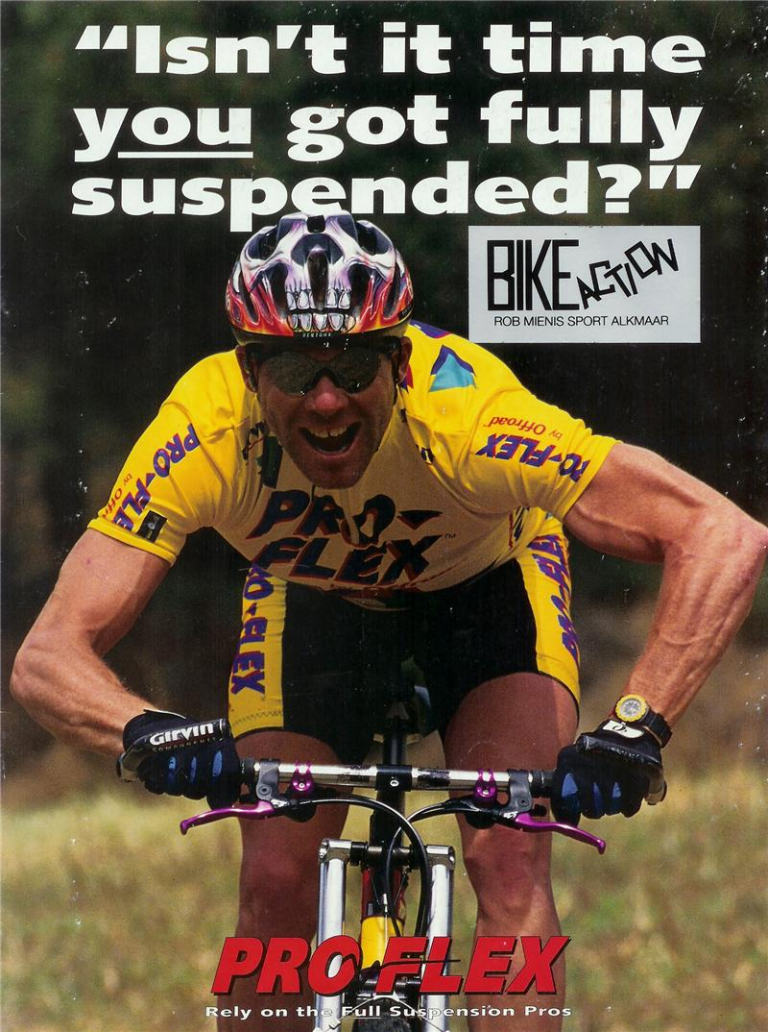

"Isn't it time you got fully suspended?"
BIKE ACTION
ROB MIENIS SPORT ALKMAAR
PRO-FLEX
Rely on the Full Suspension Pros

BOB GIRVIN'S PRO•FLEX SUSPENSION BICYCLE DESIGN CREED:

1. Design suspension systems for bikes — not motorcycles. A mountain bike isn't a motorcycle. It doesn't go as fast, jump as high, or have to handle as much HP. However, a mountain bike does have to resolve the specific design problem of pulsating rider pedal forces affecting the suspension. PRO•FLEX has a patented pivot point geometry that resolves the typically undesirable pedal force / spring force interaction into a positive result providing greater efficiency and traction.

2. Improvements should logically build on experience: You can't skip steps. Only through years of development and experience in the market can a product truly improve with confidence. Unlike other companies who radically jump from suspension bike concept to concept each year, hoping to hit the right trend, PRO•FLEX performance directly results from a logical progression over five years.

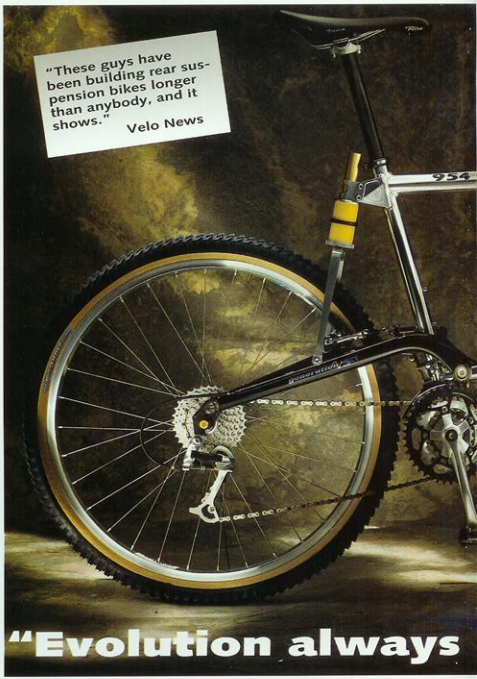
3. Keep it as simple as possible: All PRO•FLEX use a structurally efficient design. Minimal material, minimal complexity. With suspension bike design, the simple yet effective path has proven to have fewer 'bumps'.

4. Keep it light: A full suspension bike HAS to be light enough to ride uphill. That's why PRO•FLEX feature components and suspension systems that are light enough not to be a drag — literally!

5. Design the bikes to be user-friendly: All PRO•FLEX are designed to require minimal maintenance. And designed to be easily serviced.



