



R.L.'S HUSTLER PRO

General's mid-range 'styler with a long name

■ It's called a "Hustler Pro." At least that's the name General has assigned to their mid-range (\$265-\$275) freestyler. It also has R.L. Osborn's name on it. General designed this bike for riders who want a decent bike at a reasonable price. After our test, we think they're pretty close to the money.

SHAKE, RATTLE AND ROLL

The Hustler Pro utilizes the same frame design as their top-of-the-line model—except with a tri-moly frame (three main tubes are made of chromoly and the chainstays are made of hi-tensile steel). You get a variety of quality components, too, including Sugino chromoly one-piece cranks, an ACS Rotor and Dia-Compe brakes and brake levers. But there are some obvious parts that were chosen because of their price (including the imitation mushroom grips and the Anlun steel handlebars). There's nothing too surprising about that; every manufacturer of low- to mid-priced bikes has to substitute adequate components for ones that are the best, in order to bring the final price of the bike down.

The Hustler Pro is a tall bike, with tall bars—it's built for larger riders. The Dia-Compe brakes worked well, and the plastic Victor 767 pedals also worked okay. They're the same ones used by Chris Rothrock on his personal scoot.

WHAT IT DID

Generally (no pun intended), we were impressed, both on the ground and in the air. R.L. did some ground riding and was able to pull off a rope-a-roni better on the test bike than on his personal scoot. Associate Editor Karl Rothe tried the bike, too. He found the rear peg position a little bit too high and too far forward. According to Karl, people with larger feet will have trouble when their feet are resting on the chainstays; it's easy for the pedals to hit the rider's feet.

The Dia-Compe 880 and 890s impressed everyone—a good brake system at an inexpensive price. The generic stem wasn't ad-



Front wheel hops by a master. This dual-purpose model is definitely designed for flatlanding more than ramping, hence the flatland name of R.L. Osborn.

◀ New full-on Test Society recruit Dennis Langlais caught in mid-flight. The General Hustler Pro is light in the air and light on your pocketbook.

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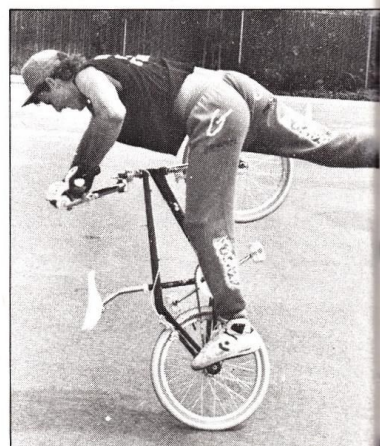
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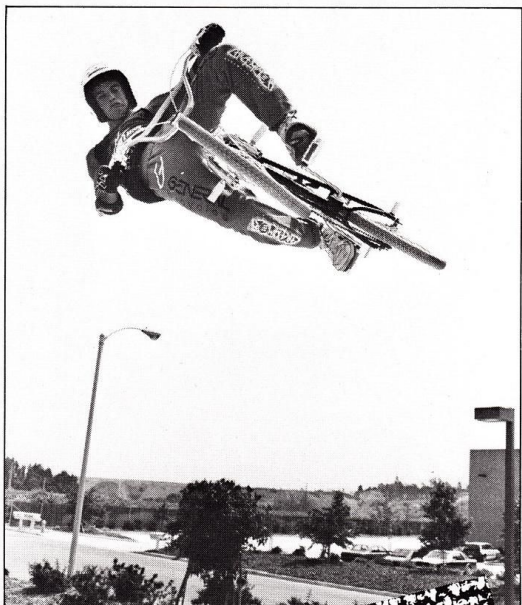


The Dia-Compe brakes made such tricks by R.L. simple. The Hustler Pro with Osborn's signature was easy to control using the 880 front and 890 rear callipers.

▲ You won't find many fancy components on the General Hustler Pro R.L. Signature model—just a solid bike you can depend on, no matter what the altitude.

Chris Rothrock boned-out. Chris felt the bike handled light in the air. The only trouble came when the grips slipped and he hung his rear wheel as a result. But mostly, Chris was lofting around the eight foot level with no troubles. ►

COMMENTS ON THE GENERAL HUSTLER PRO R.L. SIGNATURE
"How can such a cheap stem be so rad?!"
"I run these pedals!"
"The grips are hard enough to give King Kong blisters."
"This can't be a test bike. The brakes work too smooth."



mired by anyone at first, then we rode the bike and found out how well it worked. Several people's opinions were quickly changed. Dennis Langlais and Chris Rothrock took turns taking the General Hustler Pro R.L. Signature bike on the ramp. Chris felt the bike handled very light in the air, and really didn't have any complaints about it. Guest Test Societyite Dennis Langlais was catching five-foot airs—with variations—after riding on the Hustler Pro for only five minutes. Talk about a bike that you can quickly adapt to. Langlais had two definite complaints: He didn't like the way the ACS Rotor forced the stem to be run higher than normal, making it easy to bend the stem's shaft. Dennis pointed out that this model was designed more for flatlanders than for rampsters. The twin top tube got in Dennis' way; from time to time his feet kept hitting the frame. Dennis was totally impressed by how rigid the bike was and how well the brakes worked. "Overall," he said, "the General is a good bike."

