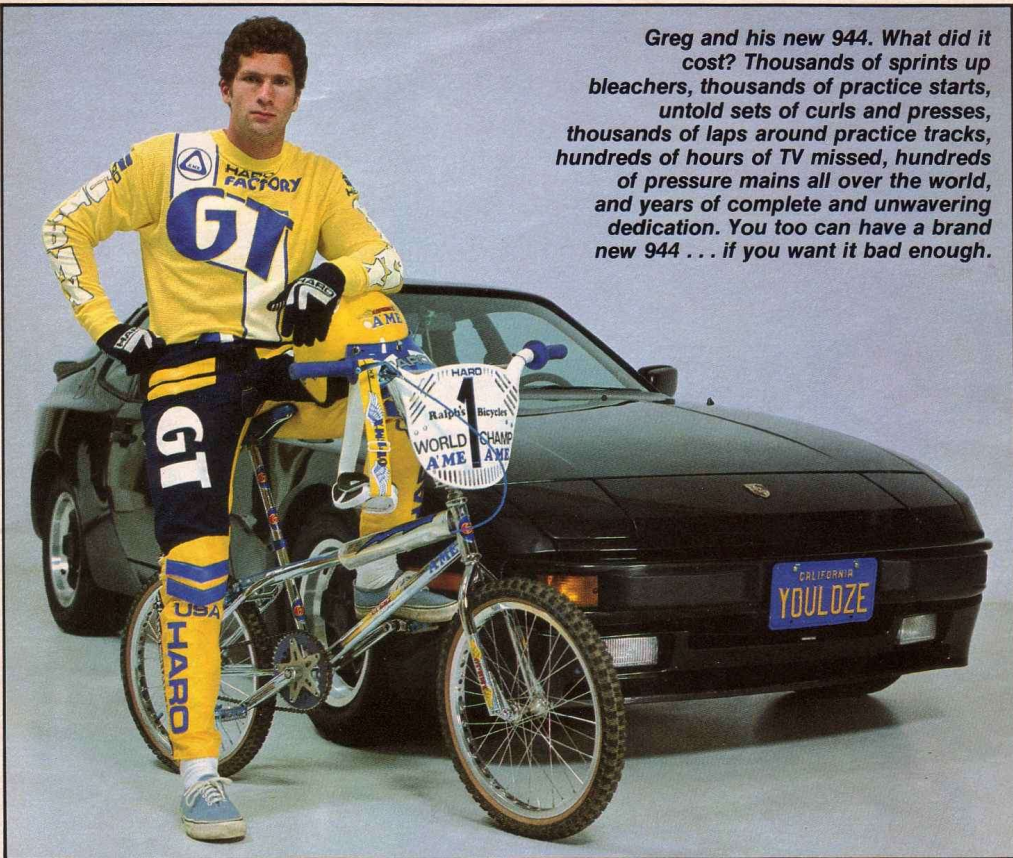
“THERE ARE FEW BIKES THAT A RIDER CAN CLIMB ON AND INSTANTLY PUSH TO THE OUTER LIMITS OF CONTROL. GT IS ONE OF THE FEW.”—GIBEY

GT hit the jackpot in 1982. They had a year that most factories only dream of. The GT bicycle and GT's pro, Greg Hill, both swooped their divisions in NORA Cup voting. Team GT won both the NBL and ABA team championships. GT factory dudes Rob Fehd, Nelson Chanady, and the awesome Geoff Scofield all scarfed on NBL National No. 1 plates. Holy chrome-moly, what a year.



A jam sandwich: Greg Hill, jammed between R.L. and Buff.

Photo by Bob Osborn



Greg and his new 944. What did it cost? Thousands of sprints up bleachers, thousands of practice starts, untold sets of curls and presses, thousands of laps around practice tracks, hundreds of hours of TV missed, hundreds of pressure mains all over the world, and years of complete and unwavering dedication. You too can have a brand new 944 . . . if you want it bad enough.

HILL'S MACHINE

In a sport where tricker is quicker, you'd expect Greg Hill's bike to be an ultra-trick, hi-tech, one-off factory number, right?

Well, we hate to be the ones to bust your bubble, but there isn't anything on Greg's bike that you can't have, if you've got the bucks. Well, except Greg.

What he does is make use of every square inch of his bike to increase speed and control. Setup is critical. Paying attention to details like seat height pays off at the finish line. Greg explains, "I use my seat a lot. I use it to help balance on the gate and it gives me more stability going into turns." He sets his seat so that it just touches

the crotch of his pants when he's standing flat-footed and straight-legged on the ground.

