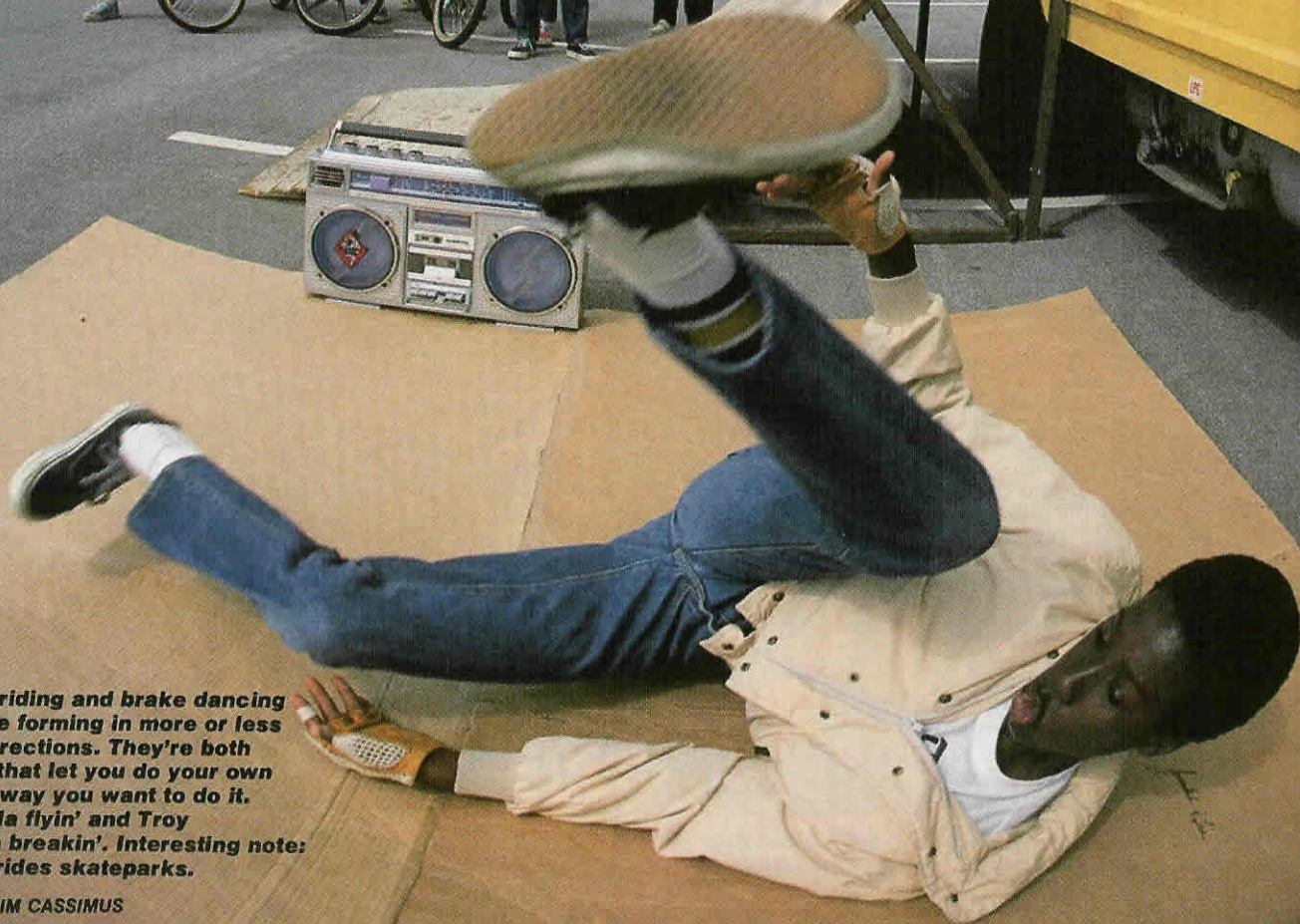


Fiola & the GT Pro Performer



Freestyle riding and brake dancing seem to be forming in more or less parallel directions. They're both lifestyles that let you do your own thing, the way you want to do it. That's Fiola flyin' and Troy Donaldson breakin'. Interesting note: Troy also rides skateparks.

