



HUFFY SURPRISES EVERYBODY! HOT LITTLE HUFFY BMX PRO 5

Department Store Bikes Get Real

by The Editors

photos by House

Part I: We Test The Street Bike On The Track.

Part II: Next Month Will Deal With Trickin' It Out.

Huffy Pro Thunder Pro 5
Huffy Pro 5 competition certified frame and fork
6 1/2" Thun medium carbon steel forged crank
DiaCompe 690 gold-anodized aluminum front and
rear brakes
Araya or Ukal box-style anodized alloy rims
Race Line Alloy II Z-bars
Huffy slant-top pillow block stem with gusset
Shimano 36-hole integral freewheel alloy hub
Fluted aluminum seat post
KKT alloy spindle pedals
Huffy octopus-style grips
Avocat cushioned comfort saddle
Cheng-Shin 20 x 2.125 colored gumwall tires
Stem, frame and crossbar pads by Rad Pad
2,500 lb. minimum tensile-strength BMX racing
chain



When you think of department store BMX bikes, you probably are thinking of what will become a vanishing breed: the look-alike bike that can't be raced.

Weep no more, for the world's largest bicycle manufacturer has come to the rescue with a real racing bike that will be sold everywhere. This has startling implications. It will put racing within the grasp of millions of people.

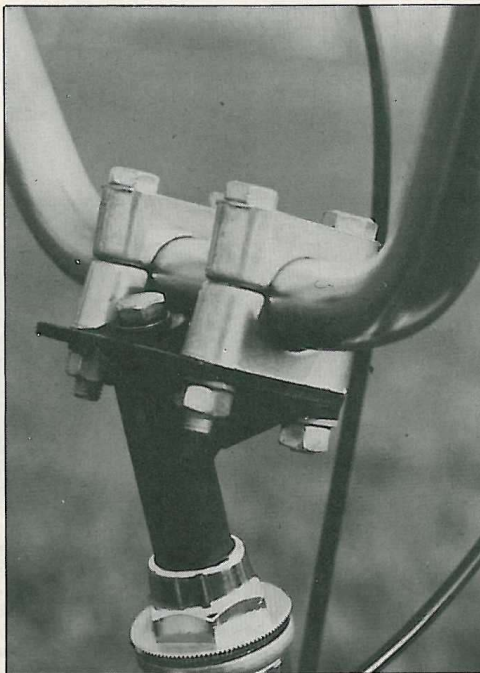
The first question that comes to mind about such a bike is, just how good is it? The answer is a happy surprise. This is a darn good bike. The Huffy engineers, although they had to make a lot of compromises to hit a very broad market, knew what they were doing.

"People at the tracks were surprised. The Huffy was the talk of the racers."

We picked the bike up at day's end one Friday and went straight to the track with it. Ronny didn't have any practice time or anything. He put it on the YMCA track at Corona-Norco and placed third against the mighty Kelly McDougall in the thirteen expert class. No mean feat for a stock street bike!

(Well, almost stock. You can rest assured that we took off the reflectors, chain guard and kick stand to race; if you don't race this bike, you ought to leave that stuff on.)

Ron House found the Huffy to be a real BMX bicycle, in answer to any questions you purists might have.



The Huffly slant-top block stem puts the bars out where you want 'em.



Head tube angle is 71°.

When we got done racing it, the Huffly was in the same shape as when we picked it up. These things are tough!

Needless to say, folks were really interested in this Huffly bike at the track. We also let some others ride it, including Andy Zirscow at Coast Wheels. You guessed it. He thought it was a pretty neat bike, too.

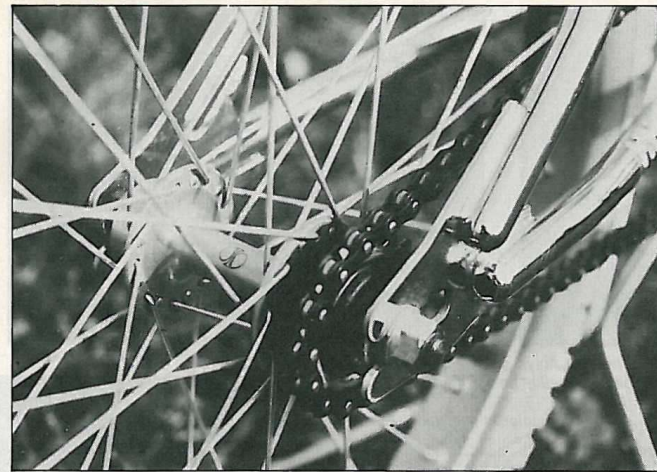
Now just what makes this Huffly so good? It's made for the average

"The stock street bike hauled in third place in the thirteen expert class."

rider, and the formula works.

