

Lake jumping isn't exactly the nicest thing to do to a full-race scoot like the GT, but WHOO-EE!, it shore is fun.

Photo by Bob Osborn

EXCLUSIVE FIRST TEST!

GT PRO SERIES

Pest. Hey guys, have you heard what's cookin' over at GT? We all know they've always been REAL serious about their products and race team, but lately they've been TOTALLY brainstormin', burning the midnight oil updating their bikes, and developing some huzza-buzza new components to add to their already heavy-duty product line. They haven't been working at half throttle, either — that's not their style. We're talkin' WFO here.

All this new stuff came together on GT's new Pro Series bike, so as

“RANT, RAVE, SLOBBER, DROOL, PANT, ETC.” — QUOTES FROM OUR RARELY EXCITABLE TEST CREW AFTER RIDING THE NEW GT

soon as we could get our JT-gloved gripper-grabbers on one, we headed for Parks to put in some hectic test time.

WHAT'S NEW AND WHAT ISN'T

There are a whole bunch of changes on the frame. Now just hold

your horses before you go getting all panicky thinking GT has gone off the deep end changing everything. Some of the differences here are functional, while a few are purely cosmetic, and GT's famous seat-tube-piercing-the-top-tube design is still in tact.

Let's take a peek.

Some new spiff lookin' graphics help out in the Looks Department.

Chrome-moly rings have been pressed on at the top and bottom of the head tube to add a fair amount of extra strength without adding a bunch of weight.

The O.D. of the down tube is 1/8 inch larger than before. This should stiffen up the frame a little. Also, the top and down tubes are now using double-buttet tubing, while the fork legs are butted where they meet the center stem.

You know how on the old GT



GT PRO SERIES

Buff carvin' up one of the berms at Parks. The GT is VERY stable at warp speeds and only requires minimum muscle to get it to turn.



frames the rear end of the top tube was cut off and then a plate was welded on the end? Well, that cut is now angled instead of straight, and GT is in the process of having a die made to stamp the GT logo into the plate at the end which should look pretty sano.

The rear dropouts are also totally new. They're a little shorter than before, and even though there's a tad less adjustability, there's still plenty of forward to rear movement.

Now are you ready for the REALLY good news? The frame and fork geometry is exactly the same as it was before. GT figured that they could add a few tricks without messing up something that already worked great, and they've done it!

WHAT ELSE IS NEW?

Mmm, let's see. There are a whole passle o' new goodies.

The tires are skinwalls made exclusively for GT by Shinko, and when you first take a look at 'em, this becomes immediately obvious. Careful examination of the grooves in the center bead shows that these seemingly random wigglings really spell out GT, and the knobs on both sides of the center bead are in the shape of the letters GT! Sheesh.

The front tire is a 20 X 2.0 size that's not as beefy as a 2.125, but not quite as skinny as a 1.75. Purty neat.

These tires are built to handle a little more air pressure than most — up into the 55-60 psi range.

At first we were a little skeptical about how they were going to work 'cause they look like they'd be happier on asphalt than clawing for every available fraction of traction in the dirt, but they worked great.

We did our testing out at Parks in Fullerton, which is 100 percent pure, tractionless, concrete-hard California adobe, and they STILL provided PLENTY of traction. They also worked excellently on the ultra-

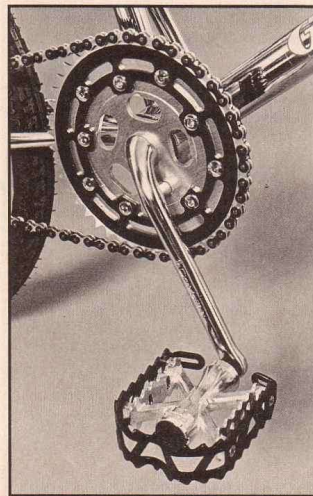


From front to rear, this is one sano scooter. The GT Pro Series.

A major force to be reckoned with in '84. GT's pro powerhouse, Rob Fehd.