PHOTO BY JIM CASSIMUS

Fiola & the GT Pro Performer

BY LEN WEED

King of the Skateparks, Round One. Fiola tops the pro class. On the brand new Pro Performer, GT's first freestyle machine. A complete bike for aerovatin', flatlandin', rampin', thrashin', and flash transportation.

'Course, unless you've had your noggin under a toboggan for the past decade, you know GT BMX is one class manufacturer. They pay attention to design and detail and performance. That's what made them popular. Real popular. They won the NORA Cup for best bicycle of the year in 1983, voted by the readers of BMX ACTION.

GT dates back to the original daze of BMX. Gary Turner, the G and T in GT, built his first frame in 1973 because his son, Craig, dared him to. That's virtually eons ago — carved on stone tablets and painted on cave wall time — in BMX history.

Gary, a drag racing world champion at 17, applied his engineering abilities to bicycle frame building. One of his innovations was the distinctive seat-post-through-the-top-tube design still used today.

GT remained low key for a few years, quietly growing, dialin' in race-proven geometry. Then Gary and partner Rich Long, who joined him in 1977, decided to push the go-button about four years ago and get real serious. And the rest is history.

GT had been noodling about building a freestyle bike for awhile before they signed Eddie Fiola in the spring of 1983, but that signing activated prototype development.

During testing Eddie decided he preferred GT's racing geometry for

his skatepark riding, but GT decided to steepen the production head angle slightly to benefit ground tricksters.

Naturally, the Pro Performer sports the seat-post-top-tube design. GT also came up with two new tube variations, both examples of functional frame trickification:

A reshaped downtube.

Extended seat stays.

Running the down tube toward the head tube at a steeper angle and

then adding the bend makes it possible for a Pro Performer rider to do complete 180 cross-ups without tweaking out the cable or crunching the brake arm. This design also provides more foot clearance for wheel-walking tricks.

The seat stays, extended about four inches beyond the seat post, providing a platform for frame stand-in' dandiness.

With the geometry and frame design scoped, GT devoted their ef-



Here he is; Eddie Fiola. Right now this is the guy to watch in the parks and on the ramps. His head is straight and he is DIALED!



This is the culprit, the brand spankin' new GT Pro Performer.



**This is the killer photo Oz snapped at
Azusa. We'll let it speak for itself.**

PHOTO BY BOB OSBORN

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forts to building a totally tough, full-on freestyle machine. Major beefifications included:

A reinforced head tube.

Greater wall thickness for the top tube and down tube.

Larger diameter chain stays.

Stronger rear dropouts (now used for the race models as well).

Fortified forks — larger 1 1/8 inch diameter tubing, sturdier dropouts, and stronger collar.

Class componentry rounds out the package. Dia-Compe caliper brakes front and rear, plus a SunTour coaster brake. Skyway Tuff II plastic wheels. An SR forged chrome-moly one-piece crank.

Other qual components include GT's own chrome-moly handlebar, seat, layback seat post, and their brand new tires manufactured by Shinko to GT's specifications. The

