

THE ALL-NEW

GT PRO PERFORMER

Friend or foe?

□ In 1984, when GT first introduced its Performer line of freestyle bikes, it became one of the first BMX manufacturers to jump into the growing sport of freestyle. Because stylin' was so new to the world, not many companies wanted to take the risk of layin' it on the line only to have it all fizzle in their faces. Since that time, many stylers have come and gone, but the Pro Performer has held its own and today is GT's number one selling bicycle.

THE FRAME GAME

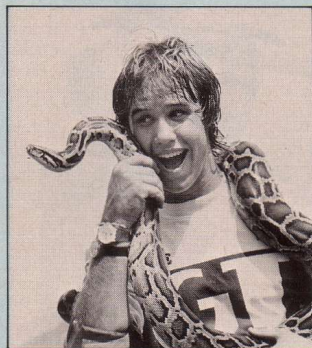
The Pro Performer frame is the same design as that used on all of GT's upper-level freestyle scoots, so when you purchase this bike, you get the same quality ride as that of Martin's or Eddie's Tour Team Models. The only exception to the lineup is the standard Performer, which still uses last year's design and comes equipped with steel forks. For '87 the guys at GT said, "Out with the old!" and



It's only appropriate that we had Josh White test-fly GT's semi-Euro, '87 Pro Performer. His bike, GT's Pro Freestyle Tour Team Model, shares the same frame design and most of the same components. ▶



Michigan native, test rider for the day and BMX know-it-all, Zach Parsch, puttin' in some ground-grindin' time on the Pro Performer.



Who is this guy and what is he doing? Josh, putting the moves on one of the Camarillo locals.



GT PRO

sat down to build the perfect beast (as far as frames go). This new design is based on team rider input as well as comments and suggestions from GT owners throughout the world.

The most radical of the changes in the new frame is the S-shaped bend in the down tube. One claimed advantage of this configuration is that the frame can now supposedly handle more pounding and abuse than ever, with the down tube acting as a shock absorber. This, in turn, makes the '87 Pro Performer stronger and less susceptible to breaking, although GT's Shawn Buckley told us, "We received very few broken frames before, so obviously it didn't need strengthening." One more plus to the new S-bend is that it provides the rider with an additional standing surface, something every freestyler dreams of.

Another big change for this year is the revamped standing platform. GT not only widened and lengthened the top stander, but also raised the rear tube height so the whole platform is now level. The new design works so well that our own John Ker pulled off a frame-stand on it for the first time in his life.

If you're as impressed with this bike as we are, and you're all set to run out and buy one, wait! It gets better. A quick glance at the rear triangle reveals a completely re-engineered dropout section. The slight downward bend at the bottom of the seat stays gives you more foot and ankle room for tricks requiring the use of rear standing devices. Like the down tube, the stays also make themselves useful as foot resters. Yes, GT, think beddy biddy hard about new design.

HOLD ON, WE'RE NOT FINISHED YET

While snooping around the back of the bike, we spotted the new Dia-Compe 990s. No bolt-on imitations here; the 990s are kept in place by welded-on bosses located on the bottom of the chain stays. Also in the braking department, a drilled-out down tube routes the cable to the binders in a nice, tangle-free, out-of-the-way place. It might be a purely cosmetic change, but it's the kind of feature that sets this bike apart from the others. Our only complaint with the 990s is that they tend to be a little tricky to dial in. They have incredible stopping power, but getting them set takes some time. If you've had this trouble in the past and still favor the old-style brakes, don't sweat it—the top-side mounting bracket is still there.

Last but definitely not least, this year's frame has a few geometric changes that make this the most versatile GT ever. A 73½-degree head angle continues toward the goal of making the Pro Performer the



Multiple-choice time. This is Steve Broderson doing A, a one-hander, B, an imitation of a chimpanzee getting rad, C, all of the above.

ideal scoot for both ramps and ground. With the steeper head angle, the GT has a stable, responsive feeling on the ground. Also up front, the fork dropouts now extend only about half as far up as before. This allows you to run bolt-on standers about two inches lower on the forks—a major improvement over the old style. For testing purposes, we put front and rear standers on our bike to add to its ground-shredding capabilities. After some serious thrashin', we found the Pro Performer was more than enough for anything we could throw at it. The bike had a great feel of balance and security, due partly to the fact that if you ever blow a move, there are plenty of places to land your feet and pull off a reasonable recovery.

During the filming of our latest video, we had Camarillo, California, legend Steve Broderson test the flight capabilities of the bike. After a few minutes of riding time, he began lofting easy six-foot airs. When he finally came back to earth, Steve told us that the bike was easy to adjust to and had plenty of room for bigger guys.

We don't know what got into the guys at GT, but they definitely have developed one hot frame here. It's a bit surprising when a company that has had so much



You could tell it wasn't the first time Josh had been on this bike. Crossed-up, one-footed and very stylish, indeed!

success with a bike, re-designs it. But, it's a pleasant surprise to find that everything has been changed for the better. **FOUR-STAR COMPONENTRY**

One of the problems with buying an entry-level bike is that you usually end up with a decent frame and fork, only to be left with some less-than-desirable parts. To combat this, GT has come up with a sure-fire way to keep everybody

PLEASE PRINT

NAME _____

STREET _____

CITY _____

STATE _____ ZIP _____

PHONE (_____) _____

SIGNATURE _____

NAME ON CARD _____

CARD NO. _____

EXP. DATE _____

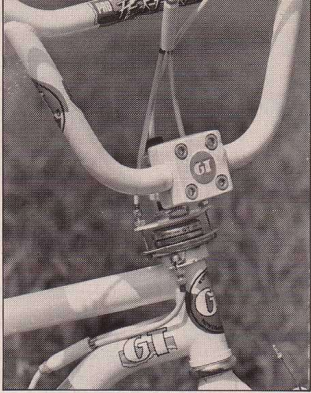
YOUTH LARGE ADULT SMALL
 ADULT MED ADULT LARGE
 ADULT X-LARGE

In stock ready to ship. Amount of money enclosed equals quantity ordered x \$12.00 each T-shirt. Add shipping and handling charges \$2.00 per order for USA and Canada. European orders add \$4.50. California residents add 6% sales tax. Canadian and European orders must be U.S. currency money orders only. Circle shirt(s) code for order. Check shirt size box. Check method of payment box. Include phone number.

