

BMX ACTION OFFICIAL test

Since Hunter's 777 came with freestyle/street tires, we thought it'd be appropriate to roost the concrete. The bike passed this part of the test with flyin' colors. Moeller's shoe didn't.

Hunter

777

A kid pushes his bike into his bedroom. He's dressed in full battle gear—helmet, leathers, jersey, gloves, etc. It appears that he just got back from a race . . .

Another kid enters the room and sits down at the chair near the desk.

"So, did you race today?"

"Yeah, I sure did."

"So how'd you do?"

"I did good. I mean, I . . . won. Yeah, that's what I did . . . I WON!"

"In what class?"

"In, uh . . . the pro class. Yeah, the pro class! I raced the pros and beat 'em all."

"But I thought you were a novice?"

"Well, yeah . . . I WAS a novice, but during practice I was, uh . . . I was going so fast that Clayton John came up to me himself and told me I had to race the pros. Yeah. That's what he did."

"WOW! Did you race Pistol Pete?"

"Sure I did. I also raced, ah . . .

Tommy Brackens. And I blew them BOTH away. Yeah . . . that's what I did. And they came up to me after the races and asked, uh, for my autograph. Yeah, that's what they did! They asked for my autograph!"

"REALLY?! So then what happened?"

"Well . . . I, uh . . . I gave it to them and then we went out for pizza afterwards. And then, ah . . . they wanted me to show them how to . . . uh, how to ride a bike. YEAH! That's what they wanted!"

"So, did you?"

"Well, yeah, sure. I pulled my, ah . . . my Hunter 777 out of the trunk of my, . . . ah . . . Lamborghini Countach. Yeah, out of my red Lamborghini, and . . ."

Both of the kids turn to the audience. The studio bursts into laughter. In unison, they yell out . . .

"LIVE FROM TORRANCE . . . IT'S SATURDAY NIGHT ACTION!"

THE FIRST SKIT

The scene: A bike shop.

The character: A fairly plump oriental man wearing a kimono. He obviously owns the shop.

The fat owner is repairing a bike. It appears that he's trying to fix a flat tire, but is having difficulty getting the wheel off. In the confusion of things, he grabs a long sword and starts hacking away at the bike . . .

"IT'S SAMURAI BIKE SHOP!"

At the ringy dingy of the bell hanging on the door, a customer enters the shop. The owner stops his tantrum, and looks up with an evil glimmer in his eye. "Ohhhhhh! Customa-san!"

The man walks up to the show-case full of bike parts. "Hello?! Anyone here?"

Jubilantly, the Samurai Bike Shop owner enters from the back room, just sliding his sword into his belt. "Ahhh. Can I help you?"

The polyester suited man nods his head. "Ya sure can. My son's birthday is today and I promised the wife that I'd get him a bicycle. D'ya have anything for around 150 bucks?"

The samurai squints his eyes in deep thought. "Awww! Me have this Hanter 777. Very, very good bike for 159 dolla'. Does your son freestyle or race?"

"Well, he doesn't race yet, but . . ."

"We must know NOW!"

" . . . HE WANTS TO RACE! Don't get so upset."

You can sense that this shop is not known for its friendly service. Mr. Samurai rolls the Hanter out from the bike rack.

"This looks nice. REAL nice. The components look good. CW type bars, front and rear brakes, alloy wheels, all three frame pads . . . This white color is really neat—it looks pearlescent, but my kid mentioned something about a half painted/half chromed bike . . ."

"Oooooohhh," he wonders, "You no like this BIKE?!" And without waiting for an answer, the deranged proprietor whips out his glistening saber and starts wacking at the bike in a mad frenzy. Once the bike is destroyed, he stops.

"We have these Hanters over here. Half paint, half chrome! Need you know more?"

The situation thickens.

"Now this is what Junior wanted! But, . . . like I told you, my son is wanting to RACE and this bike looks like a freestyler! I mean, look at the tires—they're for street. And what's with this

Potts Mod? Isn't this supposed to be a race bike?"

The bike shop owner takes a deep breath. The buyer knows what's coming.