Photo by Bob Osborn



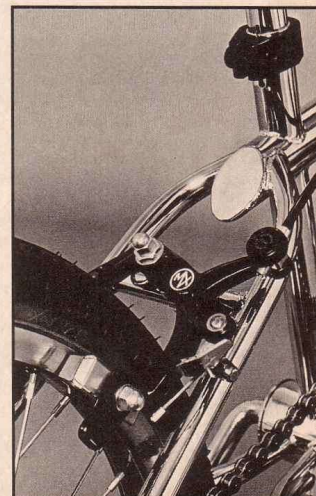
Look! They're . . . MEGA-PEDALS! Double rows of teeth for gobs of gripion. The SR chrome-moly cranks survived a bunch of aerial bombardment intact. Tuf Neck supplies the chainwheel and power disc, and they're qual stuff.



The GT hubs are t-rick. Sealed-bearings. Machined aluminum hub shells. Hollow chrome-moly axles. Ah yes, they simply reek of trickness. If you purchase a pair of these pups, make sure the aluminum bearing adjusting collars are snugged up tight.



The GT tires worked most excellently. Check out how the knobs are in the shape of the letters GT. The letters GT also show up in the grooves in the center strip.



Check out the new angled cut on the end of the top tube. Very soon the flat plate will be stamped with the GT logo. We won't bother to tell you how great the Dia-Compe MX callpers work. You already know.

FIVE MINUTES WITH ROB FEHD



STATUS: GT Factory pro
AGE: 23
HOME TURF: Santa Ana, California

WHEN YOU FIRST MADE YOUR COMEBACK INTO BMX, YOU STARTED ON A CRUISER. DID YOU HAVE ANY TROUBLE MOVING TO 20 INCHERS?

"When I first started riding a 20 inch, the front end was LIGHT! I was running a two inch longer frame and some forks that had two six inch pieces of solid steel welded up inside each leg to weight the front end. Normally, GT forks only weigh a pound and a half, but those forks weighed three pounds! But I needed that weight 'cause I was used to a cruiser."

"Now, with the exception of an extra inch added to the front triangle of the frame, I'm riding a totally stock frame and fork."

ARE YOU STILL WORKING IN THE WAREHOUSE AT GT?

"No way. I got promoted. Now I'm the in-house Team Manager. If any of our riders need some parts or jerseys or stuff like that I order it for them and have it for 'em by the next race. I also handle all the support team and co-factory riders."

DO YOU HAVE TO WEAR A SUIT AND TIE TO WORK?

"No way, dude. I wear my thrashers 'cause right after work I jet to go riding."

IS YOUR JOB STRUCTURED SO THAT YOU HAVE TIME TO TRAIN?

"Yeah. Rich doesn't mind, but Gary is like programmed,

'Work, work, work,' so when I leave early he sort of gives me a dirty look."

ARE YOU STILL TRAINING AS HARD AS BEFORE?

"I'm riding a lot more and still running and doing sprints and starts and stuff like that, but as far as heavy-duty weight training, I'm not into that as much as I used to be. I was getting too bulky, too tight, and I'd be up on the line trying to balance and I'd be shaking 'cause I was just too tense. Now I just work out a couple times a week and not as hard, and I just feel less squirrely going around turns and over jumps."

"As far as a younger person that wants to get stronger and bigger, I think weight training is fine, but for me, I do just enough to keep my muscle strength and tone. Now I train about half and half between my upper and lower body."

"Since my knee accident (Ed. note: Late last year Rob tore some cartilage in his knee and had minor knee surgery), I've been putting a lot more into my leg training. In the time that I was sitting out, my legs just shrank."

WHAT ARE YOU DOING TO CURE THAT?

"We still have that Universal weight set at GT, and it's got everything for the legs."

"There's a big ol' steep hill by my house that I do sprints up on my bike. It's about a one hundred yard sprint. I'll just ride up it like 10 times. Then I go to a high school football field with my bike and do 100 yard sprints on the grass with a 44-16 gearing."

"I run two miles in the morning, and I jump rope, too. When I first messed up my knee, I couldn't hop on my right leg by itself, so I figured, 'Hey, this jumping rope would be good training.' Now I've got it wired just like Holmes."