FRAME: GT Pro, chrome-moly.

FORK: GT Pro, chrome-moly, leading axle.

HANDLEBAR: GT Pro, chrome-moly.

HANDLEBAR STEM: Redline, aluminum and chrome-moly.

GRIPS: A'me Dual.

HEADSET: Tioga.

RIMS: Mongoose Pro Class, pierced aluminum.

SPOKES: .080, chrome-plated.

HUBS: Campagnolo Record, aluminum.

TIRES: Comp III, 2.125 front, 1.75 rear.

TUBES: 20 X 1.75.

BRAKE: Dia-Compe MX caliper, rear only.

BRAKE SHOES: Kool-Stop.

BRAKE LEVER: Dia-Compe.

BRAKE CABLE: Dia-Compe.

PEDALS: KKT Lightning with

VDC cage extension kit.

CRANK: Profile, tubular chrome-moly, 180mm.

BOTTOM BRACKET SET:

Profile, sealed bearing.

FRONT SPROCKET: Pete's Precision, aluminum, 3/32, 43 teeth.

SPIDER: Profile, aluminum.

FREEWHEEL: SunTour, 3/32, 16 teeth.

CHAIN: Sedisport, 3/32.

SEAT: Kashimax.

SEAT POST: GT, chrome-moly.

SEAT POST CLAMP: Tuf-Neck, aluminum.

SAFETY PADS: Zap Pads.

NUMBER PLATE: Haro Flo-Panel.

