

You know the feeling. You're sitting in staging, your moto is about two races away, and your stomach starts tightening up — letting you know the adrenalin is definitely flowin'. Your heart starts pumpin' faster, and your mouth is gettin' dry. Battle plans are running over and over in your brain. Dialing the sequence of the lights. Planning how you'll come out of the gate. Your line through the first berm. Your equipment.

Ah yes, radsters, a trusty steed is very important to your piece of mind when you saddle up at the gate.

Now there are some bikes that do a little something extra to calm your pre-moto fears. You know they've been through stuff like this before — that they're ready for what's ahead. They're kind of like a good horse — you know it won't balk when the going gets tough. They put your mind at ease and keep your heart from trying to pound out of your chest. You know the handling's there. The solid feel. We're talkin' quality. That's what makes the difference between a \$200 bike and a fairly high-buck moto-missile like the GT Pro Series.

Ah yes, most radical readers, the newly updated GT Pro Series is our victim for this month's (gasp, shudder) heavy-duty BMX ACTION torture test.

#### ANY NEW BUSINESS?

You bet. There's a bunch of changes in the component department. For one, there's the new mega-massive GT stem that has a chrome-moly shaft and an incredibly large aluminum body. Minimum flex, and maximum clampage.

What else? How 'bout a new Izumi chain that's made for GT with lightening holes in all the links? Yup, it's on there.

Would you believe a self-adjusting headset? Yeah, you read it right

*The GT Pro Series. Qual componentry, solid feel, and very definite race-winning capabilities. We're talkin' factory replica stuff — well, with the exception of the cranks, which, considering the size of the dudes that'll fit this bike, were a hair on the short side.*

— self-adjusting. It's GT's Epoch headset. On most headsets, the top nut and race jam against each other (with a washer in between, of course). On the Epoch headset, the top nut jams together with a dust cover, but underneath 'em both is the self-adjusting top bearing race.

Here's how this deal works. The top bearing race has indentations around the top that catch one end of a spring that winds around the fork crown. The other end of the spring catches the notch in the fork crown's



Photo By Windy



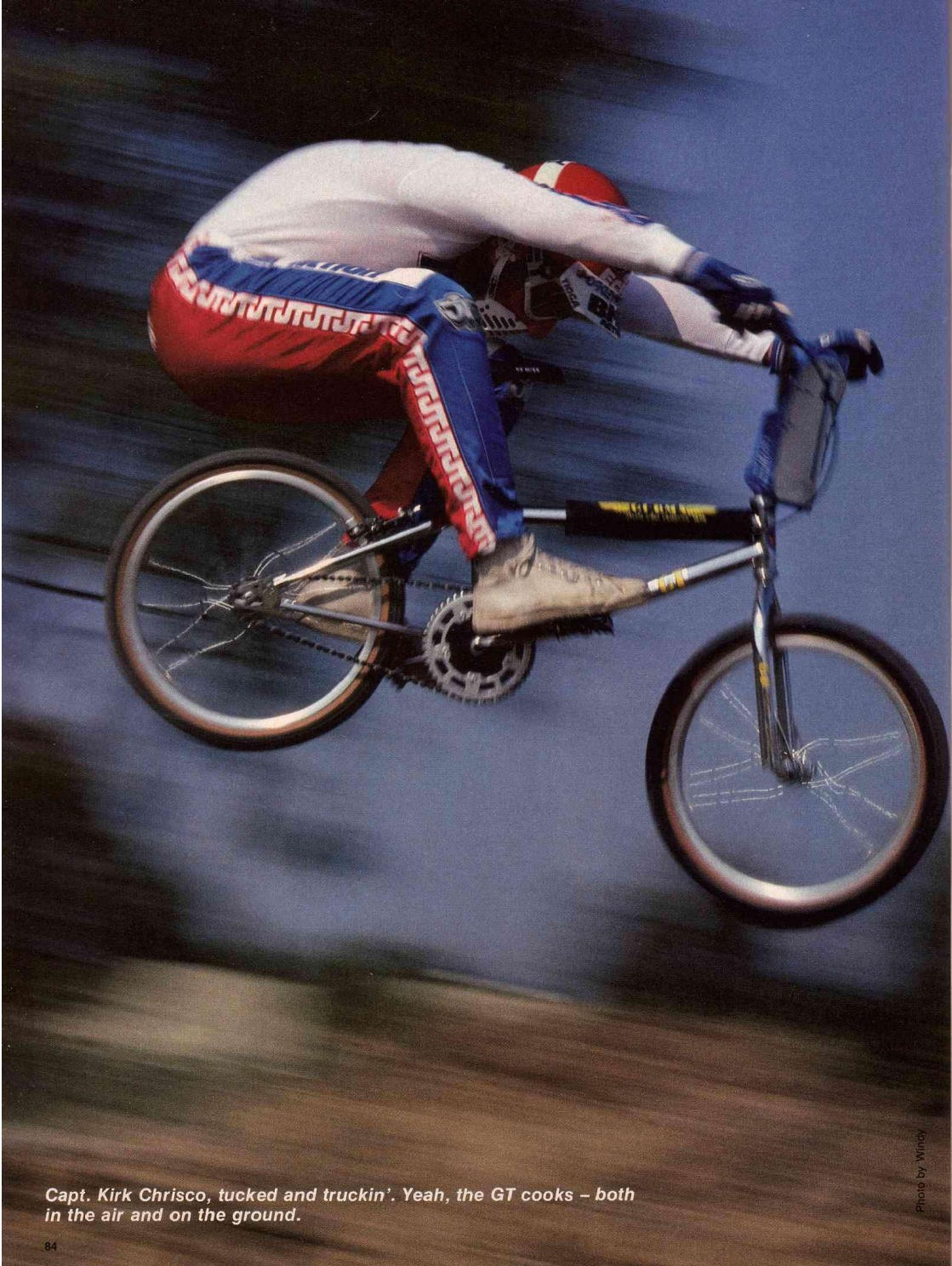
Look out! Here he comes, the dude with the locomotive legs — Tommy Brackens! We're talkin' freight train power PLUS right here, sports fans.



