

□ Here are a couple of questions for you. First, what do Botswanian mud-guzzling newts have in common with sweaty gym socks? Second, what do Gary Ellis, Brian Hernandez, several tons of carefully placed dirt and the 1989 GT Pro Series Team Model have in common?

The answer to the first question? Botswanian mud-guzzling newts don't wear sweaty gym socks. Actually, they tend to avoid sweaty gym socks at all costs.

The answer to the second question is a little more complex. Gary Ellis rides a GT. Brian Hernandez and Gary both race on BMX tracks, which tend to be made of dirt. This month Gary, Brian and the Coal Canyon BMX track all came together for this month's test.

As soon as the new GT was delivered to the office, we all took a spin on it. The thing was *bad!* It reeked of top-of-the-line racing performance. The graphics were way cool, and the components were well-chosen, both in looks and performance. The flashy chrome frame with proven geometry had been matched up with GT's new forks. The new forks have no rake.

The new GT stem, sleek and streamlined, very similar to a DK stem, was clamped tightly around the GT bars. Flangeless GT/A'ME grips graced the ends of the bars.

#### REALITY

Real Dia-Compe MX 901 brakes provided the stopping power, and the going power was provided by the ever-popular GT Power Series cranks, SunTour sealed beartrap pedals, and 43/16 gearing. Real GT hubs were laced to Axiom rims, but the production model will come with Ukai rims. The tires? What else—real Comp III's.

Moving up to seating, a GT seatpost clamp holds a GT straight seatpost, which in turn supports a GT seat. The headset is a GT Epoch. As you may have noticed by now, most of the parts are GT and all are top quality. No shortcuts to save bucks. The quality is there, but it does carry with it a fairly hefty price tag: \$570. How well does it hold up under pressure? Read on.

We arranged for Gary to fly in from Washington (his home state) and Brian to meet us at the Coal Canyon track in

# GT PRO SERIES TEAM MODEL

A high-end bike for upper-middle-class budgets



Gary Ellis, caught at ground zero in mid-berm explosion.





# GT PRO SERIES

Yorba Linda, California, for some test input. We were met by the groundskeeper, who tried all during the test to suggest the best places to shoot and point out how hard he works on the track to keep it in good shape. It did look pretty good when we first got there.

Gary hopped on the bike first, saying the only real difference between the test bike and his own personal machine was a laid-back seatpost and longer stem. Gary's also a tall fellow. He just recently took top honors at the World Championships in Chile.

He hit the doubles a few times and explored the track, then Brian hopped on for a few runs.

Brian is almost a foot shorter than Gary, but he had no problem adapting to the GT. The only complaint he had to start off with was that the bars hit the seat slightly, making a few things like x-up one-footers a little tougher. He pulled 'em anyway. He tried a no-footed cancan and landed hard, moving the seat slightly.

### HEATED ACTION

The midafternoon heat kept the guys switching off fairly often as they took turns putting the bike through its paces. Gary took the next turn, jumping the last berm and flying way down the backside. He did it about ten times, each time dumping it at the last second, dusting himself off, and going for it again.

Brian went for the berm jump attempt, too. On his first attempt he launched way too high and hit the eject button, dropping himself and the bike about 15 feet to the ground. This put a slight tweak in the back rim. He went for a few more runs at a slightly lower altitude, including a pulled no-hander, then Gary went for a few berm slides and blazed around the track at hyper-warp speeds, and Brian tried his double creations (two separate variations in one jump). **NO DEATHS IN THE FAMILY**

The only casualties were the slight movement of the seat, the tweaking of the back rim, and the ripping of the ends of the grips. With Ukai rims, the back wheel would probably be pristine.

*One-footed crossdown lookbacks with flair, flare, and fill flash were possible with the GT. A laid-back seatpost would have helped keep Gary's leg from getting pinned between the seat and bars. ▶*

End caps or nickels could have saved the grips. As hard as these guys rode (and bailed), the bike held up really well.

Brian liked everything about the bike. He said it was way stable on the ground and in the air. Gary wins races on a bike that's practically box-stock, and that ought to say something.

The pads and plate that came with our test bike don't come with the bike. You have to provide those yourself.

With a few minor changes, this bike could fit anyone. If you're a kid with a quest for qualness, or if you are good and want to invest in a little extra edge, this could be the bike for you. □



### OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST

#### GT PRO SERIES TEAM MODEL

#### PROS CONS

- |   |   |
|---|---|
| High-quality frame, forks and components  | High price                                |
| Lightweight (24 pounds) and well-balanced | No financing plans or trade-ins available |
| Can be set up for almost anyone           | No air conditioning for hot days          |
| Killer looks                              |   |
| Good jumper and durable                   |   |

### SPECIFICATIONS: '89 GT PRO SERIES

#### I. FRAME AND FORK

Type: Racing, age range 14 and over.

Frame design: Single 1-1/4" O.D. top tube, single 1-3/8" O.D. down tube.

Frame construction: 4130 chromoly.

Fork construction and design: 4130 chromoly, 1" O.D., leading-

axle design.

Wheelbase: 35-1/4" x 37-1/4"

Bottom bracket height: 11-3/4"

Chainstay length: 14-3/4"

Steering head angle: 73°

Seat tube angle: 72°

#### II. WHEELS

Rims: Ukai 36-hole.

Spokes: Stainless steel.

Hubs: GT sealed, alloy shell, hollow chromoly axle.

Tires: Comp III, 20" x 1.75" front and rear.

Freewheel: Sunfour, 16T.

#### III. DRIVE TRAIN

Pedals: Sunfour Beartrap, sealed.

Cranks: GT Power Series, 180mm, aluminum crank arms and chromoly spindle.

Sprocket: GT 43T, alloy (with GT alloy power disc).

Bottom bracket: GT Ultra Light.

Chain: CITIZUMI, 1/2" x 3/32"

#### IV. STEERING

Grips: GTA ME.

Handlebars: GT Pro Series,

chromoly, 28" wide with a 9" rise.

Stem: New GT Standard.

Headset: GT Epoch.

#### V. SEATING

Seat: GT.

Seatpost: GT, chromoly, straight.

Seatpost clamp: GT alloy.

#### VI. BRAKES

Callipers: Dia-Compe MX 901, quick release, alloy, rear only.

Cables: Dia-Compe, 1.5mm, braided.

Lever: Dia-Compe, 182mm.

#### VII. ACCESSORIES

None.

#### VIII. WEIGHT

24 lbs.

#### IX. PRICE

\$570

#### X. COUNTRY OF ORIGIN

USA

#### XI. ADDITIONAL INFORMATION

GT Bicycles

17800 Gothard

Huntington Beach, CA 92648

