



The G.T. Pro frame is the main component of a fabulous racing bike. The G.T. fork is a high quality and

raceable fixture that is tucked in to provide a fast steering, super-sensitive ride.

# The G.T. Pro Frame & Fork: LIKE A HAMMER AND ANVIL

by The Editors photos by House

We made it the basis of a built-up super-competitive BMX racer, with help from Tartan Bicycles. We took it to three races and took first place three times, then quit while we were ahead. The G.T. is a winning combination.



As many of you may have heard, not everything is evident from first looks.

So it was with the mighty G.T. frame and fork combination. You could look at them and not ever guess that they're really a killer combo for the Pro and older expert racer.

We picked 'em up from Rich Long at G.T. and took 'em over to Tartan Bicycle to turn 'em into a racer. We wanted to put together a bicycle with components to complement what Rich had told us these parts were all about. We were out to build a greased lightning berm bomber, and that is what we got. The components we added helped, but we knew that the heart of this almost living and breathing machine was the frame and fork combo.



Derek Schoenfeld thought it was pretty cool.

The frame weighs three pounds, ten ounces and the fork only one pound, ten ounces. G.T. made them by hand in its Santa Ana factory where are also built five MX 20" models and two matching forks and one cruiser frame and fork combo. The workmanship is excellent upon inspection.

At Tartan we added DuraAce cranks with a 44:16 ratio, fitting our one-piece crank easily through the G.T.'s American standard bottom bracket, a Shimano loose ball-bearing one (G.T. makes a frame with either American or European bottom bracket hole and a mini with European only for the smaller rider).

For lightness and dependability, we included Sunshine hubs, Pro Neck, alloy V-bars, MKS pedals, Araya wheels and Chromemoly DX



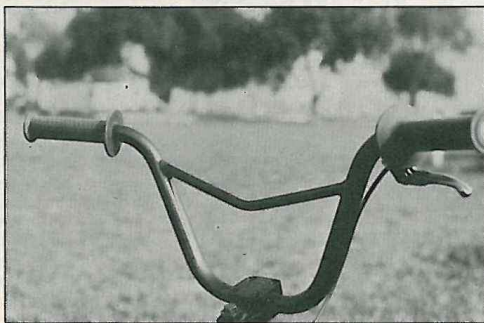
Ronny just loves it—and races it to win.



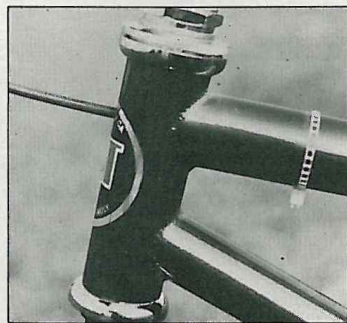
We chose DuraAce cranks with a 44:16 ratio. We used the Shimano chromemoly loose ball-bearing bottom bracket.



Araya wheels make for lightness. The freewheel is Sun Tour. Sunshine hubs are plenty light, too. The brakes are Shimano DX, a great new series.



A Pro Neck will always prevent slippage. Alloy V-bars always work great.



The headset was a Shimano MX-3, 10-speed quality but built especially for bicycle motocross.

### "Quick handling but not squirrely."

brakes by Shimano. We used a Sun Tour free wheel, so this is one of the few bikes you'll see around with both Shimano and Sun Tour parts aboard.

We topped it off with yellow Oakley Point 5 grips and chromed steel seat post and clamp, like you would a Sundae with a cherry.

First we took photos with Ronny House and Derek Shoenfeld, a 13-year-old expert from Reseda, California. They ran it through mud puddles and over jumps and generally just had a lot of fun and got the feel of it.

Then we put it on the track. The first race, Ronny didn't do all that great. He took third in 14 and under open at Azusa, but then surprised himself by swinging the 13 expert class top honors.



Andy Patterson splashes dust on the GT.



We put Oakle crud-plugs in our Oakley .5 grips.

