

Life is full of choices. Most of the time it's the same mundane choices. What pants to wear, do I **really** need car insurance, what color should my hair be? Once in a while we get to make the fun choices. You know, what movie to see, the soup or the salad, and probably the best of all — what bike am I going to buy.

ParkPre bicycles take decision making one step further with their 1997 AluMax. Now not

RIDERS CHOICE parkpre ALUMAX

only can you choose between four

sizes (15, 17, 19, 21") and two-color schemes (Powdered Silver and B.A. Yellow), but ParkPre also

offers 13 different fork options to satisfy the pickiest of consumer. This option allows the consumer to literally define exactly what kind of a bike he/she would want out of the AluMax. Want a lighter weight cross-country flier? Go with the Judy SL and shave a pound. Really want to save some weight? Choose the PFR (ParkPre Factory

Racing) straight forks and fly up those hills. Thinking of the rough stuff? Go with the Manitou SX option and get three full inches of plush travel. Little short on a budget? No problem, the RST 381L or 171B are fine choices. So many decisions to make!

UNDERNEATH THE SHOW

Of course there's more to the bike than the fork, color, and size. ParkPre starts off with a good quality 7005-T6 double-buttressed aluminum frame and mates a healthy selection of Shimano and PFR parts to round out the bike. A complete Shimano drivetrain including STX front derailleur, LX rear derailleur, STX shifters, and STX crankset offer fluid shifting and sure-footed cranking. As far as wheels, no worries — Araya TM820 rims laced to STX-RC hubs with stainless steel spokes won't be a problem. Most interesting on the bike was the choice of the new DiaCompe "V-style" brakes and levers. With a modern-looking metallic gray finish, a notable difference in design, both the levers and brakes promised a variation to the now redundant market of "side-pull cantilevers." Everywhere else throughout the AluMax, the components took on the PFR signature including handlebars, barends, seatpost, and cool matching embroidered saddle.

DIRT DOESN'T LIE

We grabbed our \$999 Manitou Proc-equipped AluMax and headed to one of our favorite Mountain Biking local trails for a tough day of testing. This trail literally had it all — fireroad climbing, technical rocky drop-offs, twisting singletrack, and some of the best bermed tear-streaming downhill in Southern California. After pushing the AluMax to the limit through all these sections, we agreed that there wasn't any particular area in which the bike lacked. Long climbs were put to shame, thanks to the comfort of the 23" top tube and 17" chainstays. (Not to mention the relatively light weight.) Once to the top of the hill, the AluMax ate up the descents utilizing a slightly slacker feeling head angle to mellow out the front end. This could most noticeably be felt in the high speed sections we encountered where "lighter" front ends would tend to act up. Don't get us wrong — the AluMax could still handle the low-speed tight technical single-track sections without feeling like a Mack truck, while still providing the front end confidence we seek when flying on the open trail. We pushed the AluMax to the limit (possibly a little beyond on

that final corner!), and walked away impressed by the ride of the bright yellow bike.

THE TOTAL PACKAGE

The ParkPre AluMax has all the components and characteristics that one might expect to find on an all-purpose bike except one thing. Price! At a retail price

Vital Specs ParkPre AluMax

Price: \$999

Weight: 28 lbs.

Frame: 7005 Aluminum double-butted tubeset. Manitou Proc suspension fork (w/12 other options).

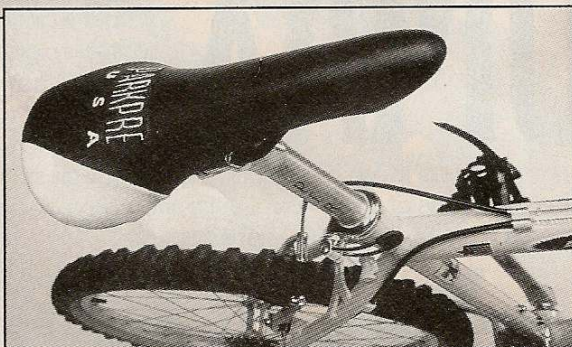
Drivetrain: Shimano STX crankset 42/32/22, Shimano STX front and LX rear derailleurs, Shimano STX-RC RapidFire 8-speed shifters, Shimano CN-IG51 chain.

Brakes & Hoops: Dia Compe VC737 Brakes and levers, 32-hole Araya TM820 rims, Shimano STX-RC rear hub & front hub laced with stainless steel spokes. Tioga New Edge front tire, Tioga TT rear tire.

Accessories: PFR Kevlar saddle, PFR alloy seatpost, alloy comp stem, PFR alloy handlebars.

of \$999 the AluMax offers the ride of many of our \$2,000+ bikes we tested. Sure, the components aren't top of the line, but blindfolded, we challenge the average rider to tell the difference in actual performance of these "less expensive" picks. Granted, over a long period of time or in high-performance racing situations these components might not stack up to the others, but in some cases, we have found the "less expensive" stuff to be much less temperamental in setting up and less likely to break due to sheer simplicity. If all this sounds like a good choice to you, go ahead, take a test ride and judge for yourself. Once you finally decide on the AluMax, all you have to do is make the easy choices, size, color, fork...! Visit your local dealer or contact ParkPre @ 805-529-5865 for more info.

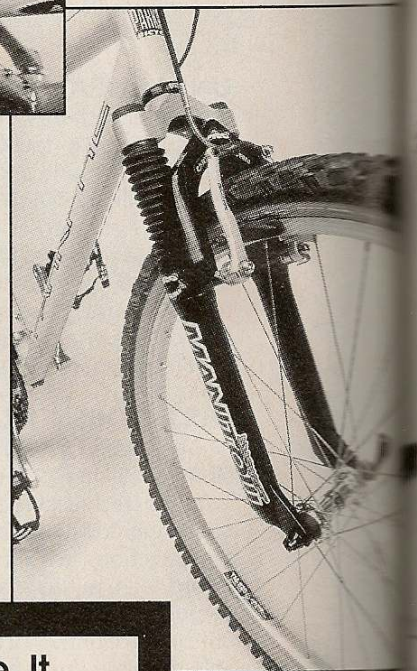
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ParkPre specs its own PFR (ParkPre Factory Racing) parts throughout the AluMax. We found the quality to be impressive, especially in hot choices like the saddle.



With carte blanche on your choice of front fork, and a sensible selection of parts, the AluMax is a solid, semi-custom, ride.



Testers Talk

"A good thing bike. It goes where you point it."
"A good thousand-dollar package."
"It climbs well and is a stable descender."

Our AluMax was spec'd with a Manitou Pro SX — a well-designed, plush-feeling front choice.

R&D

... Bike Test ...