Total Amount Enclosed \$:

Send to:
CALIFORNIA CONDOR COLLECTION
 P.O. Box 696, Dept. A
 Atwood, California 92601
 (714) 996-1692

All shirts 100% cotton, heavy knit
 Visa Check
 MasterCard Money Order



The Pro Performer is built for a tangle-free society. Odyssey Gyro with dual-pull cables and GT's hollow-bolt stem. Good stuff.



GT could almost have a circle-the-improvements contest with this photo. From left to right we have the new, shorter fork dropouts, trick through-the-frame cable routing, lower S-bend foot platform, and redesigned top platform. You definitely get your money's worth with this scoot.

**OFFICIAL BMX PLUS! TEST BIKE
PRO AND CON LIST
GT PRO PERFORMER**

- | | |
|--------------------|------------------|
| PROS | CONS |
| Clean looks | Heavy weight |
| Stable feeling | No front or rear |
| Good ground/ramp | peggs/platforms |
| compromise | |
| Quality components | |
| Good sizing | |
| Odyssey Gyro | |
| All kinds of trick | |
| standing spots | |



After only a few minutes on the bike, Broderick was launching easy six-foot inverts. Even though it was his home ramp, you know he wouldn't have been trying them if he wasn't totally comfortable with the bike.

GT PRO

satisfied. Instead of making one bike with junk parts and another with quality stuff, GT produces a full line of quality bikes, with the total number of accessories determining the cost. The Pro Performer, which is third on the list of GT's four freestyle bikes, lacks only one feature to be the ultimate scoot: standing devices. On the other hand, the bike sells for less than \$300, so you can't complain.

As we said, quality shines through on this bike: Dia-Compe binders, 880s on the front, 990s on the back, Odyssey RX-3 locking levers, genuine A'ME grips, SR platform pedals and the now-famous Odyssey two-into-one Gyro detangler and cable system. The rest of the bike is rounded out with GT's own high-quality accessories: alloy sprocket, Pro Performer bars, F/S stem, one-piece chromoly cranks and GT mags.

If freestyle is your game and you've saved your pennies, this is a bike well worth considering. The Pro Performer has the potential to be the first and last bike you'll ever need or want. □

SPECIFICATIONS: 1987 GT PRO PERFORMER

- | | | | | | | | | | | |
|---|--|--|---|--|--|--------------------------------|---|-------------------------------------|---|---|
| I. FRAME AND FORK
Type: Freestyle, 20-inch; age range 12 and over.
Frame design: Single 1-1/4" O.D. top tube with integral standing platform; single S-bend down tube, all chromoly.
Frame construction: 4130 chromoly.
Fork construction and design: Tubular chromoly, 1-1/8" O.D. tubing, leading axle design.
Wheelbase: 35-1/4" to 38-1/2".
Bottom bracket height: 11-1/2" (center to ground).
Chain stay length: 15" (center of bottom bracket to center of dropouts).
Steering head angle: 73-1/2".
Seat tube angle: 70". | II. WHEELS

III. DRIVE TRAIN
Pedals: SR, platform.
Crank: SR, one-piece, chromoly, 175mm.
Front sprocket: GT, alloy, 43T.
Bottom bracket: Steel, loose ball.
Chain: Izumi, 1/2" x 1/8". | IV. STEERING
Grips: A'ME.
Handlebars: GT Performer, chromoly, 28-1/2" width by 9" rise.
Stem: GT alloy clamp, chromoly shaft, hollow stem bolt.
Headset: GT Epoch, self-adjusting, alloy and steel retained ball. | V. SEATING
Seat: GT by Viscount.
Seatpost: GT, chromoly, fullback.
Seatpost clamp: GT, alloy. | VI. BRAKES
Calipers: Rear—Dia-Compe 990 front—Dia-Compe 880.
Levers: Odyssey RX-3 (locking mode). | VII. ACCESSORIES
Rear brake detangler: Odyssey Gyro. | VIII. WEIGHT
25 lbs. | IX. PRICE
\$289 (approx. retail). | X. COUNTRY OF ORIGIN
USA. | XI. COLORS AVAILABLE
Chroma, hot neon pink, white, GT Blue, lavender. | XII. ADDITIONAL INFO
GT BMX
15552 Container Lane
Huntington Beach, CA 92649 |
|---|--|--|---|--|--|--------------------------------|---|-------------------------------------|---|---|

Stop it!

Someday you just might find yourself close to the edge and thank heaven you ride with Dia-Compe. 883 NIPPON with the AERIAL Lever. Don't risk it with cheap imitations. Look for Dia-Compe.



The AERIAL Lever.

New slide/lock single bolt clamp for easy mounting.

The AERIAL Lever. Your dreams of an ideal lever are now a reality. Heavy cast clamp and lever, complete with lock/stop device.

Perfect length for two finger braking.

The 883 NIPPON and the AERIAL lever are available in quality stores worldwide.



The 883 NIPPON caliper.

New aggressive, long life one-piece pads.

DIA-COMPE
THE BRAKE SPECIALISTS