# GT PRO SERIES

ROCKIN' AND ROLLIN' ON THE '85 MODEL





*Capt. Kirk Chrisco, tucked and truckin'. Yeah, the GT cooks – both in the air and on the ground.*

Photo by Windy

Photo by Steve Giberson

**The GT Pro Series allowed Kirk to pull off his usual air-time antics with ease.**



threads, and the spring is wound so that it's constantly trying to tighten the top race. Pretty slick, huh? It works good. We never had to mess with adjustment during testing.

Let's see, other new stuff includes the aluminum GT power disc, an SR aluminum chainwheel, and the one-piece tubular chrome-moly 175mm SR Turbox cranks.

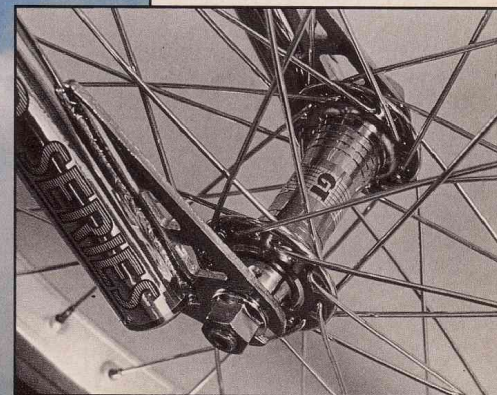
**WHAT'S LEFT?**

Of course the GT frame, fork, bars, and lay-back seat post are present and accounted for. Not much has changed here since our last testing encounter in the June '84 issue, but why change 'em? They're all good race-proven stuff, and the GT Pro chassis is known for its nice, stable handling.

If you've ridden any of the current crop of pro frames, you'll notice that the GT's steering is considerably slower than quite a few of 'em. No hyper-hectic steering head angles here, gang. That means you can give your full attention to sprinting on the straights instead of struggling to keep the front end in line.

