

BMX
ACTION
OFFICIAL TEST

HUFFY PRO LIGHTNING CHROME-MOLY



First, the Thunder, now the Lightning. Teardrop tubing. Bronzed. Featherfied. "It doesn't feel like a Huffy, it feels like a real race bike."



SURPRISE, SURPRISE SPORTS FANS, A SANO SPEEDMOBILE

Snap. Crackle. Pop.

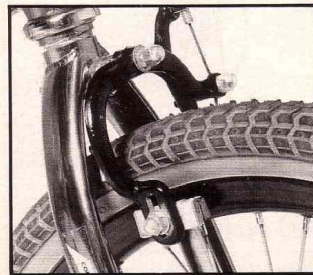
No, you aren't reading *Berms* and *Breakfast Food Quarterly*. This isn't a Rice Krispies commercial. Besides, Rice Krispies don't go flaaaash . . . rummmble . . . boooooom. But thunder and lightning do. Ordinarily, you see the lightning and then hear the thunder. That's nature's way.

But not Huffy's. First, there was the Pro Thunder. Now, the Pro Lightning.

The brand new Pro Lightning series of bikes (four of 'em) should be out by the time you read these

BMX ACTION

Buffy, goin' for the big roost. The Huffy Pro Lightning remained pretty much twangless, even after some pretty inspired testing by the Squidly Squadron.



A Huffy exclusive: the Araya cup-shaped aluminum rim. This bear was more rigid and stronger than any alloy rim we've ever tested. But we're not sure if that will mean more speed or not. It may prove to be a hair too rigid for racing.

words. This test looks at the top of the Pro Lightning line — the Chrome-Moly. It's the only one of the four that is chrome-moly. To set it off even more, the Chrome-Moly sports its very own geometry.

If you've ever tried to figure out which came first, the chicken or the egg, you know that's a real brain frizzer. Things are a lot clearer about the origin of the Pro Lightning. You could say it began as a gleam in the eye of a rim maker.

Near the end of 1980, the tech-types at Huffy, taken with the air-flow ten-speed look, began playing around with an aerodynamic cross-sectioned rim. Their first efforts,

HUFFY PRO LIGHTNING CHROME-MOLY

PRICE & SPECS

COMPLETE BICYCLE PRICE:

Approximately \$250-\$300.

FINISH AVAILABLE: Bronze paint over chrome-plating.

COMPLETE BICYCLE WEIGHT (without pads or plate): 24 pounds, 12 ounces.

FRAME WEIGHT: 4 pounds, 7 1/2 ounces.

FORK WEIGHT: 1 pound, 9 ounces.

FORK RAKE: 2 1/8 inches.

STEERING HEAD TUBE LENGTH: 4 inches.

HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 7 1/2 inches.

TOP TUBE O.D.: 1 5/16 inches (oval).

DOWN TUBE O.D.: 1 5/16 inches (oval).

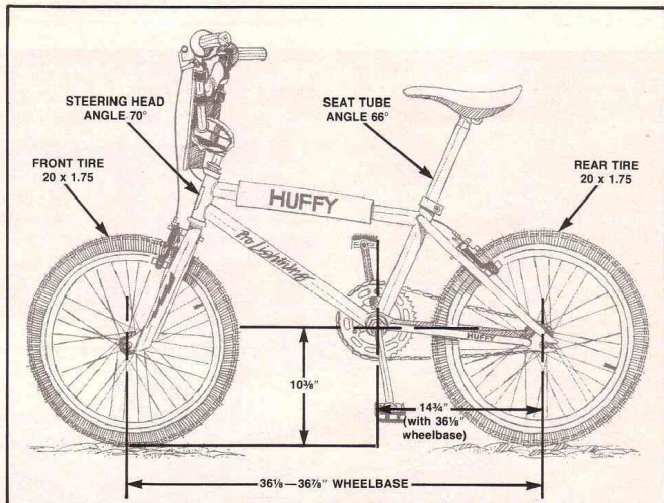
FORK LEG O.D.: 1 1/8 inches (oval).

BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Huffy Pro Lightning, 4130 chrome-moly.

FORK: Huffy Pro Lightning, 4130 chrome-moly, leading axle.



SEAT POST CLAMP: Huffy extruded aluminum.

ACCESSORIES: California Lite safety pads and Zeronine Airflow number plate come with bike.

race this bike . . . This bike is going to help bring down the cost of BMX equipment . . .

TEST INPUT: R. L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Len Weed.

PERFORMANCE EVALUATION

PURPOSE: Racing, hi-performance street.

AGE RANGE: Aimed at 13-16. Needs wider bars for older riders.

QUALITY OF FINISH: Good. Attractive.

QUALITY OF WELDING: Good.

HANDLING: Good geometry feel. Neutral in the air. Neutral steering head angle and response. Stock 1.75 front tire affects handling in soft dirt. Normal length wheelbase.