"Centennial is five minutes from my house, so I ride there three times a week. I also teach a BMX class a couple times a week at the Coal Canyon track. I practice my starts there 'cause they have a really good gate."

"I cruise up to Azusa on Thursday nights and practice, so it's like I'm training every single day. I don't even have time to watch TV."

"I'm always thinking, 'What can I do to better myself?' That's all I think about is training. I've gotta train. It just runs through my head. I never sit around. I can't gain any weight. I used to be 200 pounds when I was here last time. I've gotten down to 185, thinned out a little bit 'cause right after I eat I'll go riding or something. I eat while I'm on the road to the tracks."

HOW ARE YOU GOING TO DO THIS YEAR?

"I'll be winning by the end of the year. I'll be in the top five. I KNOW I can do it."

"When I get up to the line I've just got to forget about all the guys next to me and concentrate on getting out ahead of them. I've just gotta be totally inside myself, thinking positive, getting out of the gate and blowing these guys away."

WHAT MAKES THE DIFFERENCE?

"It's just who's mentally stronger. Just who can keep their mind together better than the other person. It gets intense."

"I'm new at this game. I'm fresh. I'm ready for this year and I'm excited."

"At the races if Hill's not mentally pumped up, he doesn't do as well. When he's totally psyched up, he flies. I can rely on just my physical strength to win, but if I'm pumped up, all the better, but I can win either way." ■

BMX
ACTION
OFFICIAL TEST

GT PRO SERIES



The GT has an affinity for radicality. Stylin' by R.L., shootin' by Oz, printin' by Windy.

smooth concrete floor in our warehouse, so we had tons o' fun flat-tracking around in there, freakin' our far out 'n foxy female employees, chasin' Cosmo, and doing basic berm shots off the art department wall. R.L. said they'd be totally excellent for freestylin', too. Good tires.

Also new from GT are their trick, smooth rolling, chrome-plated aluminum, sealed-bearing hubs. These pups come stock with some proto-ala-moto hollow chrome-moly axles. We weren't sure how the hollow axles would hold up, so we had R.L. and Buff give 'em the FULL torture test. No probs. They didn't even whimper when Gibey gave 'em the

full-on torque wrench treatment when he was putting the bike together.

The rear hub is a flip-flop — threaded on both sides, so if you crave running those smaller-size 14 and 15 tooth freewheels you can do it.

If you buy a pair of these hubs, check to make sure the aluminum collars threaded onto the axles have their allen bolts snugged up tight. The ones on our rear hub were loose.

There are lots of other trick goodies in the componentry department. Ukai rims. New A/ME Dual grips. A Hatta headset with a built-in locking

feature. SR one-piece chrome-moly cranks and an SR sealed-bearing bottom bracket. An Ariake seat with GT logos. A GT chrome-moly lay-back seat post. Dia-Compe Tech 3 lever and MX caliper. Tuf Neck chainwheel, spider, seat post clamp, and stem. (You'd better check to make sure the big bolt on the stem is tight. Ours wasn't.)

The SR pedals are pretty trick. There are double rows of fairly burly teeth on the front and rear of each one to give you a big platform to stand on and keep your tennies FIRMLY planted. They look like they're engineered for mountain bikes because the cages have loops

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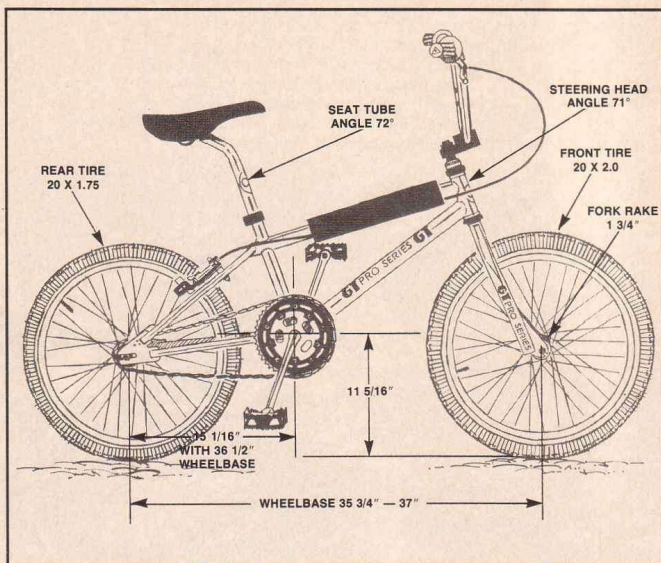
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PRICE & SPECS