"YOU NO LIKE THIS BIKE?! AAIIII YAHHHHI!"

He severs the brake cable with one swipe, and then slashes the tires in half with two more swift chops of his mighty machete.

"I put the brake cable on normal and add knobby tires and you buy! Right?!"

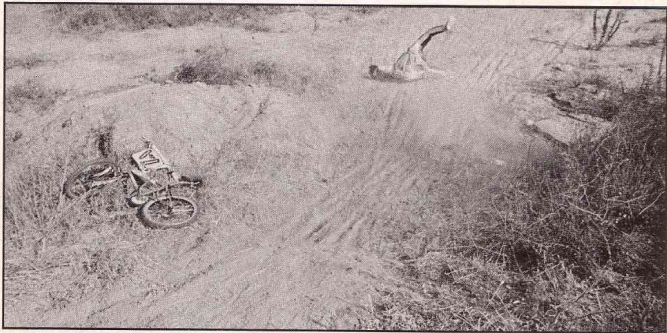
"Uhhh . . . whatever you say, mister! How much didja say it was?"

THE SECOND SKIT

No lies. No jokes. This is the real part.

When we first got the Hanter 777, thoughts like, "Is this a BMX bike or a freestyle bike?" and "Will it survive?" went through our minds. Let's dwell on those two notions separately, shall we?

The question of whether this bike is "BMX or freestyle?" comes about because of a few stock items found on it. Around the two Sumo alloy rims are 20 x 1.75 gumwall street tires. Great for freestyle, bogus for racing unless you go back in time to the 1979 Jag World Championships. There's also a coaster brake mount welded on it. You and I both know that the last BMX'er to run a coaster brake was Doug Stewart in 1978. And then there's the



OUCH!

Potts Mod, which has the front brake cable routed from underneath. The "BMX style" forks even have cable guides! Do they think that BMX'ers do barspinners over the doubles during a moto, or what?!

BMXA's mighty new manic Mad-man, Chris Moeller, figured it out: "I know—it's so that when you wipe out, you can hop right back on your bike and jam away quick, rather than have

to stand in the middle of the track and unwind the cable in front of all the spectators. It saves you from embarrassment!"

"But the back cable would still wind around . . ."

"Oh. Maybe they should add a Rotor?"

What we think it comes down to is, did Hanter know what kind of bike they were building? They say it's a racer. We say it's a little bit of both.

THE FINAL SKIT

Once we decided what it was (we think), we anxiously awaited the answer to, "Will it survive?" Just in case it did what we thought it might do, we had Hanter send us TWO 777's, if you get my drift.

One bike we kept bone stock. The other bike we modified, throwing on 1.75 Knarler Knobbies front and rear and switching the brake cable to the normal "BMX position."

On test day, our first mistake was going to the "Dump Jump"—a cliff-jump near Mad Dog's house that sports a 50 foot drop-off for a backside. It's REAL scary just standing up on top. To get straight to the point, Chris took two warm-up airs staying low and getting used to the bike. After those, he said it felt surprisingly good. The bottom bracket was high and the frame geometry felt fine, but the complete

bike felt real heavy. (It's 27 pounds.)