MISCELLANEOUS COMMENTS: I think it's good for Huffy to come out with something that looks different . . . All the teardrop stuff is sleek. It looks good . . . The geometry really feels good . . . Besides the bars being too skinny for older riders, there's nothing wrong with it . . . The front tire seems even skinnier than a 1.75 . . . It's strong for sure. I've never landed this hard before. If there aren't any cracks anywhere (there weren't), this has to be one of the strongest frames we've tested . . . The rims are definitely rigid. I had to let air out of the tires because the landings were too bumpy . . . It doesn't feel like a Huffy. It feels like a real race bike . . . The crank bent on about the fourth big jump. That usually doesn't happen with chrome-moly. Maybe it wasn't heat-treated . . . The bars slipped on some of those big hard pancake landings . . . There's no reason this bike shouldn't be sold in bike shops . . . I'd definitely



FOR MORE INFO

FOR MORE INFO: See your local Huffy dealer or outlet.

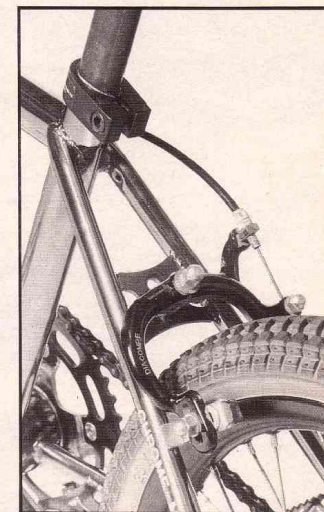
MANUFACTURER: Huffy Corporation
P.O. Box 1204
Dayton, Ohio 45401
Tel: (513) 866-6251



This is just to give you an idea of how high these guys were taking the Huffy. It was a tough test. The only thing that bent was the Sugino one-piece crank. This is a STRONG bike.

using steel, produced 25 percent more rigidity than existing rim shapes. Inspired, they switched to aluminum. Not being the types to idly spin their wheels, they applied the air-flow concept to building a complete BMX racer.

Once they had the look, they tack-



Check the teardrop seat post, seat post clamp, and seat tube. We're talkin' megabucks for the tooling here. The frame and forks were very strong and very rigid. Good for transmitting power to the ground.

led the geometry. Instead of stumbling about hit or miss, Huffy engineers made overlays of proven race bikes like GT, Diamond Back, and Red Line. Then they zero'd in from there with their own ideas.

The first prototypes, using round tubing, were ready late last year. Mark Driscoll and John Piant rode and evaluated the prototypes. Testing continued into this year. The Pro team took steel prototypes to Chandler last February before the Winter-nationals to film the commercials now appearing on television. The teardrop tubing, the bronze finish over chrome-plating, and the componentry were finalized in March.

Corporate Advertising Manager Phyllis McCullough, a total convert to the choiceness of BMX, was also on



HANDLEBAR: Huffy V-line, aluminum alloy.

HANDLEBAR STEM: ACS aluminum alloy/chrome-moly.

GRIPS: A'me.

HEADSET: Tange MX.

RIMS: Araya aero aluminum alloy (exclusive for Huffy).

SPOKES: .080/36.

HUBS: Huffy aluminum alloy.

TIRES: Huffy tread gumwall (by Cheng Shin).

BRAKES: Dia-Compe 890 sidepull calipers, aluminum alloy, front and rear.

BRAKE LEVERS: Dia-Compe, aluminum alloy.

BRAKE CABLES: Dia-Compe.

PEDALS: Sakae Ringyo, aluminum alloy with chrome-moly shafts.

CRANK: Sugino, one-piece, chrome-moly, 165mm.

BOTTOM BRACKET SET: Sugino.

FRONT SPROCKET: Sugino 44T chainwheel, aluminum alloy.

SPIDER: Huffy, steel.

FREEWHEEL: SunTour 16T.

CHAIN: D.I.D.

SEAT: Kashimax Aero, ventilated.

SEAT POST: Huffy teardrop shape, extruded aluminum.

HUFFY PRO LIGHTNING CHROME-MOLY

the gas. She lined up Huffey sponsorship of the October, 1981 Silverdome race in Detroit and brought a bunch of Huffey execs to watch. Impressed, the execs said: Yes, yes, let's get

Marano (10), Jerrod Smith (9), and Andrew Soule (9). Huffey signed Pro Robby Rupe as team manager last July. Huffey's entry into BMX has been

\$230. Look for a retail price around \$250-\$300 for the Chrome-Moly. That buys you the chrome-moly frame and fork and top notch aluminum alloy parts. Looking over the



What form. What poise. What bull . . . The Chrome-Moly has nice neutral handling. The same can't be said about the rider.

rad. Once the okay came, both Phyllis and the bike builders started haulin' bananas, gray flannel style.

McCullough began signing a team for the 1982 campaign. Criteria like personality, appearance, and ability to relate with the public were considered as well as racing potential. Instead of buying proven superstars, Huffey decided to go with young new Pros they felt would function as corporate spokespeople as well as spoke smokers.

The Pro team that debuted last January included Mat Harris, John Piant, and Mark Driscoll.

