

# GT PRO FREESTYLE TOUR

Eddie, Martin, Chris, Brian & Josh don't lie

□ What do the names Martin Aparijo, Chris Lashua, Eddie Fiola, Josh White and Brian Scura mean to you? Well, unless you live in a cave in the Himalayas, they mean two things: 1. complete radness, and 2. GT freestyle bikes.

GT was one of the first companies to market a freestyle bike. Introduced in late 1984, its Performer frame was an instant success. The curved down tube (for front brake clearance), top tube platform and coaster brake bracket were only a few of its features.

Now it's almost 1987, and the Performer frame still maintains those same features, plus a new one. GT has pulled in the head tube about four degrees to make the bike handle better. Although all the team riders rode the old frames and were very successful with them, the laid-back head angle produced slower steering than many riders desired for flatland shredding (it worked great for ramps, however).

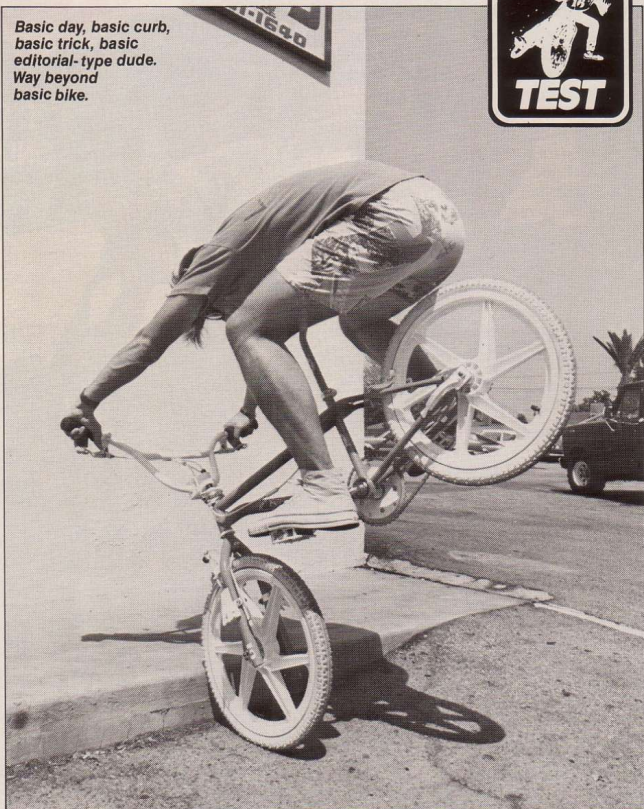
The guys at GT are no dummies when it comes to making bikes. They have been in the business for over ten years. The first Performer frame was mainly designed for use in skateparks and on ramps, hence the slower head angle. Today's riders are multi-talented. They want bikes with which they can do everything—cherry-pickers, top guns, and infinity rolls on the ground; cancons, 540s and everything else in the air. Today's bikes must be versatile as well as durable, and cool looking as well as great handling. We wanted to find out if the new GT Pro Freestyle Tour has what it takes to impress the freestyle population of today.

## FLAT, VERT, STREET—IS THE GT SWEET?

After meticulous assembly by freestyle technician Brian Scura, GT was ready to allow us to put the bike to the grindstone. Stage one of the testing saw Brian working his flatland magic. The GT's steepened head tube made the once decent-handling bike an excellent-handling bike.

GT's "bolt-on is better" philosophy was also in effect. The Pro Freestyle Tour comes with GT Framestanders in the rear and Forkstanders on the forks, and they both worked flawlessly. In the past, Forkstanders have been notorious

Basic day, basic curb, basic trick, basic editorial-type dude. Way beyond basic bike.



for slipping on the forks, but ours didn't budge. Scura's secret? Putting grip tape under the Forkstander clamps. Another great accessory is the Odyssey Gyro rear brake cable detangler, which Scura personally invented. In case you aren't familiar with it, it has two cables to evenly pull the Gyro, and it works great! If you need an endorsement, ask Eddie Fiola. He's using one now and says they're the best. We agree.

Since we're talking components, this baby is loaded! It has GT Performer mags, GT bars, GT tires, GT stem, GT seatpost and GT seat. SR supplies the

175mm Turbox tubular cranks and pedals, and Odyssey puts out the Gyro, rear calipers and levers. What about the front calipers? We had Dia-Compe's Nippon models, and they worked great. Why two different brands of brakes on the same bike? We weren't sure, but thought it would be a good time to shoot out the Odyssey brakes versus the Dia-Compes. The verdict? They both stopped on a dime and gave back change, so it seems, at least on this bike, they are about equal. Anyway, Odysseys will be standard on the bike. It turned out that GT didn't have two pairs of Odyssey cali-