Bob Girvin and his PRO•FLEX design team use computer aided finite element analysis to ensure even the most superlight PRO•FLEX suspension frames can withstand punishment on the toughest trails.



"Evolution always

... providing us more, and less, thanks to the law of natural selection.

Presenting the PRO•FLEX 954: Proof that the best engineering advances are always the product of logical evolution and improvement — in this case, PRO•FLEX five years of full-suspension bike experience. The 954 gives you even more of the high performance you've come to expect from PRO•FLEX.

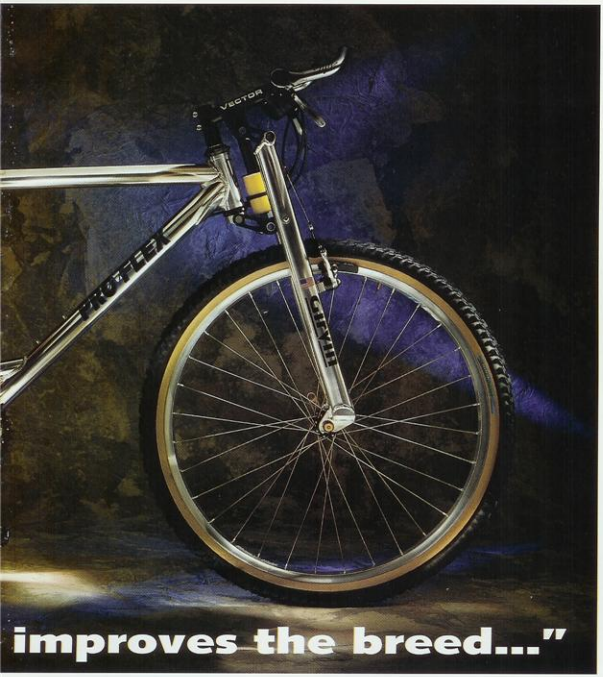


More travel.....►

More rear wheel travel, that is — thanks to the all new PRO•FLEX Generation 5 Cantilever rear suspension.

Modified spring geometry and a new aluminum compression strut provide the 954 with a full three inches (7.5cm) of rear wheel travel. Now you can handle the most technical trail with ease.

And the new externally adjustable, patented two-piece INTER-DAMP™ elastomeric foam spring system improves both the progressive spring compression and return damping; giving the Generation 5 system smooth



improves the breed..."

suspension performance that rivals even the most complex hydraulic systems.

...and less hassle!

But with the 954, superior full-suspension performance doesn't come at the cost of using heavy, unproven, complex, or high maintenance suspension systems.

With PRO•FLEX there's no air or oil to leak. Less complexity. A breeze to maintain. Less hassle to adjust on the trail. Less weight than complex hydraulic designs.... well, you get the idea.

But to REALLY get the idea, just visit a PRO•FLEX dealer and test ride a 954.



PRO•FLEX 954	
FRONT SUSPENSION:	Girvin Vector Suspension Fork w/2.1 inches dual stage travel, INTER•DAMP™ Microcellular Foam, externally adjustable.
REAR SUSPENSION:	PRO•FLEX Generation 5 Long Travel, 3.1 inches dual stage INTER•DAMP™ Microcellular Foam, externally adjustable.
FRAMESET:	Double butted, heat treated Alcoa® 7005 Aluminum main triangle with butted Cromoly LT swingarm. Tange aluminum A-Head Set, oversized.
WHEELS:	Shimano XT 32 spoke rear hub, 11-28 8-Speed freehub, Ringle 28 spoke front hub, Campagnolo A-Tek rims, DT butted spokes & alloy nipples, Panaracer Kevlar Hard Core Smoke & Dart tires, Ritchey Cloth rim strips, Ringle Titanium QR Sleevers.
DRIVETRAIN:	Shimano XT Cranks w/22/34/42 chainrings, 8-speed Rapid Fire Plus Shifters, XT Derailleurs, Syncros Gorilla Titanium BB., Shimano SPD 737 Pedals, Sedis Chain.
BRAKES:	Shimano XT
SADDLE/SEATPOST:	Selle Italia Flite Transalp. Syncros Pro Post.
HANDLEBARS/STEM:	Ritchey Complite Handlebars. Girvin Vector Stem. Onza Bar Ends.
COLOR:	Polished Aluminum Main Triangle, Black Rear Triangle.
SIZES:	16", 18", 20".

PRO•FLEX
The evolution of the suspension bike.



1988
Girvin's Flexstem started the suspension revolution.



1989
Offroad Sport led the industry in introducing mountain bikes for smaller riders. Today, we continue the tradition by offering full suspension bikes in 14" framesize!



1990
The first Offroad Pro•Flex gains worldwide recognition as the first production full-suspension bicycle.



1991
Pro•Flex Climber becomes the world's first full-suspension trekking hybrid bike.



1992
Magazines around the world praise Offroad Pro•Flex Generation 3 as the most efficient, light-weight full-suspension bikes available.



1993
Pro•Flex Generation 4 adds INTER-DAMP™ elastomeric foam spring technology for improved travel and damping.



1994
Pro•Flex Generation 5. The evolution of the suspension bike continues to new, higher levels with the 954.

PRO•FLEX
Rely on the Full Suspension Pros

"It's NOT just a downhill bike...!"