Huffey lists 14 amateur riders on their factory team. The roster includes Fred Tressler (17), Bruce Brockert (16), Dan Beem (16), Ron House (15), Jim Stinson (13), Rodney Cooper (14), Billy Danishek (13), Troy Raatz (11), Nikki Danishek (11 Powderpuff), Greg Beem (11), Martin

marked by their support of racing. They sponsored the IBMXF World Championship at Dayton last July. They will sponsor the ABA Grand National in Oklahoma City Thanksgiving weekend. This is in addition to backing three Nationals this year.

Huffey converts can join the National Race Team program for \$20. Each member gets a jersey, top tube pad, gear chart, racing cap, decals, cloth patch, membership card, bi-annual newsletter, and special discount on Zeronine plates, A'me grips, MXL goggles, and Huffey gear bag and racing pants.

The Pro Lightning series includes three carbon steel frame models — the Expert, the Nitro, and the SST. These three bikes use the same geometry as the five model Pro Thunder series.

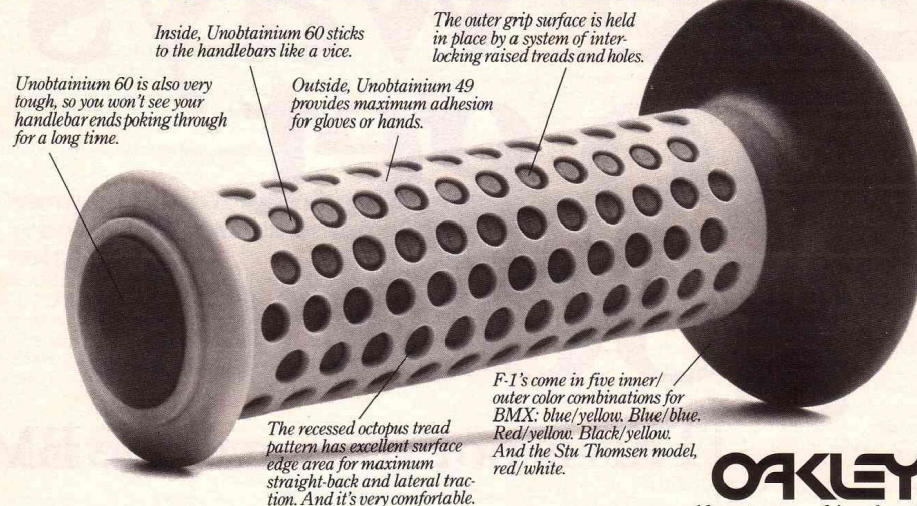
Prices on the three steel Pro Lightnings range from about \$170 to

component list you'll find names like A'me, Araya, Dia-Compe, Sakae Ringyo, Sugino, Kashimax, Zeronine, and California Lite.

The aerodynamic aluminum rims are made by Araya exclusively to Huffey's specifications. They're strong jobbers, that's for sure. We tested 'em with tons of jumps. Big bird numbers. Max altitude. Hard landings on flat surfaces. The rims remained circular even though the jumping was severe enough to bend a Sugino chrome-moly crank (which we suspect somehow missed out on its heat-treatment). The Chrome-Moly's chrome-moly tubing passed this type of testing with nary a tweak or a twink. Strong stuff.

The Chrome-Moly is a looker. It's definitely not a "K-Mart Special," but a genuine compmobile. Who knows? The Pro Lightning may be just what you need to light up your racing life.

INTRODUCING THE OAKLEY F-1: THE FIRST GRIP WITH GUTS.



Inside, Unobtanium 60 sticks to the handlebars like a vice.

The outer grip surface is held in place by a system of interlocking raised treads and holes.

Unobtanium 60 is also very tough, so you won't see your handlebar ends poking through for a long time.

Outside, Unobtanium 49 provides maximum adhesion for gloves or hands.

The recessed octopus tread pattern has excellent surface edge area for maximum straight-back and lateral traction. And it's very comfortable.

F-1's come in five inner/outer color combinations for BMX: blue/yellow. Blue/blue. Red/yellow. Black/yellow. And the Stu Thomsen model, red/white.

OAKLEY

Almost an unfair advantage.

Suggested retail price of Oakley F-1 Grip System: \$10/pair. Send \$10 for new Oakley "Almost an unfair advantage" embroidered hat and super sticker pack to Oakley, 23086 Terra Drive, Laguna Hills, CA 92653.

HOT STICKIES CO.

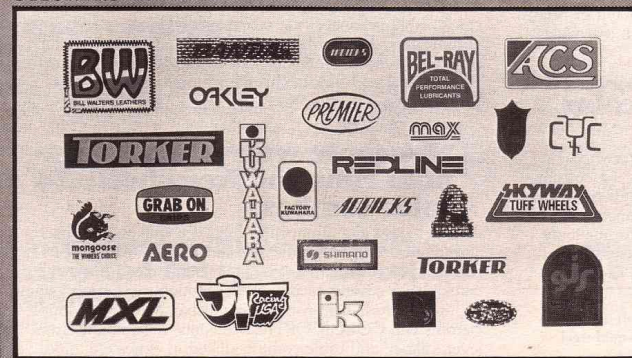
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