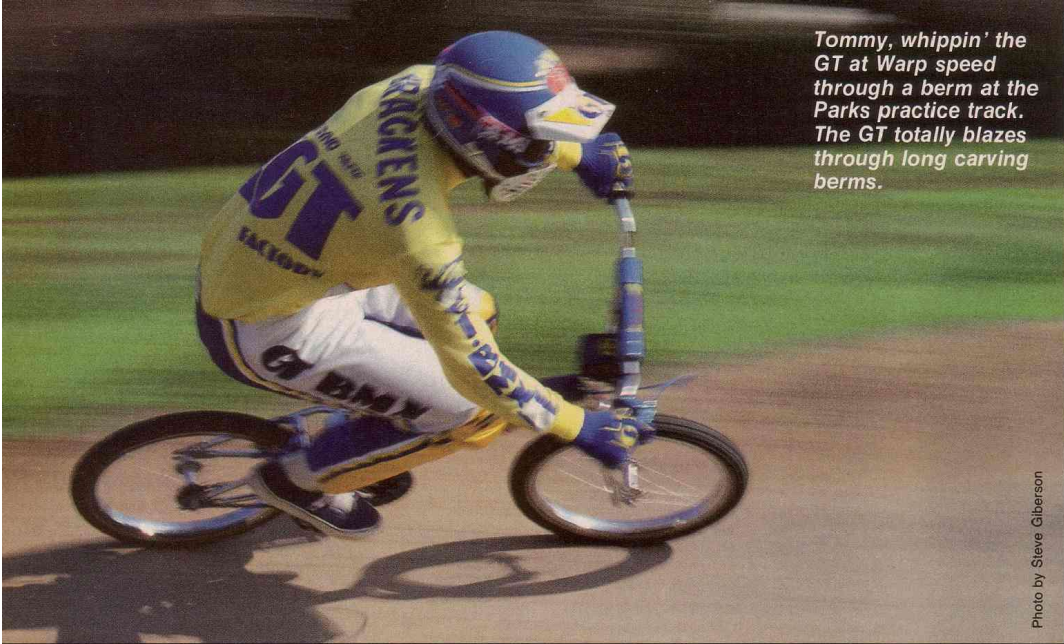
Cornering is cool. The steering's not too heavy, but it's not too quick, either. You shouldn't have any arguments when it comes time to change directions. There's nothing that some steering and little body English can't accomplish.

Kirk Chrisco put in his normal amount of air time during our test, and he didn't have any complaints. No looping or endoing were reported.



*Smooth rollin' GT sealed-bearing hubs grace the centers of both wheels. We didn't have any trubs with the hollow chrome-moly axles bending or suchlike. They're tough.*





Tommy, whippin' the GT at Warp speed through a berm at the Parks practice track. The GT totally blazes through long carving berms.

Photo by Steve Giberson

## FOUR TACO LUNCH AND CONVERSATION WITH TOMMY BRACKENS

AGE: 24.  
HOME TURF: Santa Ana, California.  
SPONSOR: GT BMX.  
STATUS: NBL National No. 3 Pro.

BMXA: "You have to be one of, if not THE, most powerful dudes in BMX right now. Where does your power come from?"

Tommy: "My legs. (Laughter) To tell you the truth, it's just determination - how bad I want to win. That's all I can say."

BMXA: "How do you train?"

Tommy: "I train all-around. Upper body, lower body. But I don't train with weights at all. I just stay on my bike."

BMXA: "That's it as far as training?"

Tommy: "Yup - just ride my bike. I go down to Parks (in Fullerton, California) a lot. Ever since they rebuilt it, I've been going there almost every day. Training-wise, I'm not doing anything special."

"I just want to win bad. It's all in the mind. If everybody thinks I can really pull 'em down the straights, fine. Let 'em think that. I KNOW I can. I guess I just have my mind

together going down straight-aways."

BMXA: "Earlier you mentioned that your riding had improved 85 percent since you switched bikes."

Tommy: "Yeah, I think so. Just last weekend Rob Fehd showed me that if you run the back wheel towards the front of the dropout it gives the bike a shorter wheelbase, and it makes it a lot easier to speed jump. It starts a lot quicker, too. When I was on the Torker, I'd run the back wheel towards the front and I'd loop out constantly. That's why I used to run it all the way in the back - to get a longer wheelbase."

BMXA: "How much time do you spend on your bike? You hear about guys training their tails off."