PRO•FLEX full suspension is an advantage on the climbs too! Just ask the guys on this page. From Moab to Metabief, Team PRO•FLEX proves that full-suspension bikes offer true performance advantages for top level riders in the most grueling world cup cross country races. In case you haven't heard, full suspension isn't just for downhill anymore. Let our new 854 prove it to YOU.

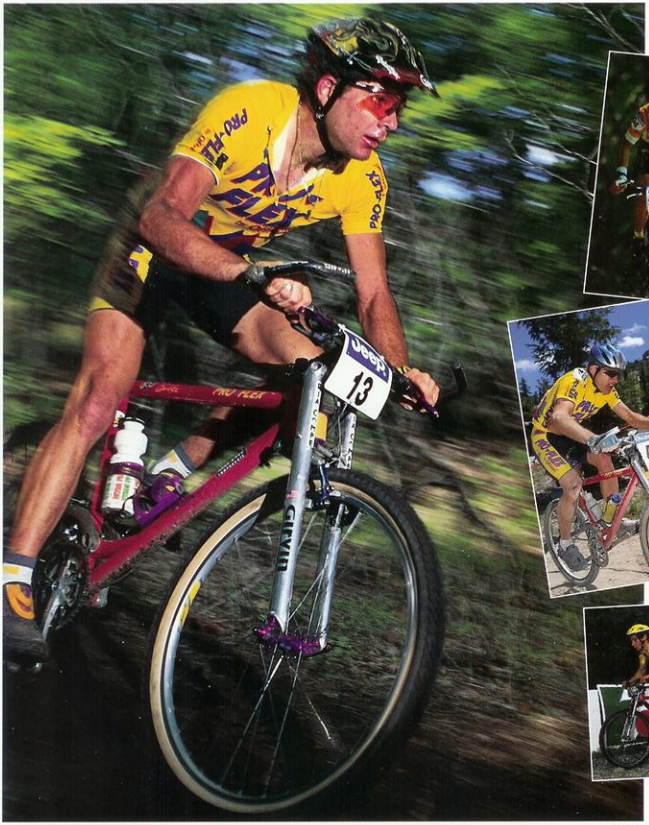


Photo: Bob Allen



Photo: Chris Hatoumian



Because the new PRO•FLEX 854 is a cross country light 26.5 lbs., cross country racers can get the efficiency, traction, handling and comfort advantages of full-suspension – without paying a weight penalty!

Featuring the Girvin Vector fork and Generation 5 rear suspension, the 854 is an integrated system designed for balanced, superior performance front and rear – whether climbing or descending!!

Ask the other experts – the guys who test ride ALL the bikes for a living!

MOUNTAIN BIKE ACTION –"*Climbing was where the bike really shined.. We never noticed any bobbing.. no matter what gear we were in.*"

PEDAL MAGAZINE –"*...the finest suspension bike I have ever ridden.*"

BICYCLING –"*PRO•FLEX has dialed the pivot point so the bike feels like a plush suspension model even while climbing like a rigid one.*"



Far left: PRO•FLEX warrior **Bob Roll** *(USA) recorded several top 10 placings in 1993 US races. Way to go BOBKE!*

Top left: **Stefano Giuliani** *(ITALY) piloted a PRO•FLEX to a '93 Italian Cup race victory.*

Middle left: **Bernard Vermette**, *(CANADA) showed a mountain goat named Overend his rear wheel at the Mammoth GRUNDIG world cup race. Proof that PRO•FLEX is a benefit on the climbs!*

Bottom left: **Robin Seymour**, *(IRELAND) has been a winner and regular top 5 finisher in Britain's toughest races in 1993.*

Right: From Hoffalize to Paris-Roubaix, the **VERTEX/PRO•FLEX TEAM** *(NETHERLANDS) raced a full season of tough races without a failure!*



PRO•FLEX 854

FRONT SUSPENSION:	Girvin Vector Suspension Fork w/2.1" travel, externally adjustable.
REAR SUSPENSION:	PRO•FLEX Generation 5, 2.5" Travel, dual stage INTER•DAMP™ micro-cellular Foam, externally adjustable.
FRAMESET:	Double butted, heat treated Alcoa® 7005 Aluminum main triangle with butted Cromoly LT swingarm. Tange aluminum A-Head Set, oversized.
WHEELS:	Shimano LX 32 spoke rear hub, 11-28 7-Speed cassette, LX 32 hole front hub, Sun CR16 rims, DT butted spokes w/alloy nipples, Onza Kevlar Porc II Racing Tires, Ritchey Cloth rim strips.
DRIVETRAIN:	Shimano LX Cranks w/24/32/42 chainrings, LX Rapid Fire Plus Shifters, XT Derailleurs, Sakae alloy pedals w/Girvin Toe Clips, Sedis Chain.
BRAKES:	Shimano LX.
SADDLE/SEATPOST:	Vetta SL Leather w/ Vanadium Rails, Kalloy Alloy.
HANDLEBARS/STEM:	Ritchey Complite Handlebars, Girvin Vector Stem. Onza Bar Ends.
COLOR:	Race Team Red.
SIZES:	14", 16", 18", 20".

