

GT PRO SERIES

GT discloses the secret to their winning ways

□ If someone asked you to name the five top BMX teams in America, what would you say?

"Let's see, GT. . ."

Stop right there. It's funny you should mention GT first, 'cause we're featuring a GT bike in our test this month.

The GT factory racing team has been winning everything in sight lately. It seems to be kind of a reflex action for them. Ol' Doc Scofield has built one wing-ding of a team, all right. Take Tommy Brackens, for instance. Tommy has always been fast, but in the last few months he has been looking incredible, winning big races—and big bucks in the process.

Enough small talk on how the team has been coming along, let's take a look at the hardware that keeps them winning. The pee-wee guys in the GT ranks rip it up on GT's famous mini frames. The older riders are all riding the bike that just happens to be this month's test bike: the Pro Series.

A RECIPE FOR WINNING

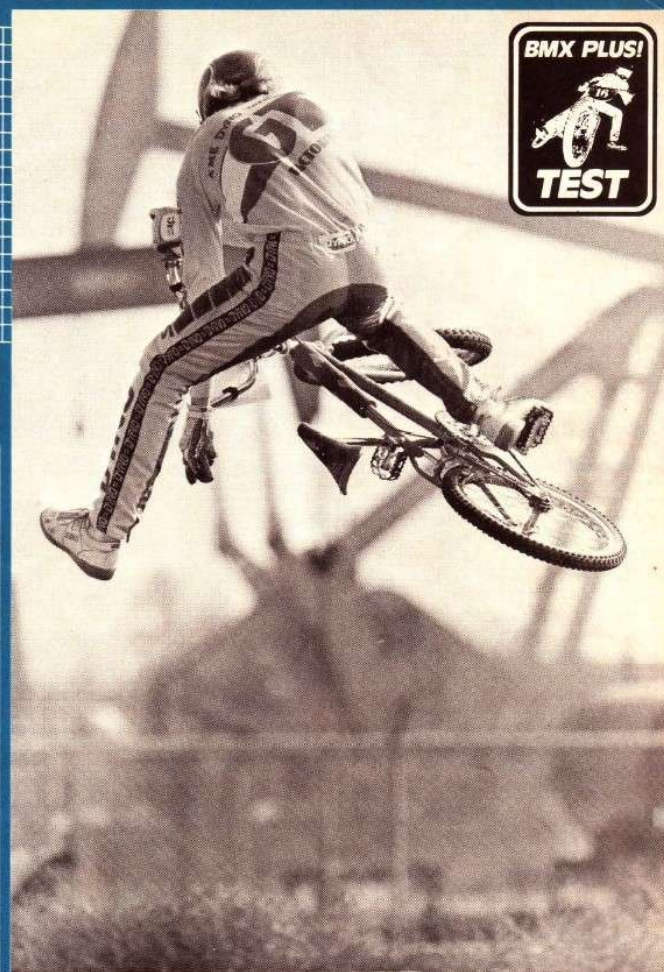
Start with one GT frame-and-fork set, add a set of GT sealed-bearing hubs, Dia-Compe brakes, Tech-5 levers, A'ME grips, a GT Epoch headset, SR Turbox cranks, and SR platform pedals. Do not shake or stir! Once you've done that, add one BMX pedal pusher with a desire to win races. A simple recipe that your mom could follow for your birthday or for Christmas.

No doubt about it, the components on the Pro Series are full-on. Of course, with a retail price tag of over \$300, we were expecting the bike to be put together pretty well.

GETTING LUCKY

The test was set for a Friday morning at a hot new SoCal riding spot—"Lucky's," in Huntington Beach. For the test we called in Tim "Too Tall" Ebbett—a Test Force veteran—and rookie Randy Tischmann, who had just joined the ranks. In the interest of fun, photos and additional

◀ Kevin Hull—exploding berms at Lucky's with some help from the Pro Series.