GT PRO

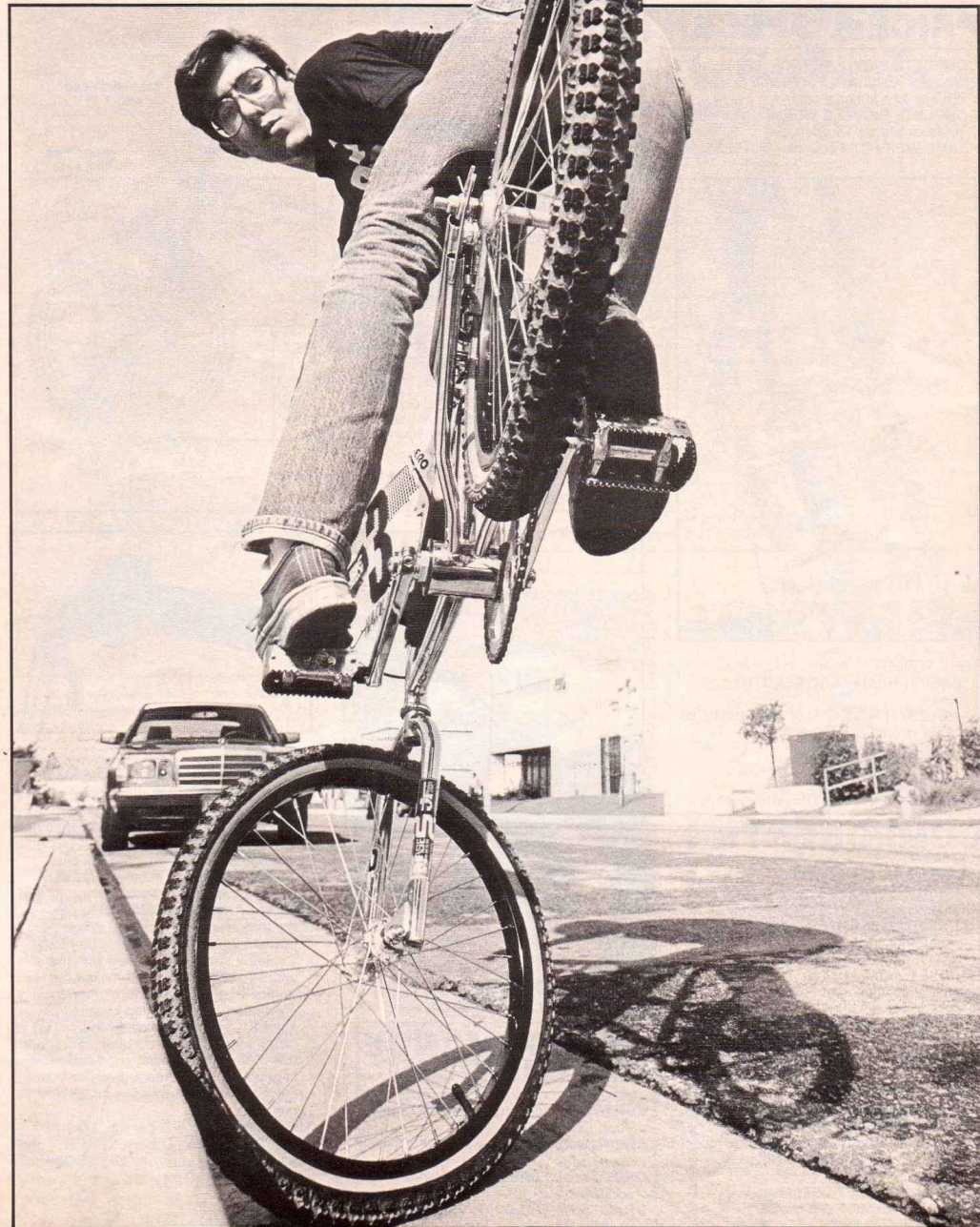


Meet the killer. This is the bike that topped the voting in BMX ACTION magazine's NORA Cup awards. GT Pro.

During testing, Greg Hill was getting massive air. Look at Grubbs in the background with his mouth open. That's Giberson shooting.



Behind the scenes; shooting the intro spread for this article. Manning the Nikons from ground zero is Oz. Clearing the triple whoops are Greg Hill and the Squidley Squadron.



The Grubby One, privateering on a GT since his divorce from Redline. Kicked-out curb endo.

GT PRO

PRICE & SPECS

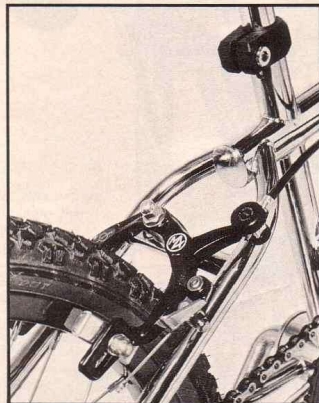
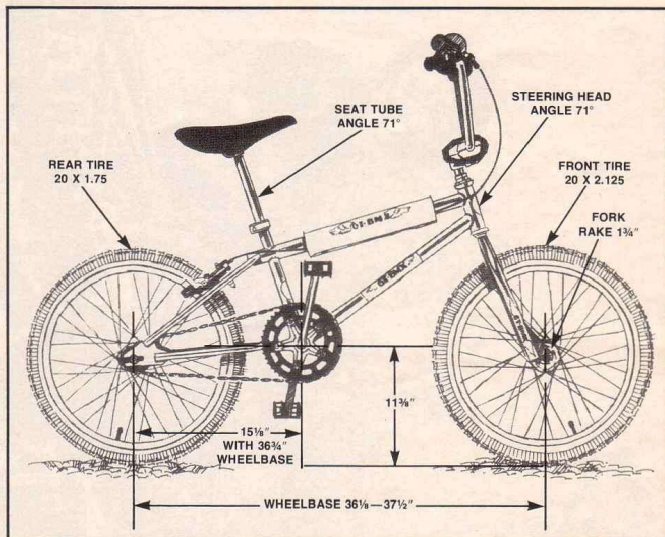
COMPLETE BICYCLE PRICE: \$290.
FINISHES AVAILABLE: Chrome or black chrome at additional cost.
COMPLETE BICYCLE WEIGHT (without pads or plate): 24 pounds.
FRAME WEIGHT: 3 pounds, 15 ounces.



FORK WEIGHT: 1 pound, 11½ ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 8¾ inches.
TOP TUBE O.D.: 1¼ inches.
DOWN TUBE O.D.: 1¼ inches.
FORK LEG O.D.: 1 inch.
BOTTOM BRACKET TYPE: American.

COMPONENTS

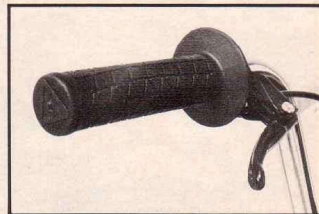
FRAME: GT Pro, chrome-moly.
FORK: GT Pro, chrome-moly, leading axle.
HANDLEBAR: GT Pro, chrome-moly.
HANDLEBAR STEM: SR, aluminum and chrome-moly.
GRIPS: A'me Tri, rubber.
HEADSET: Hatta MX 100.
RIMS: Ukai, aluminum.
SPOKES: Hoshi, 36/.080.
HUBS: SR, aluminum.
TIRES: Berm Buster.
BRAKE: Dia-Compe MX, aluminum, rear only.
BRAKE PADS: Dia-Compe.
BRAKE LEVER: Chang Star.
BRAKE CABLE: Dia-Compe.
PEDALS: SR, aluminum and chrome-moly.
CRANK: SR, one-piece, chrome-moly, 175mm.
BOTTOM BRACKET SET: Hatta.
FRONT SPROCKET: SR aluminum chainwheel, 44 tooth.
SPIDER: SR, chrome-moly.