PRO•FLEX

Rely on the Full Suspension Pros

"Hey Bob! What'll a PRO•



Bob Girvin: "The secret behind PRO•FLEX rear suspension performance is the patented location of the rear swingarm pivot point. This location provides a positive result from the pedal force / spring force interaction — allowing the suspension to work when pedaling under normal riding conditions — without any of the negative side effects inherent in other pivot point locations.

A pivot placed too high will cause rider pedal forces to deactivate the suspension – causing 'suspension lockout' — Suspension lockout can be felt in a kickback at the pedals — a sensation called 'pedal feedback.'"



"In order to get around this problem, many high pivot rear suspension designers use excessive preload to render the suspension inactive for all the but the largest bumps — but it kind of defeats the purpose of having rear suspension if it doesn't work when you pedal, doesn't it?"

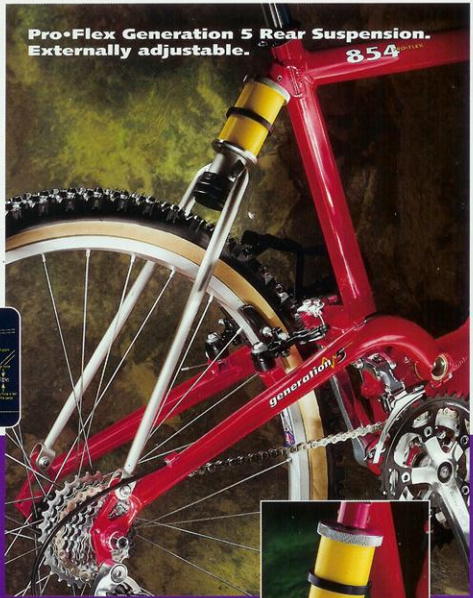
"Because PRO•FLEX rear suspension pivot is in the correct location, the suspension works all the time, whether climbing or descending, pedaling or coasting. PRO•FLEX is an ACTIVE suspension, and unaffected by rider pedaling forces, except in one slight aspect built into the design to enhance climbing."





"PRO•FLEX DIG IN™ feature provides better traction on steep climbs at maximum pedal pressure. When climbing steep grades in the granny gear, pedal forces interact with the spring, causing a slight opening of the spring, improving traction at precisely the instant the rear wheel would tend to skip or break loose.







Bob Roll: "I'm no engineer, but I know what advantages PRO•FLEX rear suspension gives me..."



"It's the perfect balance between stiffness and absorption. When I pedal through rough terrain, it doesn't bounce all over the place, doing the 'buckin-bronco'."

"It doesn't flex side to side – important for a knarly cave man chasing down competitors – or even weekend ridin' buddies."

"It works on descents for sure, but also absolutely SHREDS on the climbs by helping me dig in, hook up, and FLY."

"Because it works so smoothly and gives such a balanced platform to work with, sometimes I forget it's working – that is until I try a rigid rear end and have to hang on for dear life."

"Besides, I wouldn't even consider racing with anything but the BEST (and the coolest)."

PRO•FLEX

Rely on the Full Suspension Pros

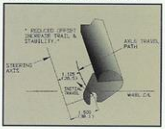
FLEX really do for me?"

Bob Girvin:

"By using lightweight aluminum legs, and a linkage suspension system, the Girvin Vector fork is designed to be structurally more efficient than telescoping fork designs; not to mention a super lightweight 2 lbs. 14 oz!"

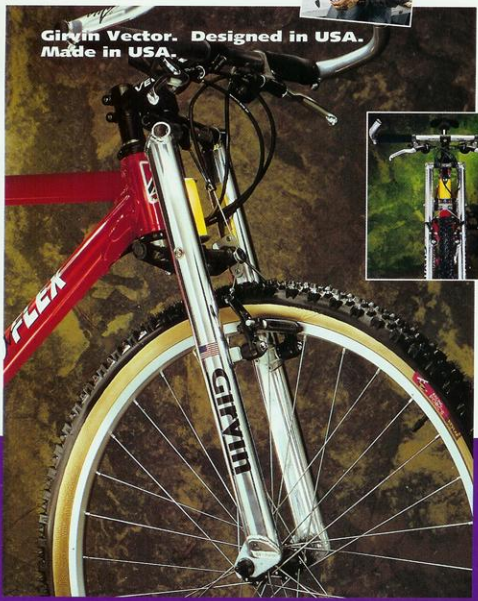
"The link design uses a curved axle path movement to put initial wheel travel more in line with bump forces — thus allowing Vector to be more sensitive to bumps big and small, yet also more resistant to activation by rider pedaling forces."





"It's easy to adjust! Vector's INTERDAMP™ elastomer spring systems has an external preload adjuster. And different springs are available to change the spring rate of compression. You can even custom tailor the axle travel curve to provide either more resistance to pedal pogo, or more sensitivity to the smallest bumps!"

Girvin Vector. Designed in USA. Made in USA.





