

PRODUCT ANALYSIS

The scene: The mist-shrouded, mountaintop Wizard Publications

castle. A brave stranger wearing a cloak and carrying a bundle reaches the edge of the moat and calls out

to those inside the dark, forbidding fortress . . .

"Hello! Is anybody home?"

MT AEROPRO KIT



This is what'cha get fer yer bucks. Pretty cool setup. You get to do the pickin' on the rest of the parts, or just transplant yer old stuff onto it.

"Who goes there?"
"MT."
"Mr. T?"
"No! MT!"
"Who are you? E.T.'s brother?"
"Very funny. It's MT — short for Ming Tien Hang."
"What?"

"Hey dude, I've travelled all the way from my company's Taiwan headquarters and I've got something to show you."

"What is it?"

"Just let down the drawbridge and I'll bring it in so you can check it out."

"Well, okay, but you can only stay for a couple minutes. We've just ordered carnitas from El Gordo and they should be arriving here any second."

"No pwob. I'll leave you one of our AeroPro chassis kits and a catalog so you can look 'em over."

After we got the stuff inside, it was set aside for a little while (the taco feast had arrived and our stomachs took priority).

Following lunch, someone started flippin' through MT's catalog and found that besides the chassis kit that we had in our hot little hands, they also have seven complete bike models. That's no small feat. The bikes go all the way from the Juniorfox up to the AeroPro. Something for every size rider and budget.

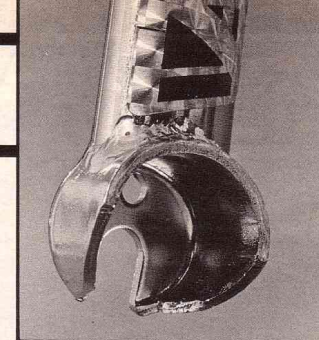
Next, the box was opened and we started scrutinizing the stuff inside. There was the trick looking AeroPro frame and fork, a headset, bars, gooseneck, seat post, and seat. Here's the scoop on each part of the AeroPro kit.

FRAME

There's a bunch of features here that look familiar, like you've seen them somewhere before. It seems like MT scoped a bunch of different frames and picked the best feature off each one to put together their frame.

Even still, it's one neat lookin' piece of 4130 chrome-moly, and it's unique enough to easily I.D. in a crowd.

The wheelbase will adjust from 35 1/2 to 36 1/2 inches which makes this outfit about right for a 12



These dropouts will definitely not bend or flex. But, you have to use a socket for the axle nuts. That's cool, though. Performance before convenience.

to 15 year old rider.

The top tube is 1 1/8 inch O.D. floval tubing. The down tube is of the 1 3/8 inch O.D. teardrop variety.

Oval tubing is used for the seat stays, which is cool, but the REAL trick stuff is the tapered oval tubing used for the chain stays. Totally spiff.

There are two gussets, one at the steering head, and another behind the bottom bracket.

The brake bracket is slotted for a tad more adjustability.

The rear dropouts extend a little higher than normal and the seat stays intersect them at about the midpoint of the axle adjustment. This should stiffen up the dropouts and, in turn, make the rear end a little more solid.

Weight is 4 pounds, 4 ounces. Not bad.

Most of the frame welds are really nice, going along just fine, and then OOPS!, something happens — the beads get a little goopy looking, then clean up again. Maybe it's just a little slip of the wrist. While this won't affect the strength any, it's just not the most beautiful welding we've ever seen. (But it's also a LONG way from being the ugliest.)

The chrome is first-rate. No complaints from our highly opinionated staff.

However, the prism stickers on the frame and forks didn't hit above a two on any of our thrill-meters.

FORKS

4130 chrome-moly is used throughout.

The fork legs are teardrop-shaped tubing. The dropouts cup all the way around the axle nuts and look totally trick, but you have to use a socket

wrench to get the wheel off.

The collar is drilled for a front brake.

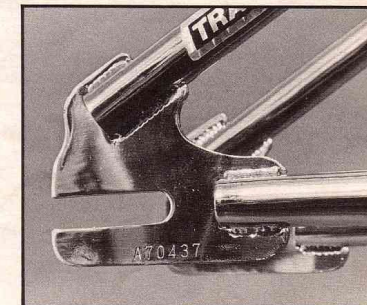
Weight is 1 pound, 11 ounces. Again; not bad.

The welds are a little sloppy here too. Plenty of bead, but not beautiful. The welding inside the fork collar looks like seagull poop, with sharp metal burrs from manufacturing. MT needs to be a little more careful here.

As with the frame, the fork chroming looks very good.

BARs

They're 25 inches wide, chrome-moly, have a knurled clamping area, and have a good bend to 'em.



The unique rear dropouts should keep rear end flex to a minimum. Check out the welding here. Very nice. If the welding was this clean everywhere it would have gotten rave reviews.

OTHER GOODIES

The four-bolt stem has a chrome-moly shaft, aluminum clamps, and a fairly short forward reach.

The seat clamp is aluminum. The seat post is the fluted aluminum type that has been known to bend without too much prompting. You'll probably want to switch to a chrome-moly one if it does.

The seat is a lightly padded, suede-covered job from Viscount, and is very comfortable.

SUMMING UP

The suggested retail price for the chassis kit is \$209.00. All in all, not too shabby. The kit could be the foundation of a hot moto-machine for ya. ■