The frame is steel, but it is light and streamlined. The welds on the frame are great work, by the way, for a production bike. The chromed fork is nice, although the welds are little bulky here (our only real criticism of the bike). Could it be that they come from two different sources?

The fork rake is 1.62 inches. The safety locks are for your protection in the street.



The crank is a 6 1/4" Thun medium carbon steel forged, which clears a little over eleven inches from the centerline. The hub is a Shimano 36-hole integral freewheel. Neat stuff, just like on any top-of-the-line racer.

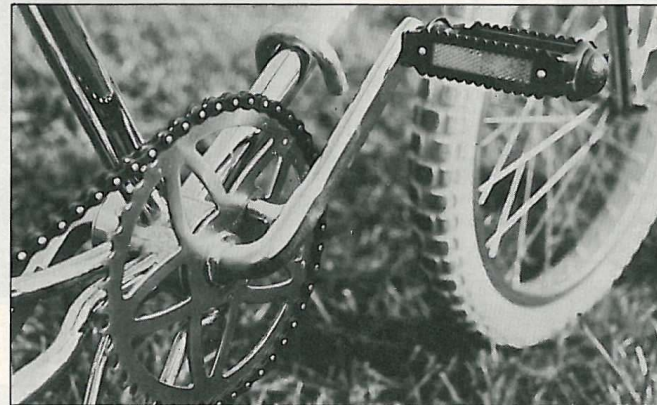
Alloy bars, DiaCompe brakes, Shimano hubs and Araya rims are all light and trick. The fine Huffly slant-top gooseneck puts the bars out where you want 'em and never slipped.

The Cheng-Shin Gumwalls deserve special mention. They're fat and knobby and what's better,

"Great for the beginner or average rider. Could use longer cranks."

they're available; you'll be seeing a lot of these on the track. They come with the Huffly as stock material. They also make good curb cushions.

All this stuff should be painting a picture for you that it is an in-between bike, not too heavy, not too light, trick but sturdy. Which is exactly what took Huffly so long to get into BMX for. They wanted to introduce a bike that they could put



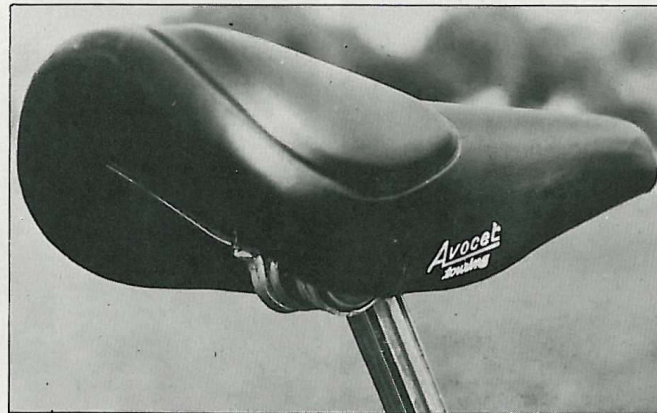
KKT alloy spindle pedals are better for racing than necessary for street.

"Well equipped street/race bike for the youngster who wants to enter racing."

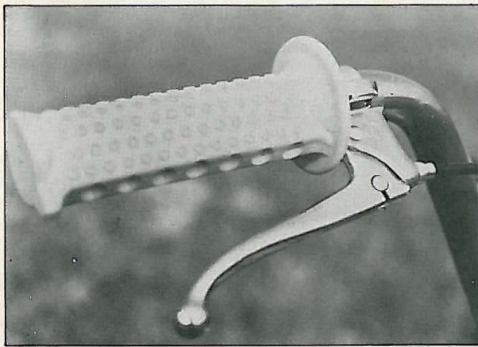
their warranty on that would interest you BMX folk.