FREEWHEEL: SunTour, 16 tooth.
CHAIN: Izumi, ½ inch.
SEAT: Ariake.
SEAT POST: GT, chrome-moly.
SEAT POST CLAMP: SR, aluminum.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including Pro). Quality street.
AGE RANGE: 14 and over racing, 12 and over street.
QUALITY OF FINISH: Very good to excellent.
QUALITY OF WELDING: Very good to excellent.
HANDLING: Totally excellent in the air.



Test riders felt instantly comfortable on it. Lots of room for larger riders to move around. No problems with speed jumping. Handling tip: shift weight towards front end to keep front knobby biting in corners and prevent washouts. Steering response is neutral to a hair on the quick side. Recent changes in geometry have, if anything, improved the handling slightly.

MISCELLANEOUS COMMENTS: Good ground clearance . . . Great power position . . . Buff said it felt a hair short. Could be cured with a stem with more offset . . . Felt solid . . . It makes me want to race again (Giberson) . . . Good componentry . . . Nothing tweaked or seized . . . Confidence inspiring . . . GT is taking aim at the econo-quality market with this bike . . . All bearing cups and races fit good . . . Rear dropouts are narrow, stays have to be spread to install rear hub.

TEST INPUT: Steve Giberson, Mike Buff, R.L. Osborn, Bob Osborn, Greg Hill, and a guest appearance by Greg Grubbs.

MANUFACTURER: GT BMX
P.O. Box 5278-67
Santa Ana, California 92704
Tel: (714) 895-5589



A one-hander, one-footer, one-wheeled, coaster wheelie. Greg Grubbs, GT mounted.

Obviously you don't win that many titles without incredible riders. But put those riders on lame bikes and they lose the edge. Equipment is critical. Today's level of racing is so ferocious you can't give away anything to your competition. Your machinery must be dialed. It must respond to your slightest input without question.

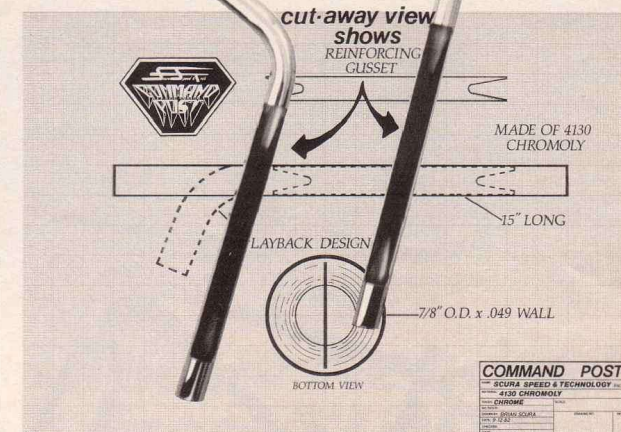
The GT Pro is designed to fill the bill for racers 14 and over. There are few bikes that a rider can climb on and instantly begin to push the outer limits of control with confidence. GT is one of the few.

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This is GT's first complete bike and they've put together a well thought

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Up til now, unless you already ride one or lost a race to one, you probably don't know about the fabulous GJS Frameset.

Well here it is, in detail, the best kept secret in BMX.

GJS Framesets are constructed of 100% Cro-Mo tubing, precision mitered and TIG welded for incredible strength and rigidity.

Unique wrap-around box strut provides extra strength and dissipates stress.

You can have your GJS frame in any color you want as long as it is chrome, highly polished show chrome that is.

Extra-thick dropouts are precision machined and chrome plated.

What's that name again? GJS, remember it because we spend our time and money building quality framesets, not on fancy promotions or teams. We know that's the way you like it.

Now that you know the secret, what are you waiting for? Get your own GJS Frameset at your local BMX specialist today. While you're there check out those other GJS quality components like seat posts, seat post clamps and handlebars. Send today for stickers, hats and patches from GJS. Prices: Sticker pack \$3.00, Hat \$7.00, GJS Patch \$1.50. Please send check or money order and quantity desired of each item.