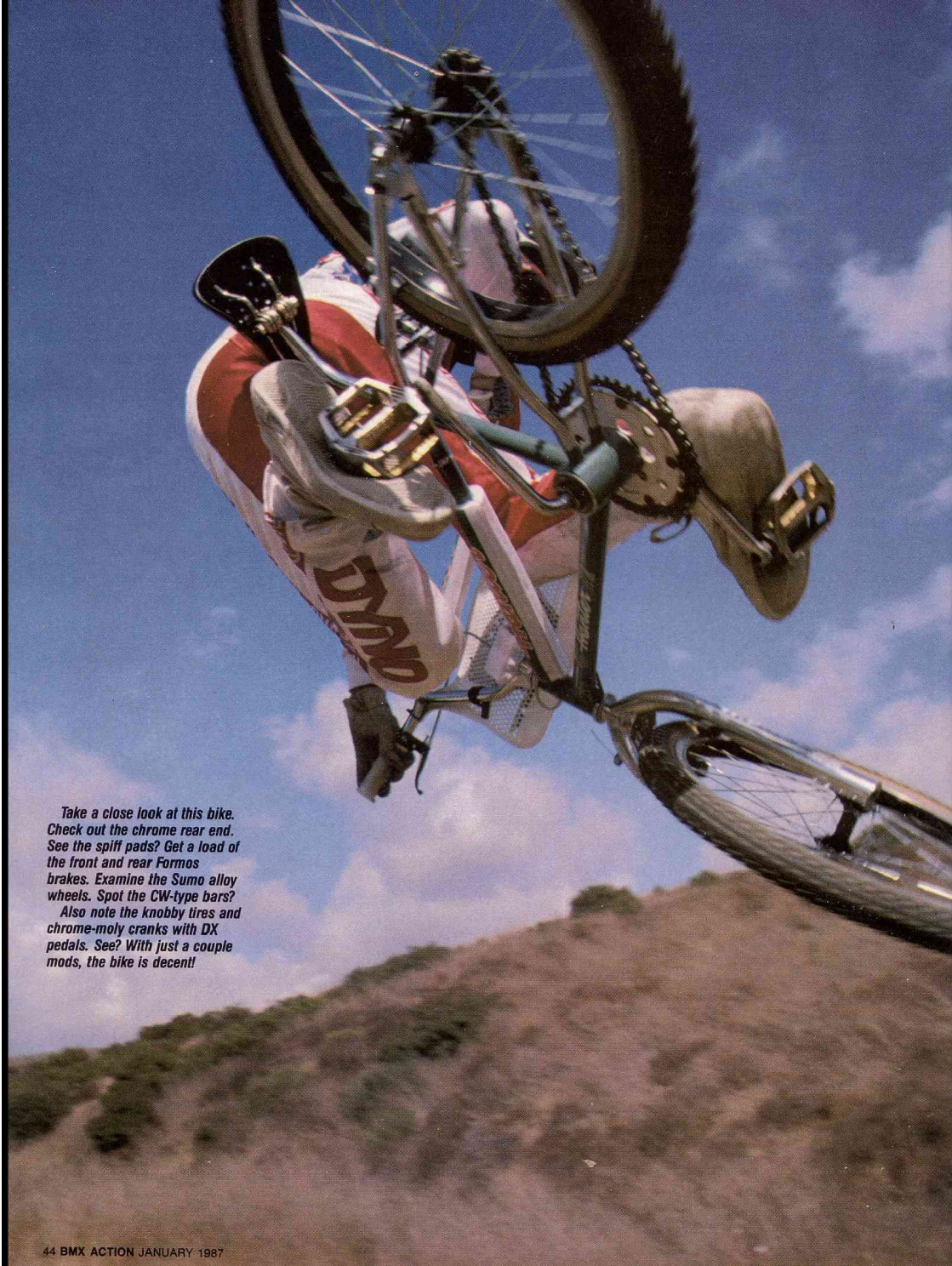
So the flying tooth (Moeller, get it?) went for massive air on his third run. Everything looked fine—he got good style and landed 3/4 the way down. But once he stopped below, he let go with a hoot 'n a holler. "The cranks are WASTED!"

Thinking that we over-abused the bike by putting it up to killer testing that even a major brand bike like GT or

While "Mad Dog" Moeller was goin' for the high air x-ups, some normal kid off the streets came over and started watching. We asked him what he thought of the bike. He'd love to have it. So then we questioned whether he would want to race or not, to which he said, no.

That's the type of kid who is going to buy a 777.





Take a close look at this bike. Check out the chrome rear end. See the spiff pads? Get a load of the front and rear Formos brakes. Examine the Sumo alloy wheels. Spot the CW-type bars? Also note the knobby tires and chrome-moly cranks with DX pedals. See? With just a couple mods, the bike is decent!



The 777 was airable, despite its weight problem.

Hutch might have trouble on, we loaded up the van and headed to Lopes Country.