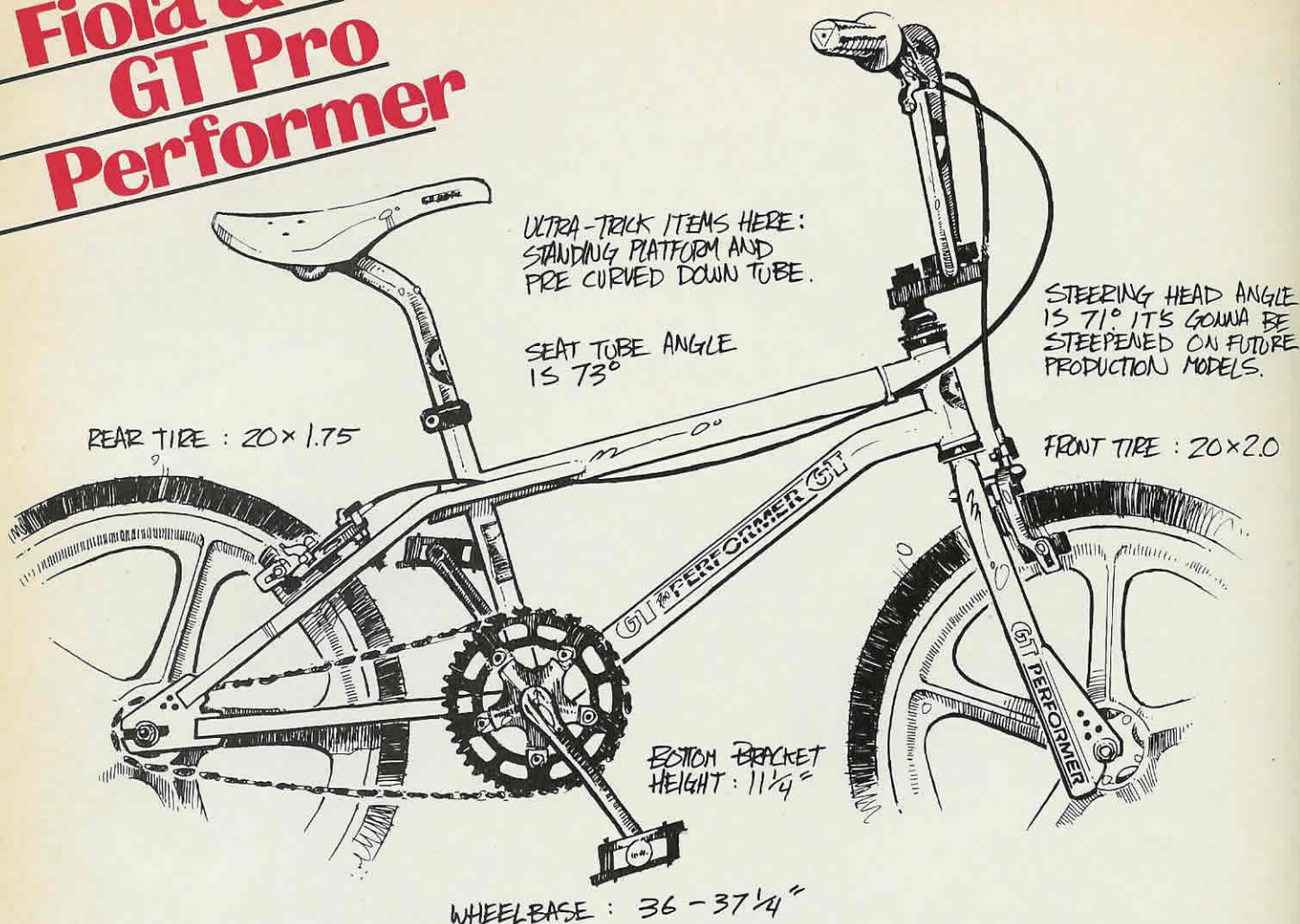


Eddie and ace photog, Jim Cassimus, hauled a ramp down to the beach one Sunday to take some shots of Fiola gettin' crazy. Eddie was totally skyin', gettin' radibolical, and a crowd started forming. Enter the life guard. He made them leave the parking lot for creating a commotion! Wait just a minute here! Didn't he know who these guys were? Didn't he know Cassimus was shooting for the brand new, **ULTRA-primo **FREESTYLIN'** Magazine! Jeez, some people . . .**



PHOTO BY JIM CASSIMUS

Fiola & the GT Pro Performer



GT PRO PERFORMER

SPECIFICATIONS

COMPLETE BIKE PRICE:

Approximately \$300. Frame and fork kit: approximately \$160.

