



Pardon the pun, but Pepe hit mach one on the Pro Series. GT's have always handled like a Porsche.

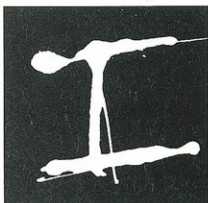
COLOR
Extreme nac-nac by Brian Hernandez. You can't get the bike much further in front of you... unless you were trying a tailwhip jump. Hmmmmmmm.

Not just another



GT TEST

GT PRO SERIES TEAM MODEL TEST



n Reno, Nevada's town-motto style, GT proudly hail themselves as "the biggest little garage company in BMX." Their new building now holds all three parts of GT that used to be split into separate structures: management, shipping, and manufacturing. It seems large from the outside, but once you've entered the place, that mammoth exterior reduces to your average office space.

GT's high-security entrance is less than fool proof if your name's Spike Jonze. He just walks right past the receptionist as if he knows what he's doing and where he's going . . . which he does.

Being a bit more dignified and unable to get away with the things Spike does, I tell the girl up front that we're here to pick up a test bike from Root Girl — a task which used to be more fun when they had a valley-girl secretary named Karen. (But she got fired for saying "Omgawd! Like, howz it goin', dude?!" to high class Taiwanese executives.) For a moment, you're held hostage in the front waiting room and try not to act like you're in for a dentist appointment by examining the "Ansel" Osborns which hang on the wall. Behind the non-valley secretary stands a large tank full of exotic fish which are either poisonous, deadly, or eat each other. I've heard stories about how swarms of employees gather each week to see lil' goldfish downed with one bite by these colorful, prickly (and expensive) fishies.

I'm given permission to go on back to Root's office, which Spike has already visited; he is now playing with the twirling-coin game in McGoo's office.

GT's promo department, consisting of McGoo (freestyle) and Root Girl (BMX), includes two offices next to each other. Even with the doors closed, you can hear what both are talking about due to the volume at which each of them speaks. Straight down the hall is GT's heavily guarded, extremely top-secret, locked-at-all-times art department. At the time of our visit, the 1990 GT's were being spec'ed and designed, so a snarling, rabid German Shepherd sat guard by the entrance.

I entered McGoo's habitat first, only to see him quickly turn off the lights and show us a glow-in-the-dark skull that was given to him as a wedding present. Although his desk is full of toys, don't let that fool ya. He gets the job done, and invites Spike and myself out back to examine GT's new portable half-pipe, mounted on a long trailer (Powell Peralta-style).

When entering Root's domain, you are greeted with a very brash, "Holmes! What's goin' down?" (Inside joke: Greg Hill always answers the phone, "What's goin' down?") The test bike we came for is sitting right there, crammed into a corner of her office next to brand new Dyno pants for the GT and Robinson forces. After showing us incriminating blackmail photos of T.C. from the last GT Beach Party, we move on to the GT Pro Series specs

and changes for next year.

The GT we were about to test is the bike that'll be available up 'til February or March of 1990. After that, you will be able to purchase a highly-technologically updated GT, which I'm told, "is gonna blow your socks off." Details are sketchy and pretty top secret, but we put pieces of the puzzle together and assume GT's new race pedal is going to be a bit Shimano DX'ish. Knowing Gary Turner, he'll go one better than the wishbone rearend, and we're almost 100 percent positive that it'll be longer (GT Limo?). For now, we'll just have to be patient for the premier showing at the Reno bike show in October.

Also for now, we'll have to settle for the '89 GT Pro Series, which really isn't as bad as it sounds. . . 'cause this year's GT P.S.T.M. ain't no leftover, outdated piece of machinery. Actually, when GT changed their frame two years ago, it was the year when everyone else was considering reentering the BMX scene. While most companies were thinking of getting back into racing, GT had never left it; they were just updating their frame. So, when most bicycle companies introduced new bikes these last two years, the GT remained the same already modified, good quality piece of perfection.