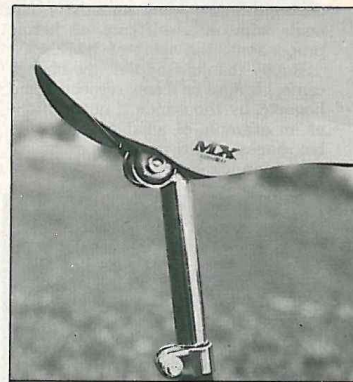
### "Fast steering—super sensitive—you can feel the track with it."

The next day, Saturday morning, we had Ronny ride it at Snipes Track in Norco, California. Andy Patterson of Factory G.T. also rode it some, to verify our opinions. The only verification that mattered however was that Ronny landed first in 13 experts again, and a fourth in the open class.

The next day, Sunday, we took it to the Corona-Norco YMCA track and blew everybody away: two firsts, in 13-15 open and 13 expert. We decided to retire from this bike before we managed to fly too high and hurt ourselves.

Ask Ronny: "It's real racing equipment. G.T. has found the right head and fork angle combo to make it quicker handling than most standard production bikes, and very, very sensitive. You can read the track like you would a contour map with your hands.

"It's not so kicked out that it's slow in the turns, though. I rode both the berms and the straightaways with ease.



Kashimax saddle is a great bun-cushion. Stock steel chromed post, with chromed seat post clamp.

(Continued on page 72)

The G.T. Pro Frame & Fork:

# LIKE A HAMMER AND ANVIL

(Continued from page 35)

"It's a great combination for a 13 or older kid, or someone weighing over 95 pounds. Any smaller and it would burn too quick and have all sorts of control problems. You need size and experience to manage this bike."

The G.T. Pro frame and fork come in chrome and blue, and are available from G.T. BMX, 2236 West

Second Street, Santa Ana, CA 92703, (714) 747-5634.

When we said it works like a hammer and anvil, we meant it. You can hammer out a victory anvil have a good time. ☆

**"Great equipment for over 13 and over 95 pounds."**



## WORLD CHAMPIONSHIP III

(Continued from page 52)

### PRO BUCKS

The date: December 28, 1980. The place: The Indiana Convention Center . . . site of the 1980 Jag BMX World Championships. The bucks: \$10,000 . . . the biggest-ever Pro Purse in BMX.

National Hydron, Inc., East Petersburg, PA, makers of MXL™ Goggles and Gloves, and Shimano Sales Corporation, Sun Valley, California, manufacturers of bicycle component systems, collaborated in presenting the MXL/Shimano Pro Classic as a major feature of the World Championships.

A series of qualifiers, and two paying semis narrowed the field to eight for the pressure packed main. When the smoke cleared, Kevin McNeal of Riverside, California had his Christmas stocking stuffed with a total of \$3,200.00 in first place money. Randy Smithson (Hermitage, TN) and Clint Miller (San Dimas, CA) were second and third, carrying away prize payouts of \$1,750 and \$1,220.

#### MXL SHIMANO PRO CLASSIC Total Main & Semi Winnings

##### MAIN

Position	Name	Town	Winnings
1	Kevin McNeal,	Riverside, CA	\$3,200
2	Randy Smithson,	Hermitage, TN	1,750
3	Clint Miller,	San Dimas, CA	1,220
4	Bob Woods,	N. Hollywood, CA	980
5	Denny Davidow,	Santa Ana, CA	800
6	Scott Clark,	Morgan Hill, CA	720
7	Eric Rupe,	Oldsmar, FL	480
8	Byron Friday,	Ramona, CA	350

##### SEMI 1

Position	Name	Town	Winnings
5	Toby Henderson,	Cerritos, CA	\$130
6	Mark Wegener,	Atlanta, GA	110

##### SEMI 2

Position	Name	Town	Winnings
5	Frank Post,	Watsonville, CA	\$130
6	Anthony Sewell,	Los Angeles, CA	110



This is the group from Japan, none of which made it to a main, but all of which had a great time.

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