Since the stocker had the lame to semi-bogus street tires, we switched over the knobbies and held a silent prayer that the cranks would hold up.

Everything was going fine for an hour or so, and then it started to happen again. Jump by jump, the cranks began to tweak. Not only were they bending up and down, but they were twisting so bad that the sprocket was out of alignment and hitting the frame. We decided to do what we should've done in the first place—throw on some 175 chro-mo Sugino's.

The bike pretty much held up after that. Positive comments on the 777 were that the pedals are hot (some said it was the best component—next to the pad set), the colors are cool, the brakes work great when dialed, and the chrome-moly lay back seat post didn't bend. It was obvious that the frame was made for a semi-European rider. Good for guys in the 13 or 14 year old range.

Right before it was time to go home,

Chris wanted to try his newly-thought-of, yet-undialed crossed-up-table-topped-no-footer. It was rad when he peaked, but the landing would even have made a Coroner sick to his stomach. Chris rolled on the ground a few times, flapping like a fish outta water, and then stood up. He was okay. Then we walked over to the sticker bushes where the Hanter laid. We're sorry to say that it didn't come out unscathed. The rear wheel got taced and enchilada'd to the max! But please don't hold that against it—Chris was thrashin' beyond his own limit (which is 10 times more than most people).

Summary? You should definitely change the tires and cranks. If you feel like it, get rid of the Potts Mod, because the shorter the brake cable is, the better the brakes will work. This bike is for beginners only—preferably non-racers. Street is neat, which maybe is why they put on those tires . . .

"Yeah, that's it! They wanted baldy street tires on it so that no one would take it on a track and bend the cranks! YEAH! That's what they did!"

continued

Stock-to-the-bone.
More freestyleish,
than BMX'ish.



PRICE & SPECS

COMPLETE BIKE PRICE: \$149.00 to \$159.00.
FINISHES AVAILABLE: All pearlchrom white, or half paint and half chrome in rasberry, turquoise, and maroon.
COMPLETE BIKE WEIGHT: 27 pounds, 4 ounces.

FRAME WEIGHT: 4 pounds, 13 ounces.
FORK WEIGHT: 2 pounds, 9 1/2 ounces.
HANDLEBAR RISE: 8 1/4 inches.
HANDLEBAR WIDTH: 27 3/8 inches.
TOP TUBE O.D.: 1 1/8 inches, oval tubing.
DOWN TUBE O.D.: 1 3/8 inches, teardrop tubing.
FORK LEG O.D.: 1 1/4 inches.
HEAD TUBE ANGLE: 70 1/2 degrees.
SEAT TUBE ANGLE: 68 1/2 degrees.
BOTTOM BRACKET HEIGHT: 11 7/8 inches.
REAR END LENGTH: 14 3/8 inches to 15 1/2 inches.
WHEELBASE: 35 3/8 inches to 36 1/2 inches.

COMPONENTS

FRAME: Hanter 777 BMX, hi-tensile steel.
FORK: Hanter BMX type w/cable guides.
HANDLEBAR: BMX-777 standard, steel, CW type.
HANDLEBAR STEM: Freestyle stem, hollow-bolt, aluminum head, chrome-moly shaft, Red Line Forklifter type.
GRIPS: Hanter, semi-Mushroom type.
HEADSET: Hanter, steel, chrome.
RIMS: Sumo alloy, shiny sided.
SPOKES: 36, 14 gauge chrome.
HUBS: Heavy duty 14x36, steel.
TIRES: Freestyle/street tires, skinwall.
BRAKES: Formos MDC, freestyle sidepulls.
BRAKE PADS: Formos.
BRAKE LEVERS: Formos two-tone levers, alloy.
BRAKE CABLES: Formos.
CRANKS: 170 mm, chrome-plated steel.
PEDALS: SunTour SX type, aluminum
BOTTOM BRACKET SET: YST.
FRONT SPROCKET: Quickchange, steel 44 tooth with chrome, steel spider.
REAR SPROCKET: SunTour, 16 tooth.