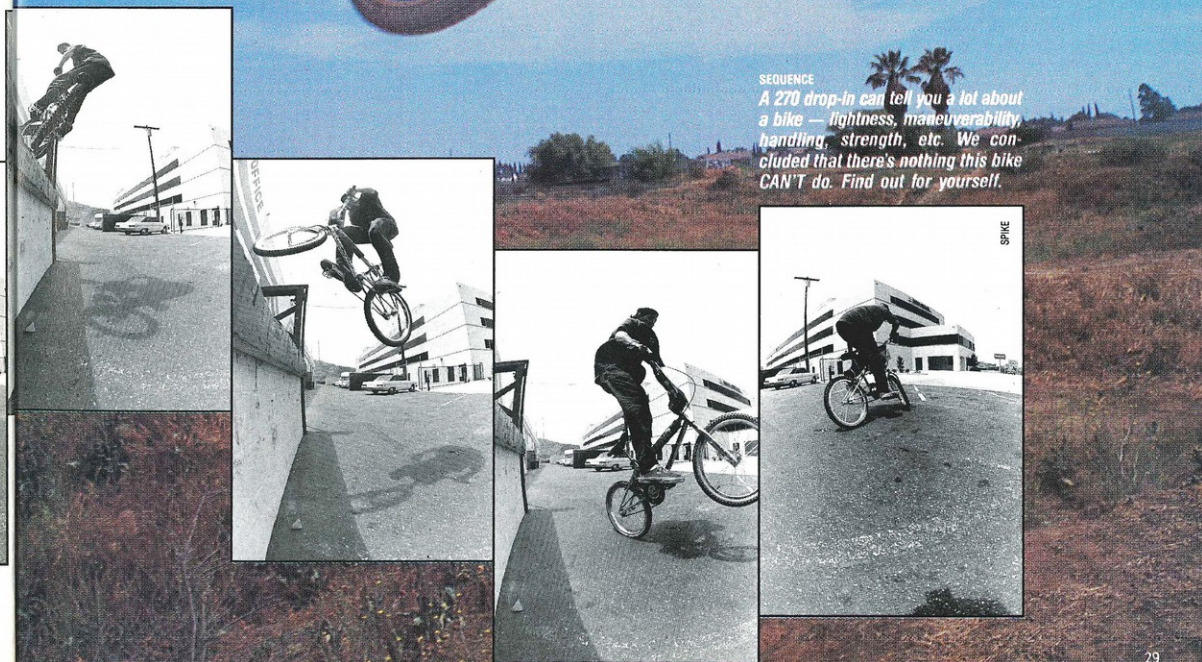
Sure, we'll be the first to tell you, this IS practically the same exact bike we tested in the February 1988 issue of BMXA. Almost. Yeah, beside the stickers and pads, we now have chrome-plated Sun rims, which are rapidly climbing up to match Araya. The stem, too, is now a GT instead of a DK. And an equal trade, if you ask us . . . not just another place to put the GT logo.

So basically, as we are escorted out of the GT building for bribing their snobby secretary as to what next year's GT's are going to look like, tossing an '89 GT Pro Series in the back of the van, we are left pondering . . . why not wait a few months 'til the new bikes come out? Then we think of what Lil' Pepe and Joe Johnson will be able to pull off immediately. And what new means of torture Mad Dog will perform in the name of product development and racing research?

With these thoughts in mind, we peel out of the GT parking lot and head out for another GT test. Sure, the bike held up fine just like last year. . . but the stuff our test riders were pulling off — not to mention Joe Johnson's pedal-to-pedal can-can X-up, was more insane than any GT test ever.

When will our riders' skill and abuse overcome GT? Will we ever be a match for the Pro Series? We may never know. Just keep reading GT tests.

SPIKE



Try figuring this one out! GT's master of tailwhip airs on the halfpipe, Joe Johnson, goes for an X-up can-can like nobody's ever seen.

SEQUENCE
A 270 drop-in can tell you a lot about a bike — lightness, maneuverability, handling, strength, etc. We concluded that there's nothing this bike CAN'T do. Find out for yourself.

SPIKE



ask for much better on a mass produced bike, but you can get better on a garage-company bike that has 3 times as much time spent on it. **QUALITY OF COMPONENTRY:** ADI — all dialed in. Beefy, strong, good looking, light, durable . . . all of those positive descriptive words sum up the brakes, rims, tires, stem, cranks, pedals, and seat. **GEOMETRY:** Right in there. Maybe, just slightly, it could be a tad longer to keep up with the times. But that's only nit-picking for hardcore racers — the average street rider will love the angles and

PRICES
COMPLETE BIKE: \$549.00
FRAME AND FORK KIT: \$169.00
COLORS
FINISHES AVAILABLE: Chrome, blue, or black.
WEIGHTS
COMPLETE BIKE WEIGHT: 24½ pounds.
FRAME WEIGHT: 4 pounds, 7.7 ounces.
FORK WEIGHT: 1 pound, 14.4 ounces.

