

**W**ith street riding getting more popular lately, companies are starting to make their bikes more versatile. Luckily for GT, their 1988 Pro Freestyle Tour Team Model (say that ten times real fast) has been a versatile bike since its introduction into freestyle at the beginning of 1987. The bolt on fork stands and the axle pegs are all removable for any kind of riding (even racing if need be). The GT Freestyle bars which come on this bike are used by a number of racers as well as pure street riders. To go even further, it is interesting to remember that the GT tire was originally designed for wood and concrete as well as dirt. The only changes from the '87 to '88 model was the addition of a new streamlined GT stem (no sharp, knee biting edges), new A'ME mountain bike-type grips, and all new graphics (stickers).

As far as pure freestyle goes, this bike is definitely made to handle today's moves. The brakes are powerful. Thank GT for putting them on the bike, and thank Dia-Compe and Axiom for making them. Axiom? Yes, the back U-brakes are Axiom and grip like a mad dog's jaw to your leg—IF they're dialed in. The Gyro is solid, smooth, and routes the cable into the frame to keep it mostly out of your way. Levers are Dia-Compe Aerials with locking buttons—good stuff. Some feel the top tube platform under the seat is outdated, although recent moves such as the framestand down stairs has revived its purpose (check Robert Peterson elsewhere in this issue). The traditional GT down tube bend is still the most functional way to keep it away from your legs whilst spinning and gliding. The geometry is also up to date without being too scary—not too slow, not too fast. Honestly, some of the bikes today seem to be getting so short and steep that it would be insane to even try any kind of vertical riding. The GT feels really solid, as well as snappy—a good combination. And as far as componentry goes, don't worry—it's littered with GT-built devices. To name mentionables, we must start with the three piece Power Series cranks. Coooool breeze. Super laced, sealed bearing, hollow axled hubs also round out this pup—the hollow axle could go, but the rest of the hub is fine. You can also add seat, seat post, clamp, and solid chainwheel to the list of GT labeled parts.

Finishing paragraphs, or conclusions, are usually the hardest part of writing. But the last two sentences of this sampling should be easy; the GT P.F.T.T.M. (for short) is hot. The price is a bit steep but if you're looking for a bike that can be anything from hardcore flatland to the most stripped down street machine—this is it.

—Clive Noctchaw

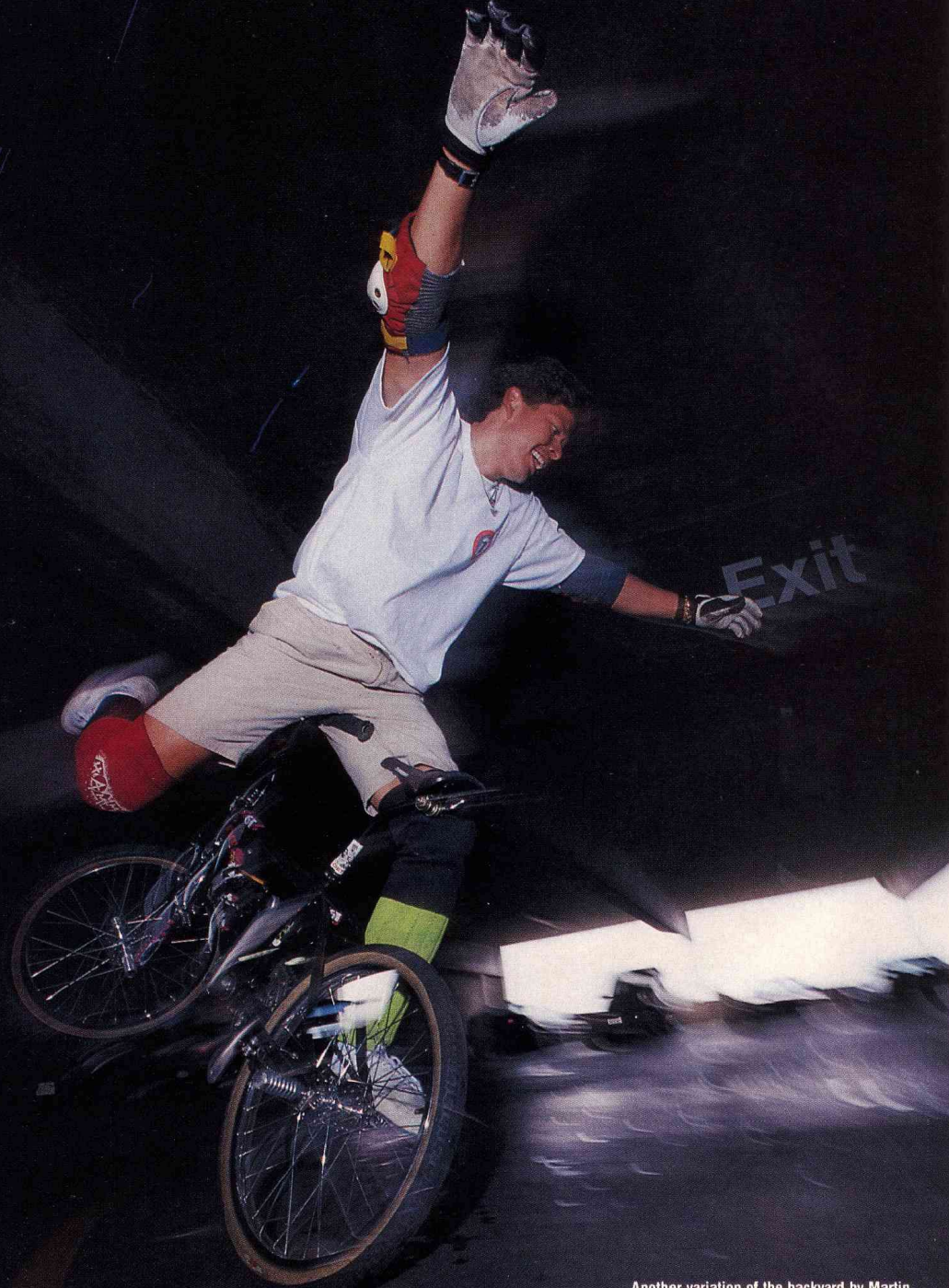
# S A M P L I N G

## GT P.F.T.T.M



Jason Geoffrey in motion.  
Forward side glide on the GT.