FINISHES AVAILABLE: Chrome, white, or yellow with blue or white wheels.

COMPLETE BIKE WEIGHT: 28 pounds, 8 ounces.

FRAME WEIGHT: 4 pounds, 12 ounces.

FORK WEIGHT: 1 pound, 14 1/2 ounces.

STEERING HEAD TUBE LENGTH: 4 inches.

HANDLEBAR RISE: (C/L of stem clamp to C/L of grip area) 8 1/2 inches.

HANDLEBAR WIDTH: 28 1/4 inches.

TOP TUBE O.D.: 1 1/4 inches.

DOWN TUBE O.D.: 1 3/8 inches.

FORK LEG O.D.: 1 inch.

BOTTOM BRACKET SIZE: Large.

COMPONENTS

FRAME: GT Pro Performer, chrome-moly.

FORK: GT Pro Performer, chrome-moly.

HANDLEBAR: GT Pro Performer, chrome-moly.

HANDLEBAR STEM: Tuf Neck Pro, aluminum and chrome-moly.

GRIPS: A'me Dual, rubber.

HEADSET: Hatta MX-2.

WHEELS: Skyway Tuff Wheel II, Zytel plastic.

TIRES: GT.

BRAKES: Dia-Compe MX, aluminum, front and rear. SunTour coaster brake, rear. Also available with a freewheel.

BRAKE PADS: Skyway Tuff Pads.

BRAKE LEVER: Dia-Compe Tech 3.

BRAKE CABLES: Dia-Compe.

PEDALS: SR MP470 (platform style), aluminum and chrome-moly.

CRANK: SR, one-piece, forged chrome-moly, 175mm.

BOTTOM BRACKET SET: Hatta.

FRONT SPROCKET: SR aluminum chain wheel, 44 teeth.

SPIDER: SR, chrome-moly.

REAR SPROCKET: SunTour, 16 teeth.

CHAIN: Izumi, 1/8 inch.

SEAT: Ariake, Aero style.

SEAT POST: GT, lay-back, chrome-moly.

SEAT POST CLAMP: SR, aluminum.

OVERALL EVALUATION

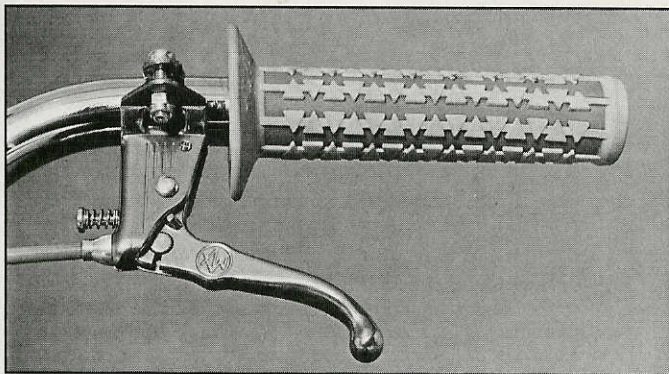
QUALITY OF FINISH: Good to very good.

QUALITY OF WELDING: Good.

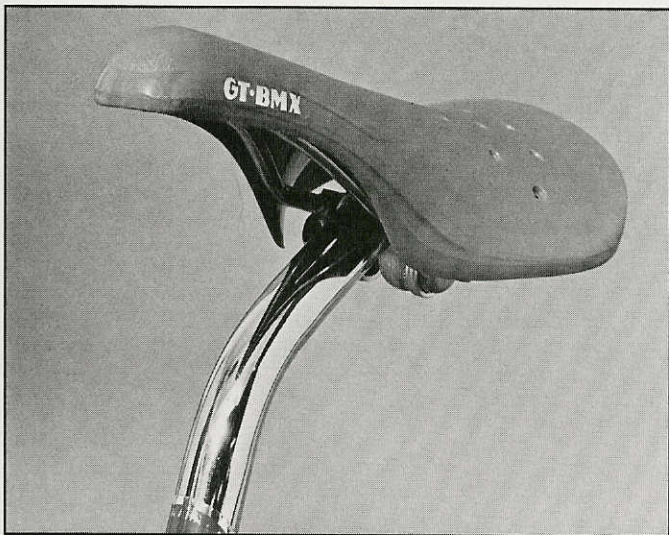
QUALITY OF COMPONENTRY: Excellent.

