

PATTERSON TEAM REPLICA



Brent & Brian's winning weapon

By Dean Bradley



□ Chances are, if you've been following the pro class racing scene thus far this year, you already know that the Patterson brothers are a tough act to follow, much less beat to the finish line. Their secret to winning is really no secret—talent, dedication and quality equipment. That's it. We've witnessed their talent, and we've read about their true dedication to the sport, but now it's time to get down to the equipment end of this winning team—the Patterson Team Replica.

TEAM EFFORT

First off, anyone can own a Patter-

son Team Replica bike. Although they are not currently offered as a complete bike, you can buy all the components and put one together. After we go through the list of components used on both Brent's and Brian's bikes, we think you'll be surprised. Surprised at the absence of both exotic and expensive parts. And surprised at the overall performance when it's all put together. As far as price goes, you'll be paying anywhere around \$625 for basically the same bike as Brent and Brian ride. You may want to substitute a part here or there,

but that should about do it. Actually, we think if you check around with many of today's top pros, you'll find that that's relatively inexpensive for a professional-quality bike. Whoever said you have to have all the trick, expensive stuff to win the pro class must have never met the Pattersons. Their Team Replicas are straightforward business bikes, designed to get the job done and last through the season without costly parts replacements.

THE MEAT

The meat of the Team Replica is, of course, the Patterson frame-and-fork

THE LIGHTWEIGHT CHAMPION OF THE WORLD!



Lightweight! The all-new, super-light Eliminator II™ won't weigh you down on the track. **Champion of the World!** Pro-tec's Eliminator II has a shell so technologically advanced it won't crack or break. It challenges any contender to beat its slick new graphics and futuristic style.

Eliminator II's multi-impact liner has two layers of foam—one for comfort and the other for absorbing those radical jolts. And even with its new "rock guard" feature, it's still the lightest full-face helmet on the tracks. Put Eliminator II in your corner and you're ready to go the distance. At BMX shops everywhere.

Pro-tec Inc.
P.O. Box 4189, Bellevue, WA 98009



PATTERSON

set. If you've never had the pleasure of looking at one up close, you've missed it. This is how a BMX frameset should look: precision welds, clean tube junctures throughout, machined head tube—it's all there. Plating is outstanding, as are the new Patterson graphics, which give the frameset a bold new appearance over past models. All in all, it's a very slick package. Also offered are bars and seatpost, again 4130 chromoly, beautifully welded and plated. If you're going to go with a Patterson, we highly recommend going with the entire frame, fork, bars and seatpost set. Besides looking like a well-coordinated package, we think you'll find that they have all been designed to work as a team, offering maximum performance

at minimal weight.

COMPONENTRY

As we mentioned earlier, our test bike is a build-it-from-the-ground-up affair. If you want a complete bike, go with the Patterson PR-200, which will run you right around \$330. But if you want the best, the same bike the Pat-

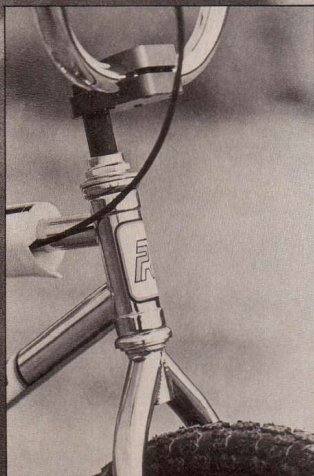


This is how you win races. Power wheeling allows you to pedal out of the corners sooner and harder. The Team Replica's stiff race-ready frame makes for no-nonsense, no-whip acceleration.



The Pattersons build race bikes that handle like race bikes and look the part of race bikes. If you spend all your time in the air, you'll get nowhere fast. The Patterson hugs the ground for max speed.

The classic Patterson jumping style aboard the classic Patterson bicycle. Note how everything is totally under control. Note how bike and rider are in perfect flight trim.



This is a classic example of a dialed-in front end. Beautifully machined head tube, proven Pro Neck stem, durable steel headset, Comp III tire and Araya 7X rim. The only complaint we had was, what if you want to add a front caliper? No hole.

erson brothers race, then this is it.

The parts package starts off with Mitsubishi Comp III tires, Araya alloy rims, Suzue sealed-bearing hubs, Sedis chain, and Dia-Compe MX-1000 caliper with Kool Stop pads. In the crank department the brothers prefer the stiffness of the Profile tubular chromoly 172mm units and the precise performance of SunTour's XC-II pedals.

Seating position on the Team Replica is obviously laid out with the big brothers in mind: Pro Neck II

stem, nine-inch by 28½-inch Patterson bars, Cycle Pro Shot Gun along with the straight Patterson post. Grips are A'ME Tri models while the brake lever is Dia-Compe's popular Tech-3 style.