Rider Ron said that the front end was kicked out just so that anybody can ride it. He liked it. The steering is slow enough to be fine for the beginner or average rider, yet fast enough to be useful to a more experienced rider.

Gearing is normal for BMX, 44:16, fine for the average ride. However, the cranks are a little short for the average guy. The 6 1/2" is really better for a taller rider, who is not likely to need this bike. It seems to us that 7" cranks would be better for more torque and leverage to get the bike rolling. The way it is, it races great on the track but loses



Seat mast angle is 63 1/2 off of the head tube angle. Seat post is fluted aluminum. The Avocet cushioned comfort saddle has two little pads for your tanny.



Huffy octopus style grips are pretty handy any place, any time.



The light Araya or Ukai box-style anodized alloy rims are a trick racing feature.
Cheng-Shin colored gumwall tires round out the package.



Total wheel base of the Huffy is 36 1/4".

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"Although the design represented a lot of compromises, the Huffy engineers knew what they were doing."

it at the starting line when you first start rolling. We'll be testing them next month with a different set of cranks, and this may make this bike even hotter.

We just simply had no problems

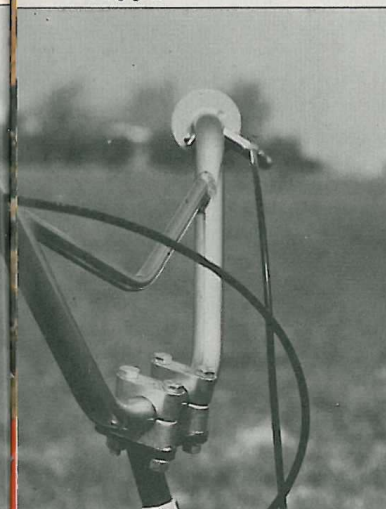
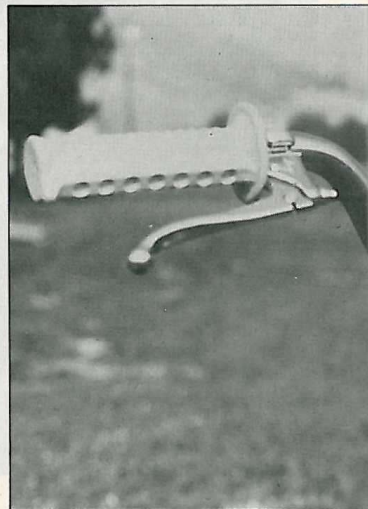
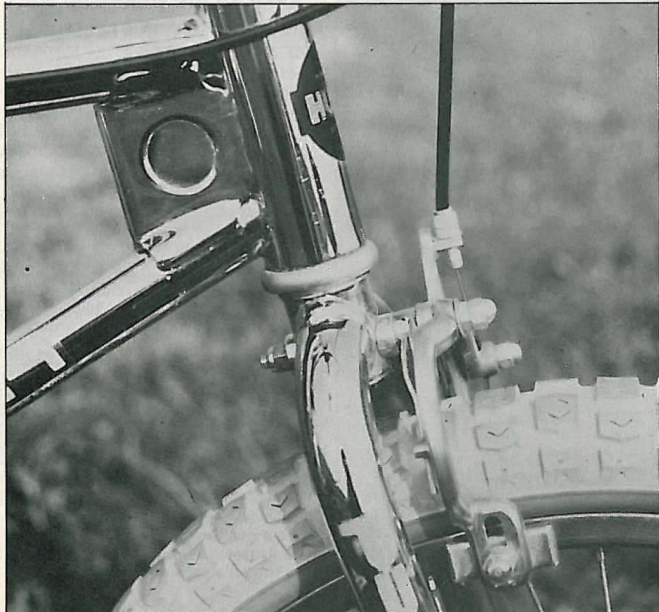
with the Huffy and it was a lot of fun and a great conversation piece. The concept really works and we're happy to see Huffy getting into BMX right. Right?



The DiaCompe 890 gold-anodized front and rear brakes are nice for the street, but you only need the rear ones for racing.



The Race Line alloy Z-bars are first rate racing gear.



Be your own keeper.

It would be great if we could protect you and your family from accidents, but all we can do is remind you to take time to be safe. If you want to be your brother's keeper, start with yourself.

National Safety Council



If you don't like thinking about safety, think where you'd be without it.