MANUFACTURER:

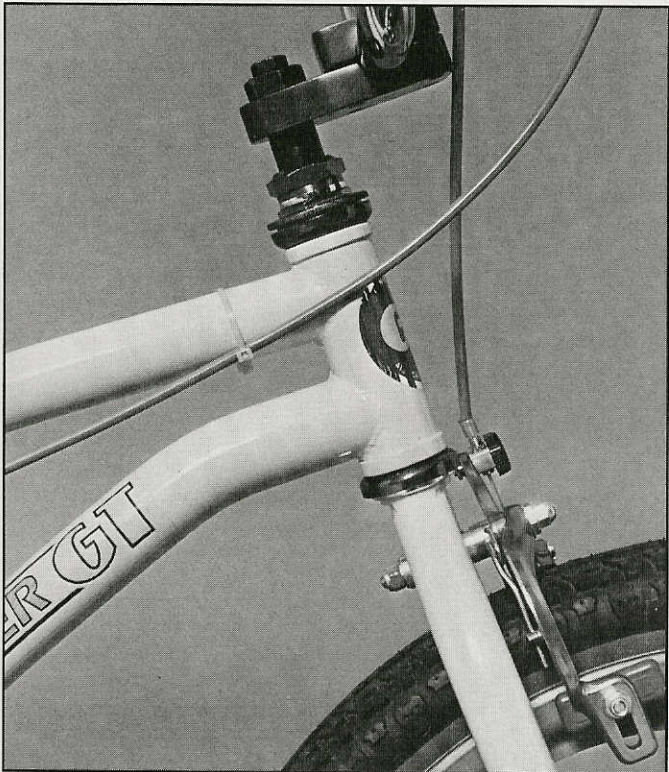
GT BMX
5422 Commercial Drive
Huntington Beach, California
92646
Tel: (714) 895-5589



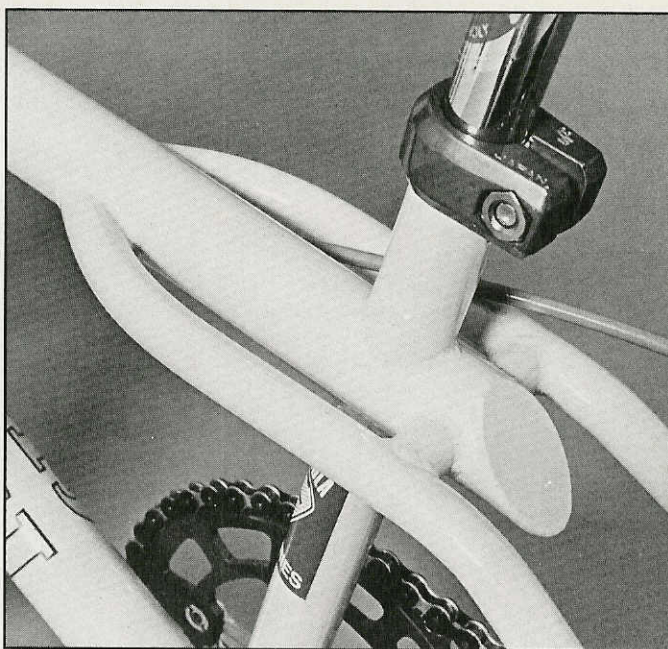
Qual equipment. A'me Dual grips and Dia-Compe Tech 3 levers.