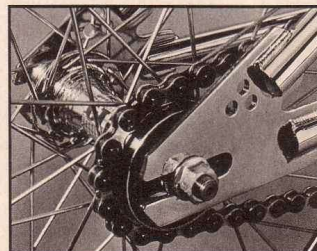
COMPLETE BIKE PRICE: \$360.00.
FINISHES AVAILABLE: Chrome with black or blue components, yellow with blue components, or white with blue components.
COMPLETE BIKE WEIGHT (without pads or plate): 24 pounds, 7 ounces.
FRAME WEIGHT: 4 pounds, 2 1/2 ounces.
FORK WEIGHT: 1 pound, 12 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE: 8 1/2 inches.
HANDLEBAR WIDTH: 28 3/8 inches.



TOP TUBE O.D.: 1 1/4 inches.
DOWN TUBE O.D.: 1 3/8 inches.
FORK LEG O.D.: 1 inch.
BOTTOM BRACKET TYPE: Large.

COMPONENTS

FRAME: GT Pro Series, chrome-moly.
FORK: GT Pro Series, chrome-moly.
HANDLEBAR: GT Pro Series, chrome-moly.
HANDLEBAR STEM: Tuf Neck, aluminum and chrome-moly.
GRIPS: A'ME Dual, rubber.
HEADSET: Hatta MX 2 with locking ring.
RIMS: Ukai, aluminum.
SPOKES: 36, .080, with brass nipples.
HUBS: GT sealed-bearing, with hollow chrome-moly axles.



TIRES: GT skinwalls.
BRAKE: Dia-Compe MX caliper, rear only.
BRAKE PADS: Dia-Compe.
BRAKE LEVER: Dia-Compe Tech 3.
BRAKE CABLE: Dia-Compe.
PEDALS: SR, aluminum with chrome-moly, 175mm.
CRANK: SR, one-piece, forged chrome-moly, 175mm.
BOTTOM BRACKET SET: SR, sealed-bearing.
FRONT SPROCKET: Tuf Neck aluminum chainwheel, 44 teeth.
SPIDER: Tuf Neck Power Disc, aluminum.
FREEWHEEL: SunTour, 16 teeth.
CHAIN: Izumi, 1/8 inch.
SEAT: Ariake aero style.
SEAT POST: GT, lay-back, chrome-moly.
SEAT POST CLAMP: Tuf Neck, aluminum.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including pro), may high-zoot street.
AGE RANGE: 14 over racing, 13 over street.
QUALITY OF FINISH: Very good to excellent.
QUALITY OF WELDING: Excellent.
GEOMETRY: Excellent.
HANDLING: "Usually when I'm in the air I really have to concentrate on where I want the back end to go, but on the GT I could just go for it. I was landing sideways off the jumps and it would hold — no sliding." ... "These tires get traction!" ... "It's a slow turner, but it's real good because it's real smooth." ... "I think a definite 10. There's nothing I can complain about. The bars felt like they moved back when we were jumping, but it didn't even affect me."

MISCELLANEOUS COMMENTS: "It's kinda like someone knew what they were doing when they built it." ... "Riding this bike is like taking a 10 week training course — you WILL go faster." ... "The rims took plenty of pounding and were still straight when we were done ... "The pedals make you feel fully secure. There are no weak points under your feet." ... "Once I got used to it it felt great, but it took me awhile to get used to it. It's clean. It's a good size." ... "The front wheel could use a couple washers to take up the slack space between the fork tabs and the hub ... The rear dropouts have to be spread to accept the rear wheel ... The Ariake aero style isn't as abrasive to your buns as a few other aero seats we've used."

TEST INPUT: Buff, R.L., Gibey, Oz, Rob Fehd, and a few of the Parks locals.

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