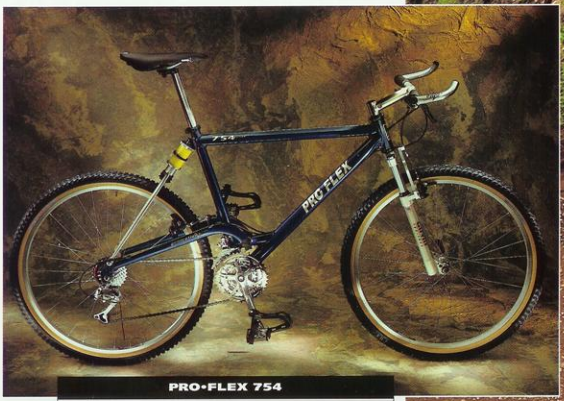


Bob Roll: "My Vector steers as precisely as a rigid fork would, and at the same time it soaks up the bumps as well as a telescoping fork so that with any line I have to take, my steering "feel" is right on."

"There's none of that brake-pad scrubbin' wheel flop you see in telescoping fork designs which is one thing you DON'T need while trying to drop your friends on nasty climbs."

"I don't have to worry about blown seals, leaking oil, falling air pressure, or making a mess on the living room rug. Life has too much to offer besides sitting in my hotel room or garage rebuilding some forks."

"And at only 2.9 lbs, Vector doesn't give me unnecessary weight to haul up the mountains! It just lets me 'ROCK AND ROLL!'"



PRO•FLEX 754

FRONT SUSPENSION:	Girvin Pro•Forx, with dual stage elastomer and spring. 2" travel.
REAR SUSPENSION:	PRO•FLEX Generation 5. 2.5" Travel, dual stage INTER•DAMP™ Microcellular Foam spring, externally adjustable.
FRAMESET:	Double butted, heat treated Alcoa® 7005 Aluminum main triangle with Cromoly LT swingarm. Tange alloy A-Head Set, oversized.
WHEELS:	Shimano STX 32 hole hubs w/11-28T 7-speed freehub, Sun USA CR 16 rims, 15 g. stainless spokes, Panaracer Smoke / Dart tires.
DRIVETRAIN:	Shimano STX Cranks w/42/34/24T chainrings, Shimano STX derailleurs w/ Rapidfire Plus shifters. Sakae alloy pedals w/Girvin Toe Clips, Sedis Chain.
BRAKES:	Shimano STX.
SADDLE/SEATPOST:	Vetta SL w/Manganese Rails, Kalloy Alloy micro adjust seatpost.
HANDLEBARS/STEM:	Zoom 170 alloy handlebars. HL cromoly stem. Onza cromoly bar ends.
COLOR:	Teal.
SIZES:	14", 16", 18", 20".

Go ahead. Laugh if you want. You won't be alone.

Seems like every time a revolutionary technological advance is made in cycling, the skeptics first doubt it. Then they laugh at it. Finally, they embrace it, and then turn around and scoff at those who haven't yet seen the light.

It was the same with aero bars. With clipless pedals. Indexed shifting. Helmets. Suspension forks...

... and now its the same with rear suspension. Seems like some people still doubt it's advantages for all-around dirt riding performance. Yet the FACTS are, a PRO•FLEX actually makes your rides faster, more efficient —OKAY — MORE FUN! What's that? Proof? Well here's the scientific proof to back it up:

13% more efficiency. No kidding.



Independent tests at the Wake Forest university laboratory conducted by Dr. Michael Berry and published in "Cycling Science" (Spring 1993) have demonstrated that riding a PRO•FLEX full suspension bicycle on a moderately bumpy climb at a constant speed will reduce oxygen consumption by 13% over a rigid bicycle. And more important — the majority of this energy savings is due to the rear suspension — not the front!

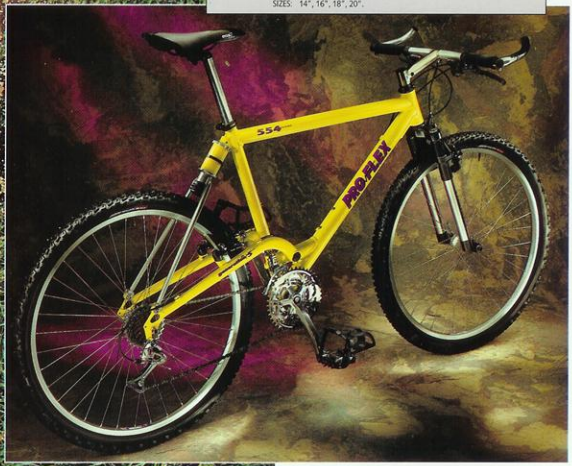
The reason? 60% of rider weight is on the rear wheel. Rough terrain shakes the rider — the bike's engine. PRO•FLEX isolates the rider's mass from energy-sapping bump forces to the rear wheel — which allows

Prove it yourself in the only test lab that really matters.