MEASURES
HANDLEBAR RISE: 8 inches.
HANDLEBAR WIDTH: 28½ inches.
TOP TUBE O.D.: 1¼ inch.
DOWN TUBE O.D.: 1½ inch.
HEAD TUBE ANGLE: 72 degrees.
SEAT TUBE ANGLE: 72 degrees.
BOTTOM BRACKET HEIGHT: 11½ inches.
WHEELBASE: 36½ inches to 37½ inches.
REAR END LENGTH: 14¼ inches to 15 ¾ inches.

CHASSIS
FRAME: GT Pro Series XL, 100% chrome-moly.
FORK: GT Pro Series, 100% chrome-moly.

STEERING
HANDLEBARS: GT Pro design, 100% chrome-moly.
HANDLEBAR STEM: GT Pro XL, aluminum head, chrome-moly shaft.
GRIPS: A'ME/GT, no-flange.
HEADSET: Tioga MX-2 Bear Trap, black.

WHEELS
RIMS: Sun Rims, 20 x 1.75, 36 hole, chrome plated.
HUBS: GT, sealed, low flange, 36 hole, chrome.
SPOKES: UCP, 14 gauge, 36.
NIPPLES: Brass, 36.
TIRES: Tioga Comp III, 20 x 1.75 front and rear.

STOPPING
BRAKES: Dia-Compe 901, w/quick release, rear only.
BRAKE PADS: GT/Koolstop.
BRAKE LEVER: Dia-Compe Tech-7.
BRAKE CABLE: Teflon housing w/braided cable wire.

POWERTRAIN
CRANKS: GT Power Series, 180 mm., 3-piece, aluminum.
BOTTOM BRACKET BEARINGS: GT Ultra Light, (plastic cups), sealed.
FRONT GEAR: GT, 43 tooth, 3/32nds width, aluminum.
POWER DISC: GT Power Series, aluminum.
REAR GEAR: MF-2000, 3/32nds x ½, 16 tooth, chrome.
PEDALS: SR, MTP-100, sealed, aluminum cage w/chrome-moly shaft.
CHAIN: ½ x 3/32nds, black and silver.

SEATING
SADDLE: GT design, black.
SEAT POST: Chrome-moly, straight, 14 inches long.
SEAT POST CLAMP: GT design, aluminum.

ACCESSORIES
PADS: GT, 3-piece.
EXTRAS: Seat post shim and CPSC standard 12-piece reflector kit.

EVALUATION
PURPOSE: To ride — on a BMX track, on any paved street, across anybody's lawn, to any girl's house . . . just ride it 24 hours a day.
AGE RANGE: 13 and up, for both racing and street. Change of seatpost for older riders not necessary.
QUALITY OF FINISH: Bitchen burrito. Cool chrome, perfect paint, no complaint.
QUALITY OF WELDING: High quality. You can't

length. **HANDLING:** Killer. Easy — not too quick, not slow at all.

SUMMARY
MISCELLANEOUS COMMENTS: "Hey Joe, do a tailspin jump." . . . "Can I keep this thing?" . . . "Can ya lower the seat so the bars can turn all the way around?" . . . "GT should make the chop-nose seat stock bein' as everyone cuts 'em off anyway." . . . "Perfect gearing." . . . "Shut up, Bill!" . . . "These bars feel waaaaay wide and sooooooooooooo low. I like 'em a lot!" . . . "Eleven coins at once is my record!" . . . "This stem holds tight!" . . . "DC brakes are bitchen, man — a new 77 lever would be better." . . . "Why's Elvis on the number plate?" . . . "What do you think they'll change on the 1990 model?"

TEST AREA: Santa Clara P.A.L. track, 70's in Sacramento, The Wang Building's parking garage, Top 'O Roscoe, The BMX Plus Banks, and Jay Goucher's track.
TEST INPUT: William "I spec'ed these bikes" G-Rad, Brian "Pepster" Hernandez, Chris "Gotta go pay rent" Moeller, McGrowth, Rooty, Jay Goucher, Jonzola, and Gorker.
MANUFACTURER:
 GT BMX
 17800 Gothard Street
 Huntington Beach, CA 92647

ABOVE
 Because he rarely jumps with his left foot forward/up, Mad Dog's never had to do an authentic Leary to the right. So not only does he pull off a personal first, but also grinds a new variation.



RIGHT
 No-hander, one-footer by Lil' Pepe. If the GT was any bit sketchy, Brian would be in deep yogurt.



RIGHT
 Along his abusive urban assault, Brian Hernandez put the GT Pro Series through some tough tests — including this rim-thrashing loading dock drop. Amazingly, the Sun rims survived.

