

GT PRO KIT

THEY DON'T GET MUCH BETTER 'N THIS, BUCKAROOS

A drag racing world champion at 17. A 150 mph go-cart racer. Paratrooper. Vietnam helicopter pilot. Musical instrument R & D engineer.

That's some resume. It belongs to Gary Turner, the GT of GT BMX. You probably thought the GT stood for Get Tough, Gobs of Traction, or Godzilla Tacos, right?

Gary Turner still races—big fuel dragsters and funny cars—but most of his time is devoted to GT. About two years ago he and partner Rich Long decided to activate the GT main switch. Neither Gary nor Rich are newcomers to BMX. Both date back to the good ol' daze of the early 70s. Why they even took their kids racing

**BICYCLE
MOTOCROSS
ACTION**
OFFICIAL TEST

at Oz's Redondo track, so you know they're ancient.

Know how Gary got into BMX? Motorcycle speedway racing. Know how GT began? Because Gary's son, Craig, dared him to build a BMX race bike.

Gary, with machinist and welder skills from drag racing, had built a speedway frame for Billy Gray, a star



Rich Long (left) and Gary Turner are the owners of GT BMX. They take turns being Prez; one year at a time each.

of the 60s TV series, *Father Knows Best*. Billy raced speedway during the 70s. Gary saw a flyer about BMX at a speedway race. This was in 1973. He took Craig, then five. Big eyeballs. Craig instantly wanted to race. Gary bought a bike at a local swap meet, hacksawed it apart, and welded it together. Then he kept refining Craig's bike. It was at the races that Gary met Rich Long, who at that time had his own shop, Anaheim Bicycle Center.

Gary kept building Craig trick bikes using stuff like magnesium, titanium, and aluminum. Remember this was back in BMX's Dark Ages, so these scooters were doubly super trick. Soon Craig had an eighteen pound bike, about six to eight pounds lighter than any other mighty mite machinery. There were some protests, but the "if you can't lick 'em, join them" thing took over. Fathers asked Gary to build bikes for their sons. Rich Long was one of those dads. And that's how GT got started.

Building custom bikes to order pro-



This is primarily a test of the GT frame, fork, and bars, but it's tough to track-test a frame and fork without a few of the basic amenities . . . like wheels, a seat, etc. So we asked GT BMX to supply us with a complete bike. What you see here is what we got . . . a bonkers, full toot, race ace machine.



Jumpin' Jim Pratt Imaginin' he's soaring over five Porsche Carreras while Andy Patterson shows the showman some racer style jumping.



Gary, Rich, Andy, and Bart in the GTmobile, truckin' on out the 91 Freeway to the Prado Park test track.



GT's own kinda wing things. Check the heli-arc art work on the dropouts.



The seat tube piercing the extended top tube clearly identifies a GT. They pioneered this design.



The GT Pro bars won points for their bend and width. They're a tad wider than most. These are a hot tip item for larger riders.



Washington's Bart McDaniel is on the small side compared to Thomsen or McNeal, but he can hang it out to dry with the best of 'em.

GT PRO KIT SPECIFICATIONS

FRAME: GT Pro, 4130 chrome-moly, TIG welded.

FRAME WEIGHT: Three pounds, eight ounces.

FRAME COST: Approximately \$130.

Fork: GT Pro, 4130 chrome-moly, TIG welded, leading axle.

FORK WEIGHT: One pound, ten ounces.

FORK COST: Approximately \$43.

HANDLEBARS: GT Pro, 4130 chrome-moly, TIG welded.

HANDLEBAR COST: Approximately \$27.

MANUFACTURER:

GT BMX, Inc.
4018-B Chandler Ave.
Santa Ana, California 92704
Tel: (714) 549-2994

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vided scads of feedback. Gary came up with the seat-post-through-the-top-tube design that visually identifies a GT. Then, about two years ago, he and Rich decided to devote their full time energies to GT BMX.

THE GT LINEUP

Mini to mighty, GT covers the waterfront. Their product line includes:

- Sixteen-inch frame and fork set.
- Junior 20-inch frame and fork.
- Standard 20-inch frame and fork.



GT's Gary Turner flew helicopters; Andy Patterson does 'em.

choice of either American or European bottom bracket.

Pro 20-inch frame and fork, either bottom bracket.

Cruiser frame and fork in both 24-inch and 26-inch sizes.

GT also makes 20-inch and cruiser bars as well as regular and Andy Patterson bend seat posts. All their products are manufactured from American 4130 chrome-moly.