Photos: Larry Prosor

PRO•FLEX 554

FRONT SUSPENSION:	Fastrax Suspension Fork, 2.1" travel, elastomer & spring system, externally adjustable, leading axle design.
REAR SUSPENSION:	PRO•FLEX Generation 5, 2.5" Travel, Dual stage INTER•DAMP™ Microcellular Foam, externally adjustable.
FRAMESET:	Double butted, heat treated Alcoa® 7005 Aluminum main triangle with Cromoly LT swingarm. Tange alloy A-Head Set, oversized.
WHEELS:	Shimano LX 32 hole hubs w/11-28T freehub, Sun USA L-18 Rims, 15g stainless spokes, Ritchey 2.1 Z-Max tires.
DRIVETRAIN:	Shimano STX Cranks w/42/34/24T chainrings, Shimano STX derailleurs w/ Rapidfire Plus shifters. Sakae alloy pedals w/Girvin Toe Clips, Sedis Chain.
BRAKES:	Shimano STX.
SADDLE/SEATPOST:	Vetta saddle, Kalloy alloy micro-adjust seatpost.
HANDLEBARS/STEM:	Zoom 170 alloy handlebars. HL cromoly stem. Onza Bar Ends.
COLOR:	Competition Yellow.
SIZES:	14", 16", 18", 20".



the rider to put energy into forward motion — not reacting to bumps.

The conclusion? "When riding over a bumpy, uphill course, a properly designed rear suspension will significantly decrease metabolic energy expenditure as compared to a non-suspended bike. Over a smooth course, the same suspension system, set up the same way DID NOT cause a change in energy expenditure great enough to be detected in our study."

Dr. Michael J. Berry, Ph D.
"The Effects of a Mountain Bike Suspension System on Metabolic Energy Expenditure."

The Effects of Mountain Bike Suspension System on Metabolic Energy Expenditure:

	PRO•FLEX Full Suspension	Suspension fork only	No Suspension
VO_2 (Oxygen consumption in L/min.)	2.47	2.59	2.79
Energy Expenditure (kcals/minute)	12.0 +/- 0.9	12.9 +/- 0.6	13.8 +/-1.0

PRO•FLEX
Rely on the Full Suspension Pros

This much fun shouldn't be too complicated.



Life's complicated enough!
A PRO•FLEX won't turn your valuable ride time into a wrenching session. Thanks to the proven INTERDAMP™ Foam Elastomer Springs used in every PRO•FLEX, you get high performance suspension without the drawbacks. No leaking air and oil. No need to own a mega tool kit – or for frequent shop overhauls. PRO•FLEX' patented INTERDAMP™ suspension provides simple, proven reliability...

... oh yeah, and did we mention high performance too?



More travel. Unlike cast elastomer springs, INTERDAMP™ Microcellular foam springs compress up to 70% of their length, for maximum travel!

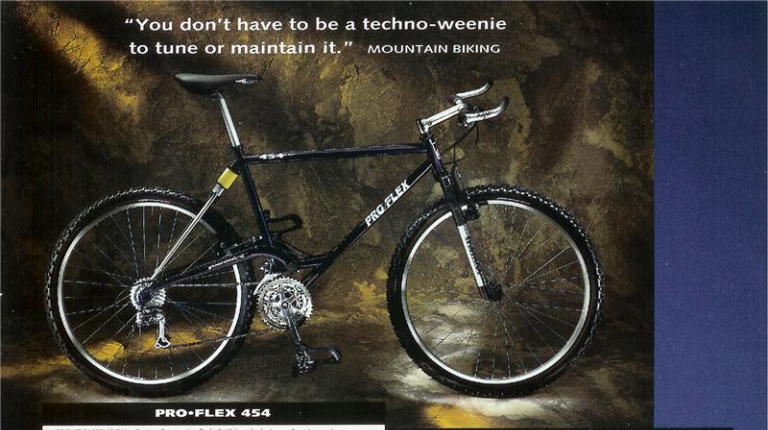
Progressive spring rate. The INTERDAMP™ patented spring system is naturally progressive — no need for complicated hydraulics to get superior suspension performance!

Better Damping. Thanks to their unique foam structure, INTER-DAMP™ springs provide better compression and return damping qualities than normal elastomers.
So why put your air time on anything else?

PRO•FLEX

Rely on the Full Suspension Pros

"You don't have to be a techno-weenie to tune or maintain it." MOUNTAIN BIKING



PRO•FLEX 454

FRONT SUSPENSION:	Fastrax Suspension Fork, 2.1" travel, elastomer & spring system, externally adjustable, leading axle.
REAR SUSPENSION:	PRO•FLEX Generation 4, 2" travel, INTER•DAMP™ Microcellular Elastomeric Foam.
FRAMESET:	Tange Infinity tapered wall, cromoly main triangle and cromoly swingarm. Tange Steel A-Head Set.
WHEELS:	Shimano STX 32 hole hubs w/11-28T freehub, Sun USA L-18 Rims, 15g stainless spokes, Ritchey 2.1 Z-Max tires.
DRIVETRAIN:	Shimano STX Cranks w/42/34/24T chainrings, Shimano STX derailleurs w/ Rapidfire Plus shifters. Sakae alloy pedals w/Girvin Toe Clips, Sedis Chain.
BRAKES:	Shimano STX
SADDLE/SEATPOST:	Vetta Synthetic Leather, Kalloy Alloy micro adjust seatpost.
HANDLEBARS/STEM:	Zoom 170 alloy handlebars. HL cromoly stem. Onza Bar Ends.
COLOR:	Amethyst.
SIZES:	14", 16", 18", 20".