CHAIN: 1/2 inch by 1/8 inch two-tone, chrome and black.
SEAT: Hanter by Viscount.
SEAT POST: Hanter lay-back, chrome-moly.
SEAT POST CLAMP: Aluminum.
ACCESSORIES: Hanter pad set.

Performance Evaluation

PURPOSE: We aren't too sure. Freestyle, sorta. Race, with a few changes. Call it a half "n half."
AGE RANGE: 11 year to 17 years.
QUALITY OF FINISH: Good. The pearl-white looks spiff. The half paint/half chrome job is GREAT!
QUALITY OF WELDING: Cool. The frame is TIG welded. The tubing is sorta odd, with small diameter oval on the top and mini-teardrop for a down tube. Beads are nice.
QUALITY OF COMPONENTRY: Good and bad. Everything works fine, except the cranks—they foot. But, the Formos brakes

were good—they stopped us as good as any other brake. They just look sorta different.
GEOMETRY: Great. It's short, stubby, and tall. The bottom bracket was higher than normal, which was cool for clearing jumps.
HANDLING: Good! It surprised us. We expected the typical, handles-like-a-beached-whale type of bike, but it was GOOD. Similar to a Diamond Back Silver Streak. It didn't jump too well—WAY TOO HEAVY!

MISCELLANEOUS COMMENTS: "Bone stock, it's an okay freestyler. Add pegs, it'd be cool. As a racer, bone-stock it needs help." . . . "Okay, it's \$150 for the bike, right? Add knobby tires and you'd have an alright beginner bike for about \$175." . . . "Colors are hot! The chrome rear end on a bike at this price is bitchen." . . . "The cranks? They're butter. It was like, 'Parkay? No, Hanter 170 mm steel cranks!'" . . . "Streamers on the handlebars would be a hot item." . . . "The wheels feel round." . . . "These Hanter pads are AWESOME!"

TEST AREAS: The Dump Jump in Huntington Beach, and Lopes Country in Mission Viejo, Brian "Mud Dog", Greg Scott, "Flyin' Brian", Windy 'O', "Heave" Emig, Lew-man, Cosmo, and Gorkler.

MANUFACTURER: Freestyle Cycle Co./Hanter
901 West Victoria Street, Suite F,
Compton, CA 90222
(213) 537-3463 ■



The same bike
after minor
modifications.
Now it's raceable
... sorta.

#1 in the East

VANS
High Tops \$34.50
Lace Up & Slip-ons \$24.50

VISA **MasterCard**

MES' BMX EAST
BIKE PARTS

ITEM #	DESCRIPTION	PRICE	QUANT.	TOTAL
147	1800 1/2" x 1/8" Chain	1.47		
148	1800 1/2" x 1/8" Chain	1.47		
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FAST ORDERING CALL 1-607-754-7311

SHIPPING COSTS

UP TO \$50.00	3.00
50.00 to 100.00	5.00
100.00 to 150.00	6.50
150.00 to 200.00	8.00
200.00 to 250.00	9.50
250.00 to 300.00	11.00
300.00 to 350.00	12.50
350.00 to 400.00	14.00
400.00 to 450.00	15.50
450.00 to 500.00	17.00
500.00 to 550.00	18.50
550.00 to 600.00	20.00
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650.00 to 700.00	23.00
700.00 to 750.00	24.50
750.00 to 800.00	26.00
800.00 to 850.00	27.50
850.00 to 900.00	29.00
900.00 to 950.00	30.50
950.00 to 1000.00	32.00

Send to **WES' BMX EAST**
P.O. Box 842
Union Station
Endicott, NY 13760

PAVMENT METHOD: WES' BMX CHECK (Please do not use MONEY ORDER/CASHIERS CHECK) **C.O.D.**
CHARGE: VISA MASTERCARD (Please Enter Your Charge Account No. Below)

Exp. Date:

Card Holder's Signature:

NAME:

ADDRESS:

CITY:

STATE:

ZIP:

PHONE (area code):

ORDER TOTAL:

SHIPPING:

SALES TAX (7% NY Res.):

MERCHANDISE TOTAL:

C.O.D. (\$3.