Our bike, completely set up with three pads and a plate, weighed in at a very respectable 23½ pounds. Any lighter and we think you'll find that you'll start losing dependability. Having a light bike is one thing, but if you're a pro-sized rider who rides his bike day in and day out, jumping and playing as well as racing on the week-



More of the same. Awesome Profile tubular chromoly crankset complete with sealed-bearing bottom bracket and SunTour XC-II pedals. Check out how clean and precise all the tube fits and welds are. The Pattersons are sticklers for details.

ends, the 20-pound wonder just won't last.

PATTERSON PERFORMS

If you've seen the new Patterson ads that say "Patterson performs," maybe you've wondered whether it is the bikes or the riders. Sure, Brent, Brian and Richie can win on them, but they could probably win on an old Sting Ray, you might be thinking. Is this bike really going to help me win some races? you ask. Our reply, after living with one for a couple of months, is, most definitely, yes. Not to detract

from the awesome riding talents of the Patterson team, but after riding the Team Replica, it's easy to see how those guys can make it look so easy and go so fast. Geometry is the key. The componentry does the job as it should, but the Patterson frame and fork is the real star here. When you talk about "dialed-in" rear triangles and all the right angles, you're talking Patterson. The Team Replica's polished handling traits clearly reflect the years and years that the Pattersons have been actively riding, researching and developing BMX bikes. We've got to hand it to them; they've stuck to their guns all these years. Today's frame and forks—aside from the flashy new graphics—closely resemble efforts from years past. The Patterson frame set is not a trendy or gimmicky unit. If you want a no-frills, businesslike

BMXer designed to win races through substance rather than flash, this is your ticket.

PATTERSON PROLOGUE

So, what was it like to actually ride and race the same bike that we've all seen leading the pro class for so many years? What do you think? It was awesome! Anytime we have the opportunity to ride a professional-quality BMX bike it's a rush, but the Patterson Team Replica was special. Just knowing that the bike had the potential to go out and win anytime and anyplace was very humbling, but as we mentioned before, it was also very inspiring. The Patterson Team Replica was a pleasure to ride and it is a bike that can be greatly appreciated by BMXers who have ridden the rest and

feel it's time to move up to a truly serious scooter. The quality comes through loud and clear. Whether during assembly, riding, or maintaining, the Patterson Team Replica performed like a dream. In BMX getting what you pay for is always important, and getting more than you bargained for is a pleasant surprise. The Patterson Team Replica was a pleasant surprise. □



BMX PLUS!

1. Bike: Patterson Team Replica 20-inch.
2. Age range: 13 years old and up.
3. Country of origin: U.S.A.
4. Intended use: Racing.
5. Wheelbase: 36 to 37-1/2".
6. Bottom bracket height: 11-1/2".
7. Chain stay length: 15-5/8".
8. Steering head angle: 73.5°.
9. Seat tube angle: 73°.
10. Frame: Patterson, 4130 chromoly, hell-arc welded, chrome plated. Features: 1" top tube, 1-1/4" down tube, 4" head tube, large bottom bracket.
11. Fork: Patterson, 4130 chromoly, hell-arc welded, chrome plated. Features: 1" legs, leading-axis design. Not drilled for caliper.
12. Rims: Araya 7X alloy, 20" x 1.75", 36-hole.
13. Spokes: 36/080, cadmium plated.
14. Hubs: Suzue, alloy, sealed bearing.
15. Tires: Mitsubishi Comp III skinwalls, 1.75" rear, 2.125" front, 35-40 psi.
16. Cranks: Profile tubular chromoly, 172mm.
17. Pedals: SunTour XC-II alloy with chromoly shafts.
18. Chain: Sedis 1/2" x 3/32".
19. Bottom bracket: Profile sealed bearing.
20. Front sprocket: Shimano, alloy, quick-change, 43T.
21. Freewheel: Shimano, 16T.
22. Brakes: Dia-Compe MX-1000 caliper and Tech-3 lever (rear brake only).
23. Headset: Tange-Selki, self-locking.
24. Stem: Pro-Neck II.
25. Handlebars: Patterson 4130 chromoly, hell-arc welded, chrome plated, 9" rise, 28-1/2" width.
26. Grips: A'ME Tri.
27. Seating: Cycle Pro Shot Gun plastic with Patterson 4130 chromoly straight post and Tange clamp.
28. Miscellaneous: Zeronine plate, three Patterson team safety pads.
29. Overall weight: 23-1/2 lbs. (with pads and plate).
30. Approximate retail price: \$625.
31. For additional information contact: Patterson Racing Products, P.O. Box 3626, Dept. P, Hayward, CA 94540; (415) 889-1402.



The Patterson brothers seem to prefer the non-Aero styled Cycle Pro Shot Gun plastic saddle. It seems that for speed jumping they both feel it's easier to hang it out over the rear wheel without the Aero's rear lip to worry about.