PRO•FLEX Arcadia

FRONT SUSPENSION:	Fastrax Suspension Fork, 2.1" Travel, elastomer & spring system, externally adjustable, leading axle.
REAR SUSPENSION:	Sport Flex, INTER•DAMP™ Microcellular Foam, 1.75" Travel.
FRAMESET:	Tange Infinity tapered wall cromoly main triangle and rear triangle. TS sealed oversized head set.
WHEELS:	Shimano Alivio 32 spoke rear hub, 11-28 T 7-speed freehub, Alivio 32 spoke front hub, 14g spokes, Sun USA L-18 Rims, Ritchey Z-Max 2.1 Tires.
DRIVETRAIN:	Shimano Alivio cranks w/24/32/42T Chainrings, 7-speed Rapid Plus Shifters, Alvio Front & Rear Derailleurs, Wellgo alloy pedals, Sedis chain.
BRAKES:	Shimano Alivio.
SADDLE/SEATPOST:	Vetta SL Synthetic Leather, Kalloy Alloy Seatpost.
HANDLEBARS/STEM:	JY 6061 Alloy Handlebar//Y Cromoly Stem.
COLOR:	Metallic Blue or Purple.
SIZES:	16", 18", 20".

Photo: Carrie O'Neck

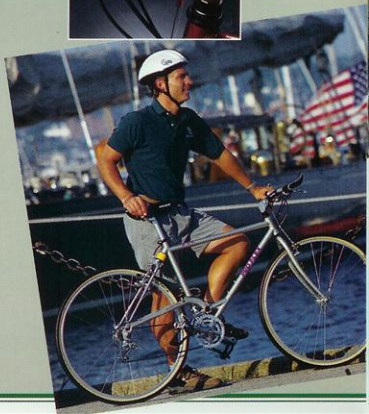
Make every ride





Let's face it. Many of us just want to go for a ride and have fun. Cruise along without pain. And sometimes, a Gel Saddle just isn't comfort enough. Every bump or crack in the road on Sunday can still haunt you all day Monday. Know what we mean?

If you're searching for the most luxurious comfort available for all around cycling, then check out another one of PRO•FLEX original innovations — the full suspension cross-terrain bike! PRO•FLEX 253 and Newport bring suspension bike comfort to everyone! These two new, super comfortable 700c wheeled bikes are equally at home on road, bike path or trails! Both are

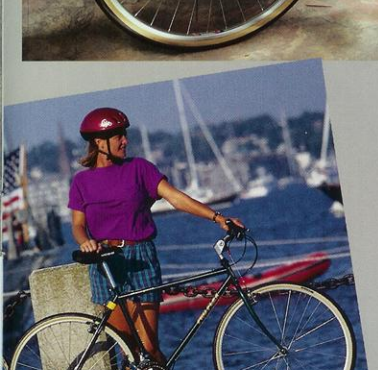


PRO•FLEX 254

FRONT SUSPENSION:	Girvin Cromoly Flexstem, 20° rise.
REAR SUSPENSION:	PRO•FLEX Generation 4, 1.5" Travel, INTER•DAMP™ Microcellular Elastomeric Foam.
FRAMESET:	Tange tapered wall infinity cromoly main triangle and cromoly swingarm. Tange Steel A-Head Set.
WHEELS:	Shimano 400 CX 36 hole hubs w/11-19T freehub. Sun USA CR 16- 700C Rims, 15g stainless spokes, Avocet Cross 35C tires.
DRIVETRAIN:	Shimano 400 CX Cranks w/20/32/42t chainrings, 7 speed Rapid Fire Plus shifters, 400 CX Derailleurs, Wellgo Alloy Body Pedals, Sedis Chain.
BRAKES:	Shimano 400 CX.
SADDLE/SEATPOST:	Vetta Comfort Astrale Cover, Kalloy Alloy Seatpost.
HANDLEBARS/STEM:	JY 6061 Alloy w/Zoom Side Bars, Girvin Cromoly Flexstem.
COLOR:	Champagne.
SIZES:	16", 18", 20"

smooth sailing.





"You begin to wonder if this isn't the way all bikes should feel, especially those designed for town riding... The concept is brilliant"
BICYCLING

fully equipped with Avocet Cross tires. Full Shimano 'Ride Light' Groups. And Vetta comfort saddles.

And both models combine the Girvin Flexstem with PRO•FLEX rear suspension — turning any rough stuff into the smoothest sailing you'll ever experience....

...well, on two wheels at least!



PRO/FLEX

Rely on the Full Suspension Pros

PRO•FLEX Newport

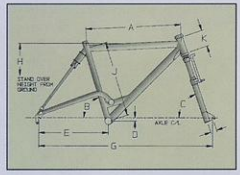
FRONT SUSPENSION:	Girvin Cromoly Flexstem, 20° rise.
REAR SUSPENSION:	Sport Flex, INTER•DAMP™ Microcellular Foam, 1.5" Travel.
FRAMESET:	Tange Straight Gauge cromoly main triangle and rear triangle. TS sealed oversized head set.
WHEELS:	KK 36 hole hubs w/Shimano 14-28T Hyperglide freehub. Sun USA L-18 alloy rims, 14g spokes, Avocet Cross 700C Tires.
DRIVETRAIN:	Shimano Altus C50 Cranks w/28/38/48 chainrings, Altus Uni Lever Shifters, VP Steel Cage Pedals, Sedis Chain.
BRAKES:	Shimano Altus C50 Alloy Brakes.
SADDLE/SEATPOST:	Vetta Comfort Saddle w/Lycra Cover, Kalloy Alloy Seatpost.
HANDLEBARS/STEM:	JY Alloy Handlebar w/38mm rise, Girvin Flexstem.
COLOR:	Forest Metallic Green.
SIZES:	16", 18", 20"

"We now pause to give you a Frame of reference!"