Tommy: "Some guys say they train, but you can see who's training and who's not. Each week I think I ride my bike about five hours. That's it. On weekends I race and Friday is usually a travelling day, so Monday, Tuesday, Wednesday, and Thursday are left for training."

"During the hours that I ride, I work myself pretty hard. Starts, turns, jumps, the whole operation."

"Half the guys out there worry

about the other riders - what they're doing, how they're doing it, how they're training, and like that. They ought to just worry about themselves. It doesn't matter what the other guy's doing - if he's working out harder than you, hey, work out harder than him."

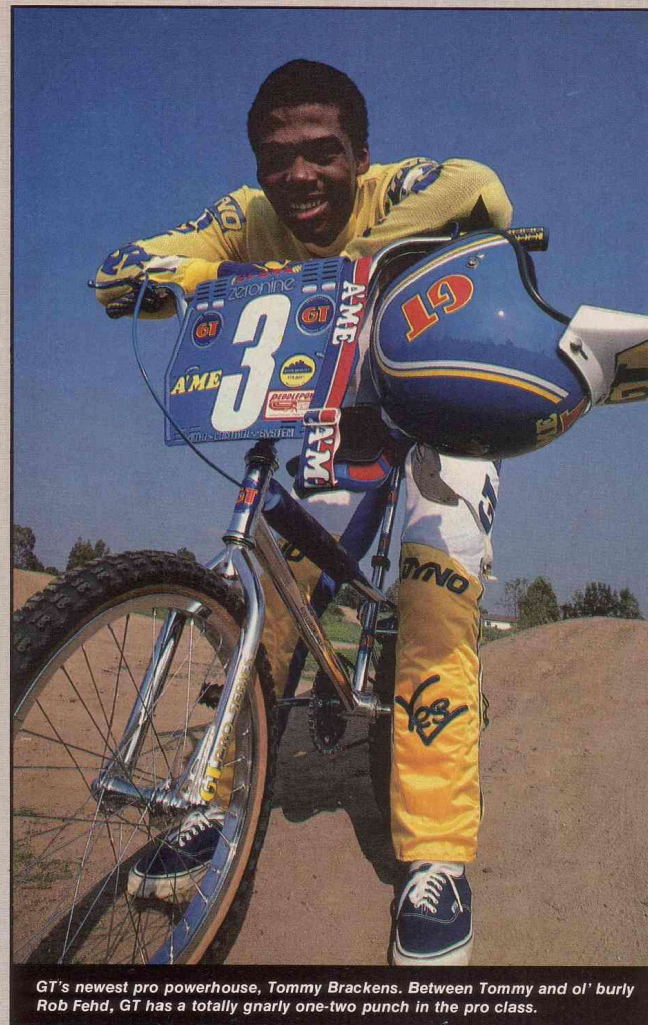
BMXA: "Are there specific riding skills that you work on? Before you'd hear, 'Yeah, Tommy's weak in the jumps and the corners.'"

Tommy: "They're not saying that now. Now I'm not really focusing on anything. The other riders know I can jump, and they know I can turn. I've corrected my weak points - there's nothing that's weak now. Zilch. Zero. But at the time it was turns and jumps. I'm mentally better now."

BMXA: "Since you're older than most of the pros, do you think that your mental maturity gives you an advantage?"

Tommy: "Yeah. One rider - I won't mention his name - he's young and he acts like he's about 30 years old. I think that's wrong. You should act your age, or act under it. Just feel younger. If you're gonna feel older, you're gonna think older. When you're thinking older, you're thinking slower. I'm thinking young and I'm going fast. I've got the nitrous hooked up." (Laughter)

"I'm gonna keep racing 'til I can't



GT's newest pro powerhouse, Tommy Brackens. Between Tommy and ol' burly Rob Fehd, GT has a totally gnarly one-two punch in the pro class.

race anymore. 'Til I can't move my legs. 'Til I'm old and grey and have a red and white cane." (Laughter)

BMXA: "How do you get psyched for a big race?"

Tommy: "I know what I'm capable of doing and I know I can go out there and do it. I don't put any pressure on myself by saying, 'I have to go out and win this race because GT is sponsoring it.' I just go out there and race. I don't sit in the corner saying, 'I've got to do this, I've got to do that. I've got to get a good start.' I know what I have to

do, so what's the use of putting pressure on myself? I just go out there and do it."