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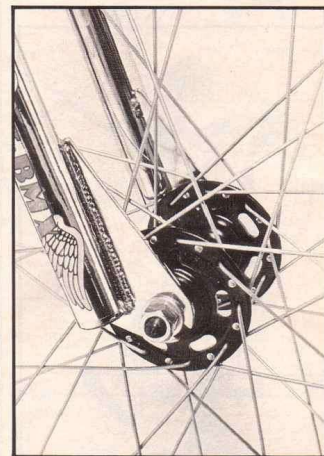
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GT PRO

out package of top drawer components. The stem, pedals, crank, spider, hubs, chainwheel, and seat post clamp are all SR goodies. Dia-Compe supplies the binders. Eagle eyed readers will notice a Chang Star — Shimano DX look-alike —



Check the bead on the GT leading-axle forks. Nice, huh? Hubs by SR.

brake lever on the test bike. Production models will come with the new shorty lever from Dia-Compe. Ukai rims. A'me Tri grips. Good stuff.

We did our testing this month at a bonkers practice track near Greg Hill's house in Santa Ana, California. It was built by a bunch of locals in an unused section of a county park (the track, not Greg's house). And it was trick! Double jumps. Triple jumps. Tabletops. Berms. You name it and they had it.

While we were shaking down the GT Pro, Pete Loncarevich, Rob Fehd, Nelson Chanady, Greg Grubs, and about a dozen hot locals were messing around out there.

Buff and R.L. had a blast on the bikes, goin' for muy air off the jumps, slidin', roostin', slingshottin' the berms, and just goofin' around. The jumps had perfect shape.

The Squidley Squadron agreed that the GT Pro is one of the best jumping bikes they've ever tested. Truly confidence inspiring in the air. Both of 'em ranted and raved about the power position. Comments like,

"It feels totally strong out of the gate. Really solid. Goes like crazy."

Speed jumping was a breeze. They didn't have to muscle it. The front end just automatically popped up when they wanted it to. No sweat.

In corners they learned that shifting their weight forward was required to keep the front wheel from washing out. Once they got this dialed, the GT went where it was pointed. Exactly.

The rear wheel always tracked perfectly.

The Berm Buster tires worked extremely well in spite of their kind of funky looking tread pattern. Take into account, though, that we did our testing right after a rain storm and the dirt was perfect for a knobby tire to bite into. These may be changed by the



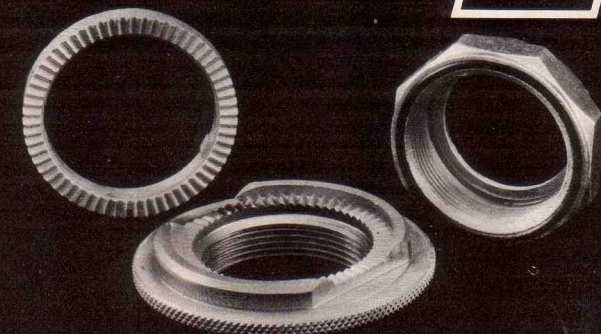
The distinctive pierced-top-tube design of the GT, created almost ten years ago by master frame builder Gary Turner. Now, here's an I.Q. test for you: Where did the name "GT" come from?

time the GT Pro bikes reach the shops. Tire selection hadn't been finalized at press time.

Seldom were heard discouraging words during the test on any aspect of handling. It's obvious that GT has done their homework in the geometry and componentry departments.

Final comments? This bike can make you faster. Simple as that. ■

beartrap²

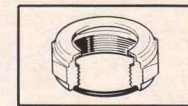


The Unique Headset from TIOGA

TIOGA brings you the BEARTRAP 2 headset. A 'Micro-Notch' washer is the center of BEARTRAP 2's unique adjustment and holding system.

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The BEARTRAP 2's lock-nut has a rubber ring insert. As the lock-nut is tightened, the rubber ring adopts a compressed form, gripping the washer and preventing movement because of friction and repulsion of the rubber ring.



EASY TO ADJUST AND SET

Simply turn the adjusting cone with a 32mm spanner, slip the 'Micro-Notch' washer down the fork slot, tighten the 'Loose-Proof' mechanized lock nut, and away you go. The very small size of these 'Micro-Notches' give you a fine adjustment. You can really 'dial-in' the setting of your BEARTRAP 2.



EASY TO APPRECIATE THE QUALITY

Everything about the BEARTRAP 2 shows it to be a first class product. The finish is superior. Precision workmanship ensures micro-adjustment. BEARTRAP 2's copper plated ball retainers hold 18 chrome-steel balls and when this is combined with BEARTRAP 2's fine finish and workmanship, you have a headset with truly great rotation and efficiency.



EASY TO LIKE

If you are tired of adjusting your headset after each race, get a BEARTRAP 2. You'll spend less time looking for your wrenches and more time thinking about your racing.



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