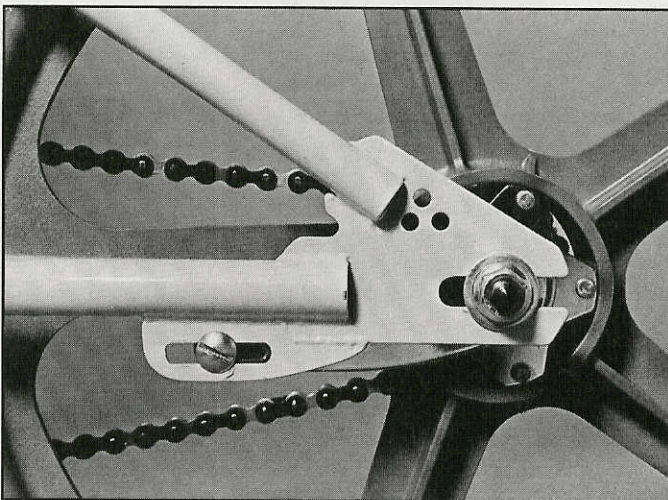
The lay back seat post lets the bars clear without hitting the GT seat which is made by Ariake. The GT BMX stamp is trick.



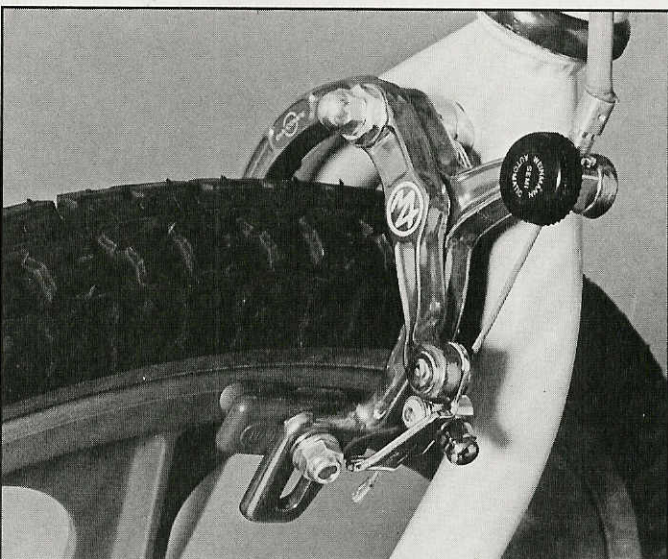
The bent down tube keeps your front caliper from hitting the frame during those ultra-twisting cross-ups.



