

# OFFICIAL TEST

▼ Jamie Hales gets rad on the Repco. The bike, reports our test team, has no handling vices. ►



THE NATIONS  
TOP BMX TEST TEAM  
CHECKS OUT THE . . .

# REPCO Team Hotfoot





# Repco Hotfoot has plenty going for it — including a low price

**HANDS UP** anyone who doesn't know about Repco's BMXs. No dunces' caps. OK. What do you know about Repco itself?

They've been around the motoring trade a long time. Making bikes, however, is a more recent deal. About as recent as BMX in Aussie.

There's no doubt that Repco, these days, are serious about BMX. Not only do they make a big range of bikes, but they're really into sponsorships.

Things like the Repco Rider To America series. And, more recently, sponsorship of the Victorian State Plate titles.

Repco also sponsor their own team — all shod with Hotfoots — as well as a few guys

squirting around the track scenes on Patterson bikes.

But back to what they put out for the BMX buyer — namely two serious BMX models worth a close look. There's the Hotfoot and the Team Hotfoot.

We're a clubby bunch of guys, us PANCAKE team riders, so, naturally, for this month's test we've gone for the team model.

Right, then. What's it all about? Well, for starters it comes with a half cromo frame. That makes it schmick as a race/street thrasher proposition.

It's a bike that would suit kids of 10 and upwards. And one of the big attractions is the price: around 275 smackeroots.

Before we fling it around PANCAKE's Melbourne test track, however, lets have a close look at what you get for your dough.

A thorough inspection of the Team Hotfoot gives a rad first impression. Both the standard of equipment and finish is A1.

Let's tick off the pluses: Sugino cromo cranks and forks. Good. Strong gear, that SR stem and pedals. Nice to look at. 7X polished rims. Rare.

*Repco's Team Hotfoot . . . a schmick steer/track machine for 10-year-olds and up.*



*More rad stuff from Jamie. The test team's verdict: no looping or nosediving.*

Alloy flip-flop hubs — great for quick gear changes.

Braking department is good, too. This Repco uses the old, dependable MX-1000 Dia Compe. These brakes have been a feature on nearly every bike PANCAKE has tested so far. Good gear.

About the only letdown in the bike, we feel, is the head tube gusset. It's ugly. Still, it does its job.

OK. A pretty picture. And even prettier at that

price. So, how does it go?

Track and road grip is good. Repco's new skinwalls give A1 traction. Schmick tyres, these.

No complaints about the rest of the bike's handling. It goes where you point it and slides and jumps without fuss. That applies to both the track and street.

Street riding is comfortable. The neutral steering makes it an easy beast to live with. Same story on the track.

No problems about getting rad. The bike



doesn't loop or nosedive. That's good. Being a street/race bike, it will obviously be doing plenty of jumping.

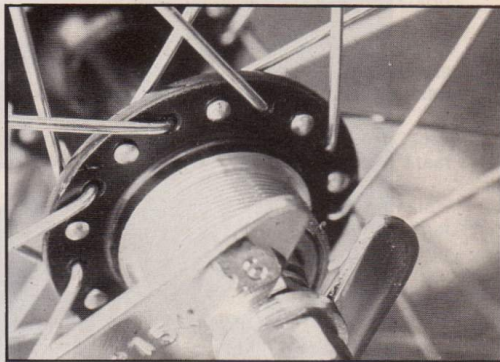
Most impressed with the bike's toughness. Nothing broke on test (our demon demolisher, "Jive", just isn't trying!). And, boy, did all of us give it a tough time.

Everything on this machine works the way it should and the fit and finish, as mentioned, is impressive.