...THE frame of reference for full-suspension performance. Both the PRO•FLEX 954 and 854 are available separately as frameset only so you can customize them with any trick componentry you want.
(Girvin Vector fork pictured sold separately).



PRO•FLEX
Rely on the Full Suspension Pros



Models	*Frame Size*	*A*	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*J*	*K*
954*, 854, 754, 554	14"	520	74°	71°	31	426	38	1029	731	355	90
	16"	550	74°	71°	31	426	38	1050	758	405	100
	18"	580	74°	71°	31	426	38	1068	786	458	100
	20"	600	74°	71°	31	426	38	1083	824	509	100
454, Arcadia*	14"	520	75°	71°	31	426	38	1033	730	355	90
	16"	550	73°	71°	31	426	38	1046	755	407	100
	18"	580	73°	71°	31	426	38	1058	783	458	100
	20"	600	73°	71°	31	426	38	1073	821	508	125
254, Newport	16"	538	75°	69°	60	420	45	1059	760	406	100
	18"	565	75°	70°	60	420	45	1071	785	457	100
	20"	575	75°	72°	60	420	45	1062	826	508	125

** 954 & Arcadia available in 16", 18" and 20" sizes only.*

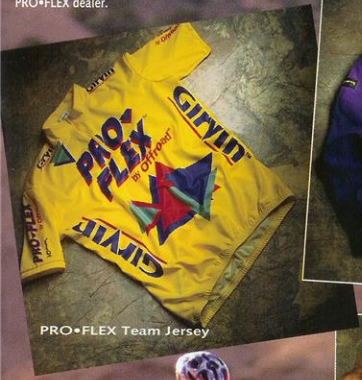
• All measurements in mm unless noted. 25.4mm = 1 inch.
• All measurements are center-to-center.



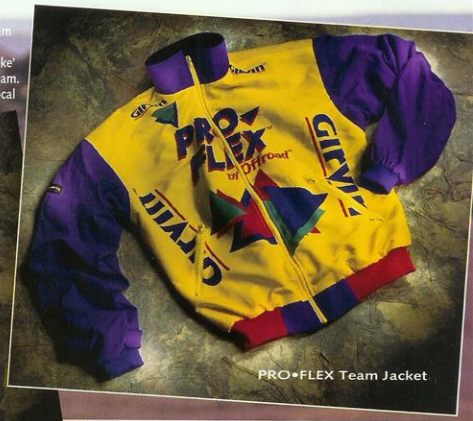
Photo: Bob Allen

"Now get out there and Flex YOUR limits..."

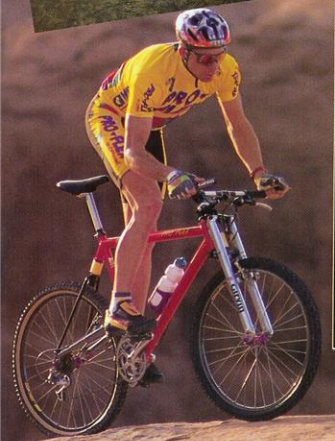
...Only please do it in style, with some PRO•FLEX team duds. This top quality, full color, sublimated racing apparel is the official team clothing used by Bob 'Bobke' Roll and the entire PRO•FLEX International Racing Team. Sizes S-M-L-XL. Available exclusively through your local PRO•FLEX dealer.

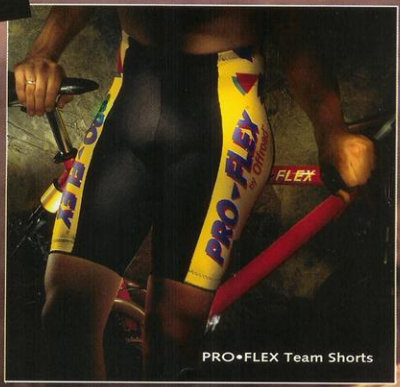


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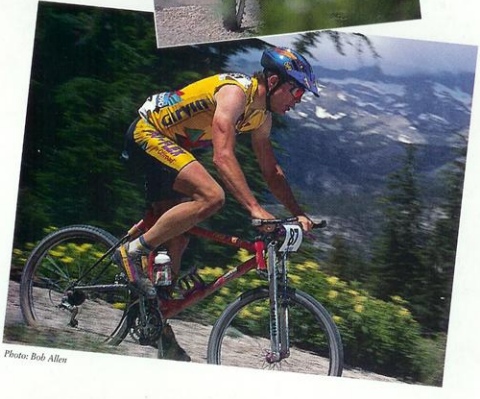


Photo: Bob Allen

PRO/FLEX

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