People from the East Coast are often astounded to find out that Huntington Beach, California, has oil wells all over the place. Kevin is from Texas, however, so he's used to it.

input, we called GT factory fast guys Tommy Brackens and Kevin Hull too. **MORE COMPONENTS COLLABORATION**

Tim, Randy and our fearless editorial crew got to swap notes and opinions on the components of the Pro Series. Here's what came out of our little pre-test rap session. All parties were in agreement that the drive train setup (meaning the pedals, cranks and chain) was top-notch. Why, you ask? Well, for one, the SR platform pedals offer tons more surface area than other platform pedals. The Turbox cranks were highly respected by our crew because of their track record—they've always proven both light and dependable. The GT hubs were another point in the Pro Series' favor; the hubs were ultra-precision sealed bearing.

Furthermore, they had a hollow track axle to keep the weight down, and their shape made them look ultra-trick! The Pro Series comes stock with front and rear Dia-Compe MX-901 brakes and Tech-5 levers. Dia-Compe brakes are thought of as the "real McCoy"—those who won't settle for substitutions demand them! Another popular component with the guys was the Epoch headset. The Epoch's claim to fame is that it is self-adjusting, meaning it will never loosen during a crucial battle.

THE MEAT AND POTATOES

Because our two riders are so different in height—Tim is around five feet 11 inches and Randy is five feet six inches—they decided to take long turns on the bike. Tim started out by setting up the bike to his needs, which included raising

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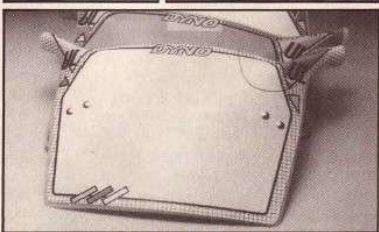
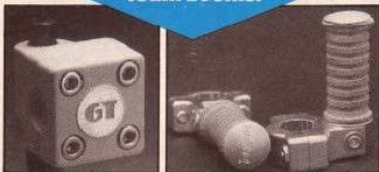
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GT PRO

the stem and seat to max height and pitching the bars slightly forward. Tim adapted almost instantly to the bike's handling when it came to jumping. We never had to ask him to make a return assault on the treacherous triples. He just did it automatically. It took Tim a little longer to get used to the bike's cornering, because he normally rides a Harry Leary Turbo with a steeper head angle and quicker steering, but once he got used to the feel of the GT, he was carving corners with abandon. He just had to get used to shifting his weight a little more forward than normal.

Randy, on the other hand, normally



With Tommy Brackens winning everything in sight lately, the Pro Series has plenty of race track credibility. The fact that it jumps well and has killer components is an added bonus.

rides a GT (a Pro Performer, as it turns out), so he had no adjustment period at all. He lowered the seat and stem and set the bars just where he wanted them, and then went crazy. Putting Randy on this bike was like putting a fish in water and asking it how it feels. That's how comfortable Randy was with the bike. Within two minutes, he was ready to launch the bike into orbit off any jump he could find and blast through every berm on the track. In fact, Randy remarked that the bike was one of the best bikes he'd ever ridden.



The Pro Series originally came with front MX-901 brakes. Tim had to remove them in order to pull off his Learys.

Being an avid freestyler, Randy also checked out the bike for freestyle potential. He said he wouldn't want to take a chance on adding any axle pegs (because of the lightweight hollow axles) but we figured that with a set of GT frame and fork standers and a hollow stem bolt, the Pro Series could be turned into a veritable freestyle machine.

Of course, the Pro Series was not designed for freestyle, even if it would work for that. The GT guys—Tommy and Kevin—who have been winning Nationals on their own Pro Series bikes, probably never even think about such things. To them, the Pro Series is the best thing to happen to BMX since the invention of dirt.

After about four hours at Lucky's, we headed out for some lunch, said adios



GT knew their tamales when they were laying out the specs on this bike. The Tech 5 levers are primo—they provide positive braking power across the board. The bars worked out great too, although the large guys said they could have stood being a touch wider.

