# 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 ramos, 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-cherrypickers, top guns, and infinity rolls on the ground; cancans, 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 excellenthandling 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



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-





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02-03-200 02-03-300	HARO FST - C-W-B-R-GR	\$128.99	1000	(½" for 1-piece crank - 9/16 for 3-piece)	general species	18-17-100 18-17-200	DK SEAT CLAMP - S-W-BK	. \$ 6.69
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□ 03-04-240	HUTCH DISC - C-W-B-L-R-BK. REDLINE FLIGHT WHEEL - 40T-41T-42T-43T-44T-45-T.	.\$ 16.79 .\$ 19.99	□ 11-35-500 □ 11-37-100	AME DUAL - R/BK-B/R-BK/W-GY/BK-W/B-R/W	\$ 5.99	□ 08-29-100 I	Pre-built and Trued - in pairs Front & Rear.  ARMAY IT W SUDUR HOBS - RE-G-S EK.  ARMAY IT W SUDUR HOBS - RE-G-S EK.  SEYWAY TUPF F ON - RE-Y GKW-O-L-GRQY-GB.  TUPLING WEELS - Alloy Mag Design - RE-BKS.  SEYWAY TUPF F ON - W-KE-GR.  ARMAY IT OF A GCS RIMMS  WITH OT HOUSE.	* 45.00
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☐ 05-02-400 ☐ 05-08-100	GT PERFORMER - W-C-L-P-B-GR. SKYWAY EZ BAR - C-W-O-GR	\$ 22.99	13-05-200 13-01-300	HUTCH JUDGE OF TRICKSTAR FORK - C-R-B-W-P-L	\$ 49.99	14-08-100	SKYWAY AXLE PEGS - 24t or 26t - B-GR-P-L-C-W. ODYSSEY HOLLOW BUILLETS - P-GR-O-W-S-L-R-R-RK	. \$ 8.99 \$ 8.99
□ 05-04-100 □ 05-07-300	REDLINE FORKLIFTER F/S BAR - W-C. CW CALIFORNIA F/S BAR - C-L-W-P-O-N-BK-B	\$ 38.99	13-01-300	- HUBS -	W 1	20-55-200	DYNO PEGS - 241 or 261 - L-B-GR-W.  BEACH PARK AXLE PEGS - 241 or 261 - S	. \$ 12.49 \$ 7.99
□ 05-03-100 □ 05-54-200	HARO F/S BAR - C-W-GR-B. POWERLITE F/S BARS - B-W-R-C.	.\$ 22.99 .\$ 28.99	14-38-100 14-39-100	PHIL WOOD - S.	\$ 83.99	20-08-200 20-53-300	SKYWAY F/S PLATFORM	\$ 28.99
			14-40-200	SUZUE SEALED - R-B-BK-S-W-L-P-GR.	\$ 28.99	20-02-100 20-02-200	GT FORKSTANDS - L-GR-B-W-C-P.	. \$ 12.99 \$ 11.99
□ 06-21-100 □ 06-21-100	DIA-COMPE MX 1000-FRONT or REAR - R-B-G-BK-W	. \$ 12.99	14-05-200 14-02-100	HUTCH MAGNESIUM SEALED - BK/S	\$ 52.99	20-18-100 20-48-200	ODYSSEY "GT" TYPE FRAMESTANDS - W-P-L-O-C-GR	. \$ 7.99 \$ 14.99
06-21-100 06-22-100 06-21-901	DIA-COMPE MX 1000-FRONT OF REAR -R-B-G-BK-W. DIA-COMPE MX 1000-FRONT OF REAR -G-GR-L-B. SCOTTIMATHAUSER - Alloy Finned Brake Pads-2-Pair. DIA-COMPE MX 801-FRONT OF REAR -BR-BK-S-W. DIA-COMPE FX 801-FRONT OF REAR -G-GR-L. DIA-COMPE FS 880-FRONT -BR-BK-SW-GR-L. DIA-COMPE FS 880-FRONT -BR-BK-SW-GR-L. DIA-COMPE FS 880-FRONT -BR-BK-SW-GR-L.	\$ 12.99	14-10-100 14-10-200	PROFILE GYROLITE wicro-mo axie - S.	\$104.99	20-48-100	PACIFIC FREESTYLE FORK STAND	. \$ 13.99
06-21-901 06-21-880	DIA-COMPE MX 901-FRONT OF REAR - C-GR-L	. \$ 14.49	14-40-100	SUZUE STANDARD HUBSET - R-B-BK-G-W-O-P-GR-L	\$ 18.99 \$ 89.99	21-00-000 I		
□ 06-21-883 □ 06-21-883	DIA-COMPE 583-NEW DESIGN-FRT OF REAR -B-BK-S-W-GR-L	. \$ 18.99	14-41-200 14-41-300	STURMEY-ARCHER DRUM BRAKE FRONT HUB	\$ 47.99	20-58-100 20-51-100	GT-REDLINE-HUTCH-SKYWAY-HARO-GHP - Racing Jerseys PRO TEC FULL FACE ELIMINATOR HELMET -S-M-L-XL - R-B-BK-Y ZERONINE "WRIST WRAP" GLOVES - S-M-L-R-B-BK	N.\$ 39.99 \$ 21.99
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# GITOUR



Ken is a lanky, tall kinda guy. Fortunately, the GT has leg room-plus. Coupled with the frame's low center of gravity, this bike flies like a dream.