BMXA: "Do other riders try to psych you out?"

Tommy: "Yeah. A few of the riders will come up to me and say, 'They've got a lot of jumps here.' I'll say, 'Yeah, but you've got to ride the same track I've gotta ride.' That's part of being a pro. You have to adapt to it. The best rider's gonna win, so I wish them good luck. I know what I'm capable of. I'm not letting anybody psych me out."

BMXA: "You put together a pretty good string of wins last year."

Tommy: "And I'm starting off good again this year. I won the Pro Open at the ABA race in Louisiana, and I doubled in Puerto Rico. Hopefully, I'll do some damage in Pico Rivera."

BMXA: "What are you concentrating on for this year?"

Tommy: "I'm focusing on NBL. If I do great in ABA, fine. It's just that I'm leaning towards the NBL."

BMXA: "That's what you've been chasing the past couple years, right?"

Tommy: "The past three years."

BMXA: "Where do you figure you'll be at the end of the year when they tally up the points?"

Tommy: "Hopefully in the top two. I've always said that if I'm going to be number one, I'm going to do it by winning. I'm planning on winning a lot of races this year."

BMXA: "How about multiple mains? Do you like running three mains instead of one?"

Tommy: "Sometimes I do, sometimes I don't."

BMXA: "What makes the difference?"

Tommy: "Sometimes I have an off day. (Laughter) If you win the first main, you always wish they were running just one main. If I know it's three mains, I say, 'I've gotta be consistent - make the top three or four.'"

BMXA: "So do you go for consistency, or do you go for the wins?"

Tommy: "Consistency. That's all I've been thinking about this year and part of last year - finishing first, second, third, or fourth. As long as I'm in the main in both classes."

BMXA: "Which are stronger, your starts or your sprints once you get out of the gate?"

Tommy: "Both."

BMXA: "How about when you get on the gate for a single pro main, are you thinking that you want to get the ultimate killer start, or are you just trying to get out decently?"

Tommy: "I just want to get out even with the rest of the guys."

BMXA: "Not try to cut too fine a hair and nail the gate?"

Tommy: "Exactly. You're taking a big gamble. Say I go up there and think, 'I'm just gonna kill everybody out of the gate.' I'd be lying to myself 'cause I'd get up there, try to get a great start, and wind up nailing the gate. All I need is a fair start. After that, I know I've got it."



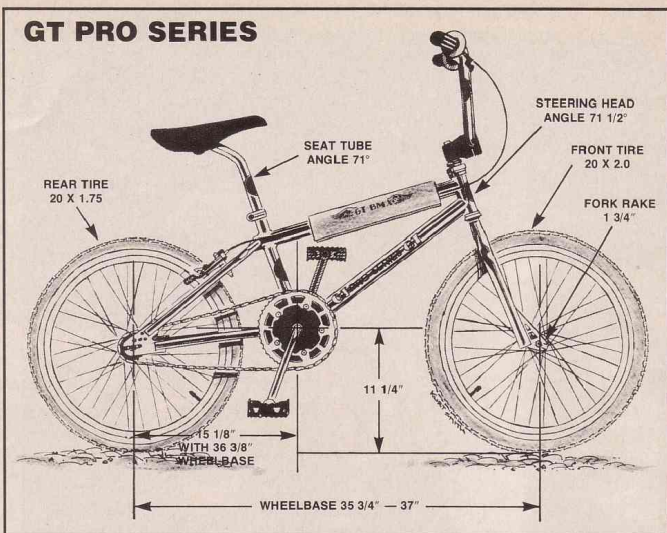
# Price & Specs

**COMPLETE BIKE PRICE:** \$379.00.  
**FINISHES AVAILABLE:** Chrome with black or blue components, yellow with blue components, or white with blue components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 23 pounds, 10 1/2 ounces.  
**FRAME WEIGHT:** 4 pounds, 3 ounces.  
**FORK WEIGHT:** 1 pound, 11 ounces.  
**HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area):** 8 1/2 inches.  
**HANDLEBAR WIDTH:** 28 inches.  
**TOP TUBE O.D.:** 1 1/4 inches.  
**DOWN TUBE O.D.:** 1 3/8 inches.  
**FORK LEG O.D.:** 1 inch.