Photo: Spike Jonze



Another variation of the backyard by Martin A.—gliding with all limbs free but one. The backyard barbecue perhaps? Photo: Windy



**GT PRO FREESTYLE TOUR  
TEAM MODEL  
SPECS**

**COMPLETE BIKE PRICE:** \$550.00.  
**FINISHES AVAILABLE:** GT blue, neon pink, chrome, white, or black.  
**COMPLETE BIKE WEIGHT:** 29 pounds, 10 1/2 ounces.  
**FRAME WEIGHT:** 4 pounds, 15 ounces.  
**FORK WEIGHT:** 2 pounds.  
**BAR RISE:** 9 inches.  
**BAR WIDTH:** 28 3/4 inches.  
**SEAT TUBE ANGLE:** 72 degrees.  
**STEERING HEAD ANGLE:** 75 degrees.  
**FORK RAKE:** 1 1/2 inches.  
**BOTTOM BRACKET HEIGHT:** 12 inches.  
**WHEELBASE:** 35 inches to 37 inches.  
**TOP TUBE LENGTH:** 18 inches.  
**TOP TUBE O.D.:** 1 1/4 inches.  
**DOWN TUBE O.D.:** 1 3/8 inches.  
**FORK LEG O.D.:** 1 1/8 inches.

**COMPONENTS**

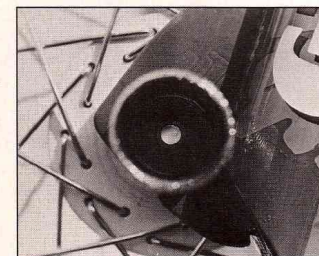
**FRAME:** GT Pro Freestyle Tour, 4130 chrome-moly.  
**FORK:** GT Pro Freestyle Tour, 4130 chrome-moly.  
**BARS:** GT Freestyle, 4130 chrome-moly.  
**STEM:** GT Freestyle, aluminum and chrome-moly.  
**SPINNING DEVICE:** Odyssey Gyro.  
**GRIPS:** A/me/GT.  
**RIMS:** Ukai, alloy.  
**HUBS:** GT Superlace, 36 hole with hollow axle.  
**SPOKES:** Chrome, 14 gauge.  
**TIRES:** GT Freestyle, 20 x 1.75.  
**BRAKES:** Dia-Compe FS 883 front, Axiom U-brake rear.  
**BRAKE LEVERS:** Dia-Compe Tech-7.  
**BRAKE CABLES:** Odyssey Gyro and Dia-Compe.  
**PEDALS:** SR, aluminum and chrome-moly.  
**CRANK:** GT Power Series, aluminum with chrome-moly spindle.  
**BOTTOM BRACKET:** Sealed.  
**FRONT SPROCKET:** GT aluminum chain-



The new improved GT stem. Much sleeker than last year's meat tenderizer. It's also Rotor adaptable.



These Power Series cranks are definitely a reason (THE reason?) this bike ranks high in the quality of components area.



This view into the GT's Tube Ride axle peg shows that, yes indeed, the axle is hollow. Not the best type of axles for street or ramp riding.

wheel, 43 tooth.  
**FREEWHEEL:** Sunfour, 16 tooth.  
**CHAIN:** Izumi, 1/8 inch.  
**SEAT:** Viscount GT.  
**SEAT POST CLAMP:** GT, aluminum.  
**SEAT POST:** GT laid back, 4130 chrome-moly.

**STANDING FEATURES**

**PLATFORMS/PEGS:** The famed fold-up fork standers are yours, along with a set of axle pegs and rear frame standers. The top tube platform is built-in and extends behind the seat mast slightly. There is also a small platform created by the bending in the down tube located just in front of the bottom bracket shell.

**OVERALL EVALUATION**

**QUALITY OF FINISH:** 9\*. The graphics are new, the color selection is good, and the paint doesn't chip easily. Perhaps the only improvement that could be made would be to incorporate chrome plating with the paint to protect areas of heavy wear, such as the forks and rear triangle.  
**QUALITY OF WELDING:** 9\*. It's made in America.  
**QUALITY OF COMPONENTS:** 9.5\*. The choice of the team because it is the best. What it boils down to is that this bike is equipped with the finest quality components available.

\*Based on a 1-10 scale.

**ASSORTED COMMENTS:** "Rapidly rising to the top in all aspects of riding due to its easily adaptable geometry." . . . "Basically the same bike as last year with the exception of the rear brakes, the stem, and the graphics." . . . "Regardless of where or how you ride, this bike will improve what you do." . . . "The new stem is way cleaner than the old models." . . . "The Axiom brakes are new and work well. Strange name, though. Sounds like a comic book hero." . . . "Thank God they include pegs with the bike. It seems like every trick these days is done exclusively on axle pegs." . . . "I can't stand the grips. Too spongy. Maybe it's just me." . . . "The cable routing is rather hard to install at first, but pays off once it's in 'cause it's severely out of the way." . . . "With the exception of Dyno shoelaces, I think this bike is the best thing GT has ever produced. I love it." . . . "No trouble at all with the 36 spoke wheels." . . . "The tires are good—little wear and swell traction, Jackson."

**MANUFACTURER**  
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