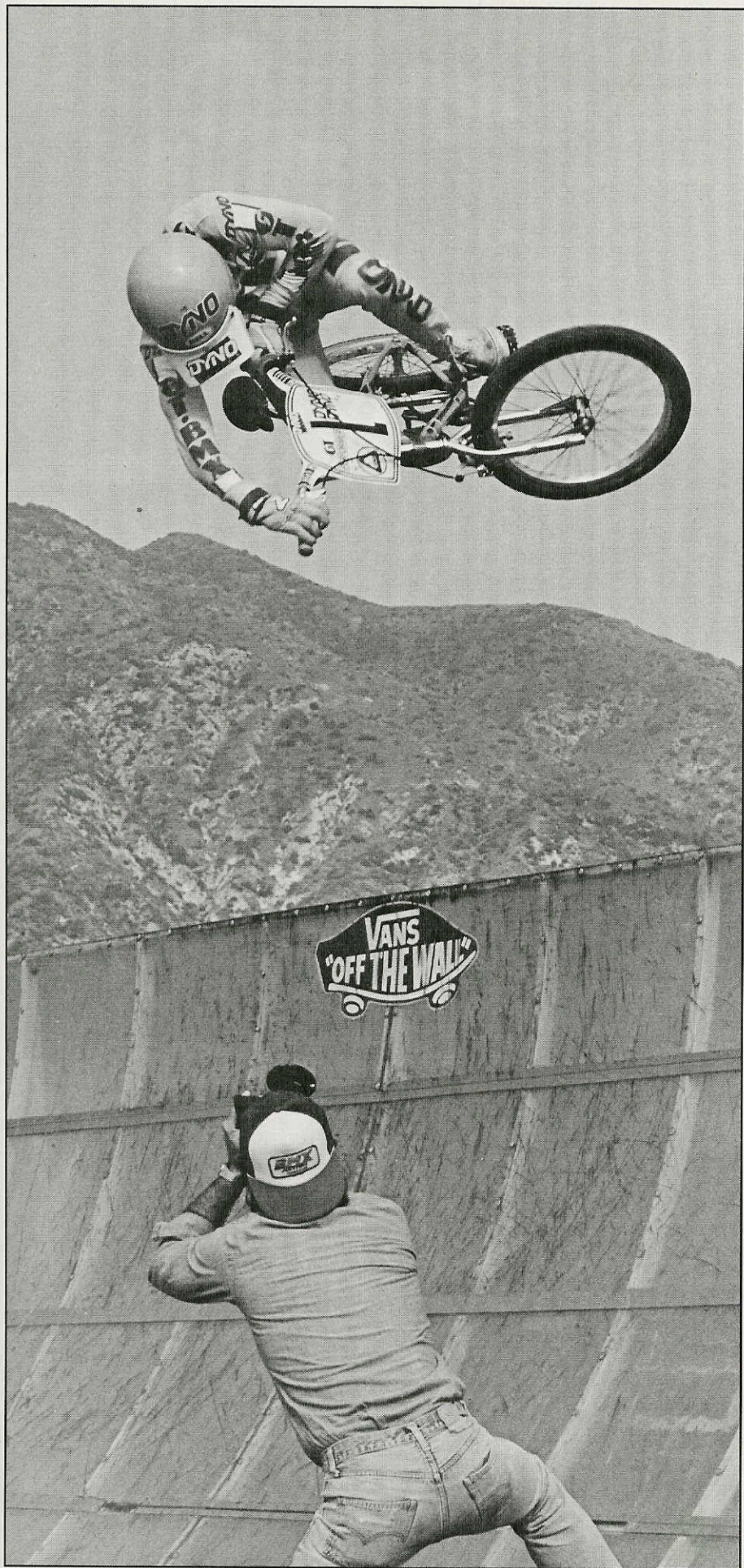
GT's version of the standing platform. Pretty trick idea. The welding could have been a little better.



The coaster brake bracket and coaster brake, a necessity for the serious back wheel hopper.



The calipers are MX 1000's by Dia-Compe, state of the art stoppers. Check the tread on the tires. GT, GT, GT, GT . . .



Max style and grace. Ridin' the Vans' ramp at Azusa. That's Oz under Fiola snappin' KILLER color shots. THIS photo was snapped by Steve Giberson.

tires, which are being used on the Pro Series and Team Series BMX bikes too, were more than a year in development. They feature a trick knob pattern with alternating G's and T's.

The Pro Performer's functional fortifications for flatland flops and bowl batterings nudge its weight just a hummingbird's eyelash over 28 1/2 pounds. Not bad, for all that built-in tweak resistance.

Summing up, for just over three hundred smackers, GT has produced a frantically full-zoot freestyler. A bike suitable for the King of the Skate-parks as well as less radical riders. Bowls, ramps, pavement, dirt — whatever — GT's new bike lives up to its name. The Pro Performer is careful to provide pure performance. ●

THE COMPLETE EDDIE FIOLA

FULL NAME: Edward Lynn Fiola

AGE: 19

HEIGHT/WEIGHT: 5' 4" / 125

HAIR/EYES: Brown/brown

HOME TOWN: Bellflower, California

SCHOOL: Mayfair High (graduate)

SPONSOR: GT BMX

CO-SPONSORS: Dyno, Vans, Flite, A'me, Skyway

MAJOR TITLES: King of the Skateparks 1982, 1983

STARTED FREESTYLE RIDING: 1978

("I was a dirt jumper, and I raced a little. A friend of mine started to ride his bike in skateparks. I tried it and liked it. It's fun — a challenge.")