# Components

**FRAME:** GT Pro, chrome-moly.  
**FORK:** GT Pro Series, chrome-moly.  
**HANDLEBAR:** GT Pro, chrome-moly.  
**HANDLEBAR STEM:** GT, aluminum and chrome-moly.  
**GRIPS:** A'me Dual, rubber.  
**HEADSET:** GT Epoch.  
**RIMS:** Ukai, aluminum.  
**SPOKES:** 36, .080, with brass nipples.  
**HUBS:** GT, sealed-bearing, with hollow chrome-moly axles.  
**TIRES:** GT.  
**BRAKE:** Dia-Compe MX caliper, rear only.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVER:** Dia-Compe Tech 3.  
**BRAKE CABLE:** Dia-Compe.  
**CRANK:** SR Turbox, one-piece tubular chrome-moly, 175mm.  
**PEDALS:** SR Speed Trap, aluminum and chrome-moly.  
**BOTTOM BRACKET SET:** SR, sealed-bearing.  
**FRONT SPROCKET:** SR aluminum chainwheel, 44 teeth.  
**SPIDER:** GT Power Disc, aluminum.  
**REAR SPROCKET:** SunTour freewheel, 16 teeth.  
**CHAIN:** Izumi, 1/8 inch.  
**SEAT:** Ariake, aero style.  
**SEAT POST:** GT lay-back, chrome-moly.  
**SEAT POST CLAMP:** Aluminum.  
**ACCESSORIES:** GT frame pad.

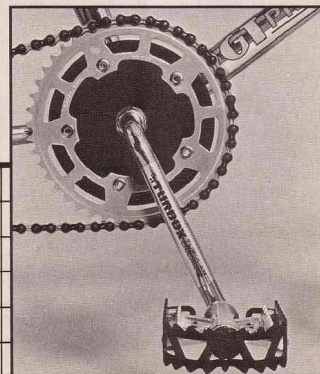
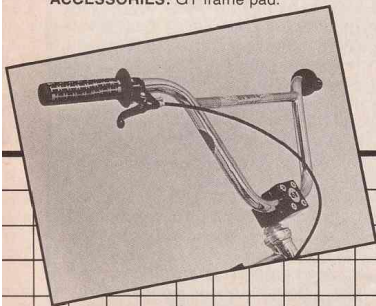
# GT PRO SERIES



# Performance Evaluation

**PURPOSE:** Racing (up to and including pro), very choice street bike.  
**AGE RANGE:** 13 and up racing, 12 and up street.  
**QUALITY OF FINISH:** Excellent.  
**QUALITY OF WELDING:** Excellent. Extremely clean beads. Very nice.  
**QUALITY OF COMPONENTRY:** Very good to excellent.  
**GEOMETRY:** Excellent.  
**HANDLING:** Excellent. There's no razor-quick steering to be found here, but it doesn't steer like an oil tanker, either... "It handles good. It turned kind of on the slow side, but it was pretty well balanced. The front end didn't drop, the back end didn't raise. It was good in the air."... "I like the tires. They're good on hard, slick tracks."

**MISCELLANEOUS COMMENTS:** The cups for the headset and bottom bracket set fit just fine... The front wheel fit perfect; the back end of the frame needed to be spread a little for the back wheel to slide into place. The chain alignment needed a little work, too... The brakes worked totally excellent, as did the GT tires... "The seat's too far back with the lay-back seat post. You'd be sitting back and it'd make the front end too light."... "The bars felt good. The pedals are great; the cranks didn't bend. The seat post stayed straight. No probs with the frame or fork."... "The cranks are way too short. Are those 170s? The rest of the components are top notch."  
**TEST INPUT:** R.L. Osborn, Steve Giberson, Kirk Chrisco, Don-Boy, Windy, Andy Jenkins, and Tommy Brackens.  
**MANUFACTURER:**  
 GT BMX  
 5422 Commercial Drive  
 Huntington Beach, California  
 92646  
 Tel: (714) 895-5589



R.L. Osborn, givin' the Pro Series a little Cherrypicker test treatment.