Brian scrapes the paint from the bars to make the stem hold better. NOBODY dials in freestyle bikes better than this guy.

pers when they built the bike, so they gave us the Nippons instead. Other goodies include a Tioga sealed bottom bracket and a GT Epoch headset. They certainly paid attention to detail on this gem, but that's to be expected on a bike that costs around \$380.

At this point it had passed the "BMX Plus! Official Cool Component Test" and the Brian Scura flatland riding test. Now it was time for the test that almost every person who buys one will give it.

#### THE STREET ASSAULT

Stage two of our testing took place outside the BMX Plus! offices. Would-be freestylers Scott Towne and John Ker gave the GT their all (and that's not much). Curb endoes, framestands, trackstands, "bonelesses," and general thrashing were nothing to the GT. Although we aren't the raddest guys around, our sketchy riding and numerous bails are a true test for any freestyle bike. On to stage three.

#### THE CAMARILLO RAMP

To take the GT to the air we drafted Randazzo Ramp local and friend of Todd Anderson, Ken Powers. He was recommended to us by Todd as a good rider, and if one of the raddest guys in the sport says Ken is good, then we believe



After assembling the test bike, Brian Scura put the bike through the flatland wringer to make sure it was dialed. It was. The steeper head tube on this year's model makes gnarly tricks like this boomerang much easier to perform.

#### SPECIFICATIONS: 1986 1/2 GT PRO FREESTYLE TOUR

I. FRAME AND FORK Type: Freestyle; 20-inch; age

WHEELS made by OGK, nylon

### Tires: GT, 20" x1.75", front

moly, 16T.

Pedals: SR MP-470, platfor Cranks: SR Turbox, tubular chromoly, one piece, 175mm Front sprocket: SR, alloy, 43T, GT alloy spider.

IV STEERING Grips: A'ME, mountain bike

Handlebars: GT Performer, chromoly, 9" width by 28-1/2 Stem: GT, alloy clamp, chro-moly shaft, hollow stem bolt

Headset: GT Epoch, self-adjusting, alloy and steel, re V SEATING

Seat: GT by Viscount. Seatpost: GT, laid-back.

Framestanders, GT Fork-standers, both bolt-on. Inte-

IX. PRICE

XI ADDITIONAL INFORMATION

5422 Commercial Dr. Huntington Beach, CA 92646





## GITOUR

him. Todd was on the level-this guy is rad! Ken was blasting eight-foot airs, one-handers, one-footers, combinations of the two, wheel grabbers, tabletop airs and a cool air called . . . well, we don't know what it's called exactly. We'll call it a "switch-hitter." What he does is take his left hand off the left grip and put it on the right side of the bars, and take his right hand off and extend it into the air. Yes, it is intense! We'd heard of Josh White doing it, but we'd never seen it.

After a couple hours of ragin' and a minor bail, Ken was worn out, but the GT was shinin' bright. The only problem wasn't even a problem. Ken removed the rear Framestanders for a little foot clearance. This is why GT thinks bolt-on is better, and, in this case, it certainly was. Everything held up perfectly and stayed firm, with the minor exception of the bars: they slipped forward once. Did Ken like the bike? No, he loved it. NEEDLESS TO SAY...

We were impressed with the GT Pro Freestyle Tour. It worked great and handled great-in the air, on the street



To describe this bike in two words: freestyle excellence! Note the GT Forkstanders. genuine A'ME grips, GT Performer mags and . . . well, everything!

# and on the flatlands-with the new improved head angle. At around \$380, it's ■Sigur was on tour, Broderson had a broken hand, Tony Adams had a broken car. not the cheapest, but it is certainly one of the best. With their team and this Ken Powers was in tip-top shape, and he's rad, to boot! He adapted to the GT faster bike, GT is a tough act to beat. To sum than you can say, "This is a killer bike!" it up, yes, this bike is sweet. TIOGA PRECISION 48s. ARAYA-FIED. If you're ready for some serious quality in a lightweight freestyle wheel, we have the equipment. These complete wheels are built with only the finest components available, including 48 hole Araya 7X rims. These Araya rims are built with angled dimpled spoke holes to give you more uniform spoke torque and better pple support. Another big plus is how the Araya's superior rim design nd quality materials adds serious performance to your brakes. The ri doesn't just flex under the brake shoes like with some rims. You get the ultra-positive braking that no serious freestyler can do with What else do you get? Asahi uni-chrome spokes, suzue large flange alloy hubs (also available in a sealed ted version), and the confidence that comes will knowing that you're riding the best equipment available. And that's a good feeling P.O. Box 7435, Glendale, CA 91205-7

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