GETTIN' TAPE ON THE GT

We asked GT to assemble a complete bike for our test using basic quality components. Since R.L. and Mike were trickin' their brains out back east on their summer tour, we turned to



ANDY PATTERSON

AGE: 17

HOME TURF: Bell Gardens, California

STATUS: ABA Cal-9 No. 2 in 1980

SPONSOR: GT BMX

CO-SPONSORS: A'me, Aero, Skyway, Pro-Neck, M & M Apparel, Bell, Ralph's Bicycle Shop

PERSONAL GEAR:

Bell Moto 3 helmet
Aero visor
A'me goggles
M & M jersey
Aero pants
Vans low cut tennies
JT Half Breed gloves

VEHICLE

GT Pro frame
GT Pro fork
Pro-Neck stem
Tange headset
GT Pro bars
A'me grips
Aero number plate

Dia-Compe MX900 sidepull rear caliper
Skyway Tuff Pad brake pads
Shimano DX brake lever
Elina Lightning seat
GT seat post (modified prototype)
SunTour seat post clamp
Rad Pad safety pads
Skyway Tuff Wheel II graphite wheels
Competition III 1.75 x 20 tires, front and rear
Campagnolo hubs, rear 16T freewheel
Regina chain
Skyway Tuff Pedals
Ashtabula steel cranks, 7 1/2"
Pete's Precision Products bottom bracket
Addicks 46T graphite chain wheel
Mongoose spider

DIALIN' IN

Ralph's Bicycle Shop
Downey, California

PICTURE YOURSELF IN THESE SHOES



VANS... the equipment of the pros! These ultra rad tennies are the hottest in BMX and the ones most often found in the winners circle. Priced right, these super durable VANS won't let you down. They'll give you the extra edge to be a winner on or off the track.



BMX SHOES

Please send me _____ pair(s) of Vans "Off the Wall" shoes.

STYLES: 36 (\$30.95) Royal Blue or Red or Gold
 38 (\$37.95) Navy/Lt. Blue Spice
 95 (\$27.50) Any Color Combinations

CUSTOM COLORS AVAILABLE.

COLORS: Light Blue Royal Blue Brown White Black
 Navy Blue Beige Gold Red

WIDTHS: Narrow Medium Wide - Size _____

(Two color combinations - regular price. Add \$1.00 for each additional color desired.)
(Hawaiian print Vans also available in Brown or Blue for \$27.50)

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City _____

State _____

Zip _____

Dealer Inquiries Invited Except in Southern Calif.

Also add \$2.00 for postage and handling of shoes. Allow 3-4 weeks for delivery of custom made shoes. Stock shoes are processed within 2-3 weeks of order. California residents add 6% sales tax.

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(714) 772-8270

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Jumpin' Jim Pratt and Steve Giberson for test input. Jim, in addition to leaping automobiles in a single bound, races locally. Steve is a member of the SE factory team when he's not bo-diddling around the mighty MFM of-fices.

Here are some carefully collected comments, rearranged to create some sense of order 'midst the chaos of a typical testing session.

"It just pedals over everything smoothly. It doesn't get squirrely. When I'm kickin' butt pedalin' it stays straight."

"It starts really good."

"I like the power position. It feels like I have all the leverage I want."

"I really like these GT bars. I'm going to get a pair for my bike. They feel wider, they aren't swept back as far. They're definitely hot for bigger guys."

"I wouldn't want it to turn any quicker in the corners. It's right on some kind of limit for quick steering."

"It held the berms. I prefer a 1.75 up front though."

"It jumped real good. It would be fine for distance."

"It felt fine for a big rider. I know Andy has his seat back about six inches with the special seat post, but I wouldn't move it back at all. The seat was spot on for me and I'm almost as tall as Andy."

Sorting out the dialogue, we begin to see the overall picture. The GT teamsters haven't been winning with a mixture of magic and bionic leg power. They have a good bike under them too.

The Pro model is ideal for larger riders. Pratt's just under six foot and Patterson and Giberson are over the six foot mark, yet the bike also fits Bart McDaniel, who's about five-six.

The geometry is essentially the same that was painstakingly developed by GT years ago. They've refined since then, but the original numbers still, obviously, work.

The bottom bracket position is one of the lowest going. That helps the sure handling in the corners.

What we're looking at is race-proven geometry from an outfit that has been around since day two. If you have the need for speed, GT could be the key. ■

A Pratt sandwich; Andy Patterson on the near side, Bart McDaniel on the other. GT racing components are superqual in all departments, handling included.