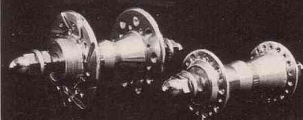
Photo by Windy



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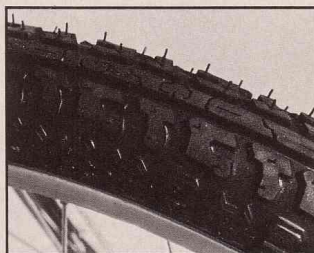


7542 Acacia Ave.,  
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The frame checks in at 4 pounds, 3 ounces, while the forks tip our incredibly high-qual and impressively accurate scales at 1 pound, 11 ounces. That's absolutely in choice territory of weight competitiveness without being *too* fragile. The frame and fork are 4130 chrome-moly and made in the U.S. of A., and we must say they have some of the nicest welds that we've seen in quite a while. Classy stuff.

GT was one of the prime motivators of the power bar movement a few years back, and their bars are still plenty wide and flat enough to give you ample pull, but not bent so flat that you get squirrely. They're chrome-moly, too.

Other miscellaneous componentry? Just good-guy stuff from nose to tail. Great grippin' GT knobs, Ukai aluminum rims, and GT's



The GT knobs are great grippers, especially on bone-dry, hard-packed tracks.

sealed bearing hubs with hollow heat-treated chrome-moly axles make up the wheels.

A Dia-Compe MX caliper, cable, and Tech 3 lever handle the stopping. What can we say? Huzza buzza.

The same goes for the SR Speed Trap pedals. They give you gobs of platform area and enough teeth to keep your feet firmly where they belong.

A'me Dual grips find happy homes at both ends of the bars, and they didn't raise any complaints — or blisters.

## CHANGES, TRUBS, AND SUCHLIKE

1. The new GT power disc created a problem when it came time to remove the bottom bracket. The SR sealed-bearing bottom bracket is normally only somewhat of a pain to remove. (You know, remove the



See how one end of that spring catches an indentation on the inside of the top bearing race, while the other end hooks into the notch in the fork crown? That's how the Epoch headset's self-adjusting feature works — and it DOES work. We never had to touch the adjustment.

adjusting-side cone nut, slide a screwdriver between the nut-side bearing and the crank so you can pound the sprocket-side bearing out.)

After removing the adjusting nuts and pounding out the sprocket-side bearings, we looked at the spider and realized that there were no holes in it. That meant it was impossible to reverse the screwdriver-through-the-inside-of-the-crank process and remove the bearing on the left side. Ugh. What we had to do was catch the outside edge of the bearing cup with a screwdriver and pound it out. Much swearing, sweating, and pounding later, we had a fairly mangled bottom bracket set laying on the workshop floor.

The GT spider works great with a regular type bottom bracket, or a sealed-bearing number that has a sizeable lip on the outside of the cups so that you can pound it out, but with the SR sealed-bearing jobber, it's a bugger.

2. Honestly, we would've preferred a straight seat post to the lay-back post that came stock on the Pro Series. The front end of the Pro Series is already plenty long, meaning there would be more than enough knee room with a straight seat post. It would also allow you to feel the seat between your knees while you're standing up, which gives you a little extra control.

3. Since we're nit-picking, we ought to mention that the cranks were 175s, and for the size of the bike, they should definitely be 180s for more leverage and snap out of the gate.

Beyond those trubs, nothing bent, broke, made noises, was a hassle, or assumed new configurations.

## FINAL COMMENTS

The price of the Pro Series is right in the neighborhood of \$379.00. What do you get for that price? A solid scooter with high-qual componentry that handles predictably and excellently.

Weight for the whole deal is only 23 pounds, 10 1/2 ounces. Now that's competitive!

Like we said before, the Pro Series steers slower than quite a few of the pro-size bikes on the market, but when you're elbow-to-elbow with seven other trophy-crazed hot-shoes, the bike's extra stability gives you a chance to get more aggressive before you lose control, which means most guys will have to back off long before you do. That could be the extra advantage you need. ■

# WARNING:



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