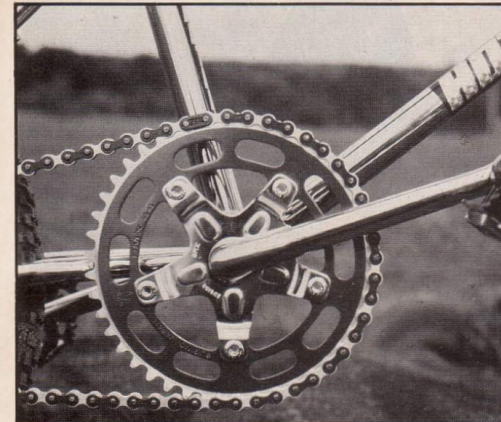
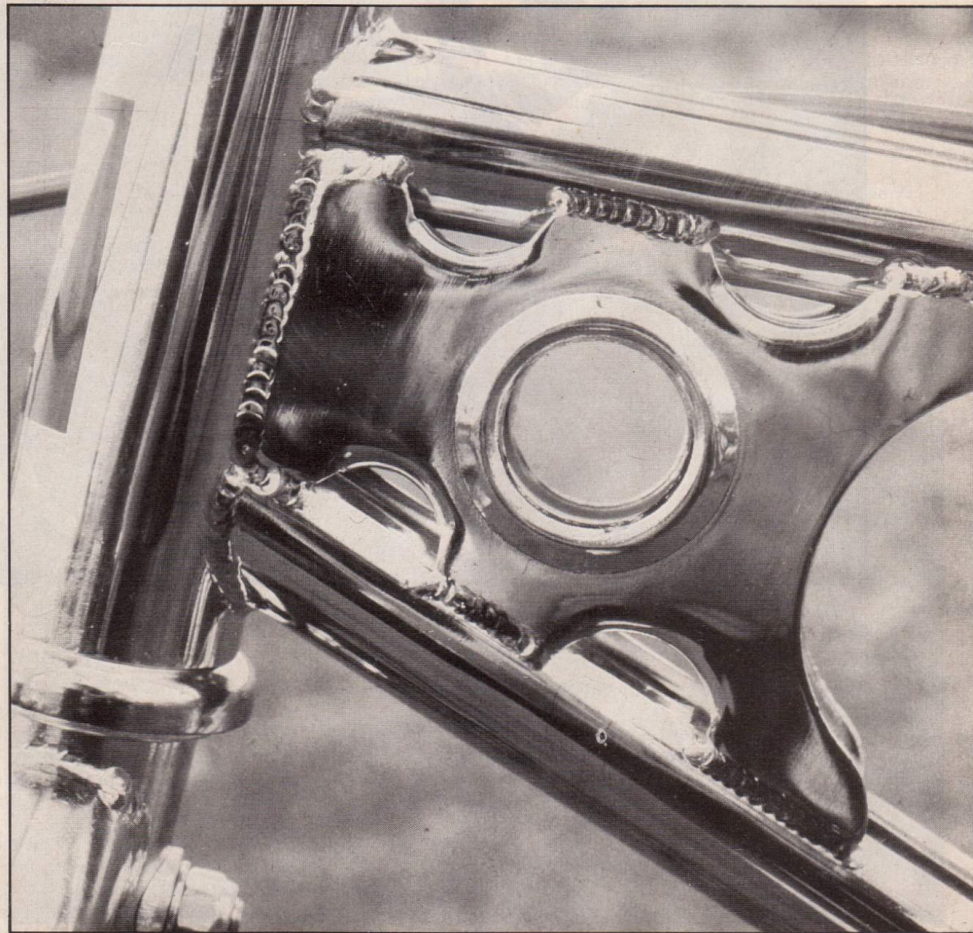
Not a bad-looking beast, either. It's an all-chrome jib, with red trim and rad red/yellow Team Hotfoot pads. Neat.

TO SUM UP: Repco's Team Hotfoot handles as well as it looks. And at around \$275 it represents schmick value.

*Chrome, luvly chrome. That's what the ▼ bike's all about.*



▲ Ah, hah — flip-flop hubs! Best invention, say our team, since bubble gum . . .



▲ For your money you get Sugino cranks, spider and chain ring.

*The new skinwalls give good road and track ▼ grip.*



#### REPCO TEAM HOTFOOT SPECIFICATIONS:

**Frame:** Main triangle 4130 cromo-tig weld.

**Forks:** cromo slant type.

**H/bar:** BMX 20V steel.

**Grips:** MX 11.

**H/stem:** S.R. MS420 alloy/cromo.

**H/set:** Hatta quick adjust MX11.

**B.B set:** Hatta 24 TPI.

**Cranks:** Sugino 175mm cromo.

**Front Sprocket:** Sugino alloy 42Tb— C.P. spider.

**Rear sprocket:** Suntour 16T EZ off.

**Pedals:** S.R. MP460 alloy.

**Chain:** Izumi, nickel & matching colour.

**Rims:** Araya 7X, polished sides.

**Hubs:** Sanshin high flange alloy - rear flip flop.

**Brakes:** Dia compe MX 1000, two finger levers.

**Tyres:** Front 20 x 2.125 skin side snake belly, rear 20 x 1.75.

**Pads:** Team hotfoot lightweight, Velcro.

**Saddle & post:** H 101 Aero — alloy fluted.

**Weight:** 25.8 lbs w/out chainguard, reflectors & bell.

**Wheel base:** 927mm (36½")

**Head angle:** 71.2°.

**Colours available:** chrome, with red, blue or black trim.

**Retail price:** recommended \$275.

#### PERFORMANCE AT A GLANCE:

**Handling:** Schmick. Slides and jumps without fuss.

**Componentry:** Strong and light. Bike feels as if it can take just about anything a rider can dish out.

**Value for money:** Right on.

**Age range:** From 10 upwards.

**Quality of finish:** A1.

**Quality of welding:** Same story.

**Test riders:** Jamie Hales, Shaun McEvoy, "Jive".

**Manufacturer:** Repco Cycle Company, 25 Hamilton St., Huntingdale, 3166, Vic.