FIRST HERO: "When I started riding parks, the big name was Tinker Juarez, so I guess you could say he was a hero. Someone I wanted to watch and keep doing things like."

FAVORITE TRICK: "The one-hander-one-footer . . . and full helicopter aerials."

INJURIES: "Too many! . . . About nine or ten broken bones. Wrist, collarbone, nose, leg, toes, fingers. Most injuries happen just before a competition. I try too hard in practice because I want to win."

PRACTICE: "About four hours a day. Plenty of flatland freestyle."

RIDING TIPS: "Always wear safety equipment. I wear Dyno pants with plastic shin guards, plastic elbow pads by Rector, a full coverage helmet, and gloves. Don't try too hard on a trick you can't do yet. That's how you get hurt. Work on your style before you start going higher. Pick a height and practice there. Work on your tricks there. Get comfortable before you go higher."

MOST MEMORABLE EXPERIENCE:

"Performing in Europe the first time. We crashed a rent-a-car. I was doing about 60 and a tree jumped out in front of us. It happened after I threw on the emergency brake to do a U-turn slide and I couldn't get it back down. We slid across the street and hit the tree. That was lucky for us because there was a four foot wide ditch behind it."

BIGGEST DISAPPOINTMENT:

"Missing Round Two of the King of the Skateparks Series this year. We set it up so I wouldn't miss it but something went wrong. That wipes me out. I can't retain my championship."

HOBBIES/INTERESTS: "The only other thing I do besides ride is work on my truck."

PETS: "I have a mutt named Bear. He's almost like an Alaskan Husky."

FAMILY: Mother: Rita. Sisters: Tammy, 14, and Shirley, 21.

VEHICLE/TRANSPORTATION: "A Datsun mini-truck. It's dropped, race car style. I just got the door handles shaved off. I dropped a buick V6 in it, and I have a new transmission to put in when I get back from Europe."

TRAVEL: Holland, Germany, Belgium, Japan. ("I'd like to go to Australia.")

FAVORITE FOOD: "Anything."

FAVORITE PLACE TO RIDE:

Lakewood Skatepark
(now deceased)

FAVORITE TV SHOW: The Jetsons
("I don't watch much.")

FAVORITE RECENT MOVIE: FIRST BLOOD.

BIGGEST TURN-OFF: "When you're trying your best and kids tell you to do something that they can't do, and they know you can't do it. Like while you're doing a one-hander-one-footer and somebody says, 'Do a no-hander-one-footer-cross-up-360.' You just want to . . ."

BIGGEST TURN-ON: "When kids freestylin' are trying their hardest instead of going out there and saying, 'Oh, I can't do this.'"

EVER SCARED?: "Not really."

EVER THINK ABOUT BEING 21 FEET OUT OF A BOWL?: "No,

not until now. Not at all. When I'm eight feet over the top of a 12 foot bowl it only feels like I'm about six feet above the bottom."

RIDING: "I'd like to keep riding as long as possible. I still do it more for myself than other people. I don't really think of fame or fortune that much. It's just what I like to do. It's just my lifestyle. The magazine and the competitions keep me going, trying to do better. I'm nowhere near the old man stage. No burn out yet."

PROFESSION: "I think the only way freestyle can go is up. Eventually, I'd like to get into stunt work or acting. I know Hal Needham. He wants to make a BMX movie. Maybe I'll take some acting lessons."

HOW HE'D LIKE TO BE

REMEMBERED: "For what I've done in the magazines, knowing I've been able to put my name out there and do as well as I've done."

PHOTO BY BOB OSBORN

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