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**RACING:
MEMPHIS**



**MORE
FREESTYLE AND
RACING HOW-TOS!**

**BIONIC TESTING:
RED LINE 600C AND
DIAMOND BACK SUPER
STREAK**

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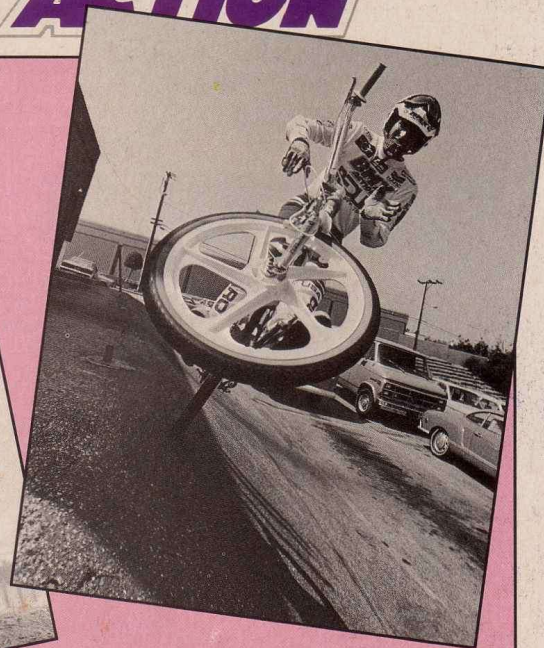
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Featured Riders: Rich Sigur, Eric Rupe

BMX ACTION

JULY 1985
VOLUME TEN
NUMBER SEVEN



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Capt. Crunch.

COVER: Brad Birdwell, showing that young'unns have their share of style and grace, and Eric Rupe and Mike Miranda, bunched up and blazin' through the first turn in Memphis. Photos: Gibey.

BMX ACTION (USPS 548-710) (ISSN 0747-2552) is published 12 times per year by Wizard Publications, Inc., 3162 Kashiwa Street, Torrance, California 90505, telephone (213) 539-9213. Second class postage paid at Torrance and Los Angeles, California, and Glasgow, Kentucky. Subscriptions cost \$16.50 per year for 12 issues. Foreign subscriptions add \$6.00 per year and Canadian and Mexican subscriptions add \$5.00 for additional postage. POSTMASTER: Send address changes to BMX ACTION, P.O. Box 111, Mount Morris, Illinois 61054. Copyright © 1985 by Wizard Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express written permission of the publisher. Submission of a manuscript, photographs, advertisement, etc. to BMX ACTION is the author's warranty that the material is in no way an infringement upon the rights of others and that the material is released for publication without additional approval. BMX ACTION, P.O. Box 5279, Torrance, California 90510.

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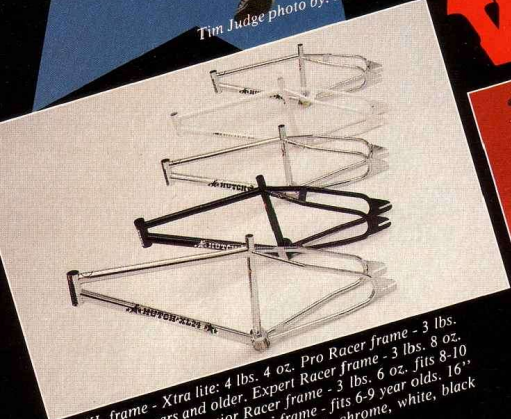


Distributor inquires invited. If you can't get ZAPS locally, write ZAP PADS®, 3000 Commonwealth Blvd., Tallahassee, FL 32303 ©1984 CYCLES USA

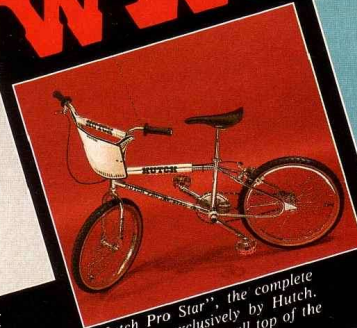


Tim Judge photo by: Mike Collins

WINNING STARS



24" XL frame - Xtra lite: 4 lbs. 4 oz. Pro Racer frame - 3 lbs. 11 oz. fits 14 years and older. Expert Racer frame - 3 lbs. 8 oz. fits 11-14 year olds. Junior Racer frame - 3 lbs. 6 oz. fits 8-10 year olds. "Lil Hole Shot" mini frame - fits 6-9 year olds. 16" Pit Racer frame - All frames available in chrome, white, black and our new "Candy Apple Red".



"Hutch Pro Star", the complete bike made exclusively by Hutch. Made in the U.S.A. all top of the line components.



"Hutch Pro Racer", the complete bike with the Hutch chromoly U.S.A. frame, fork, handlebar and seat post.

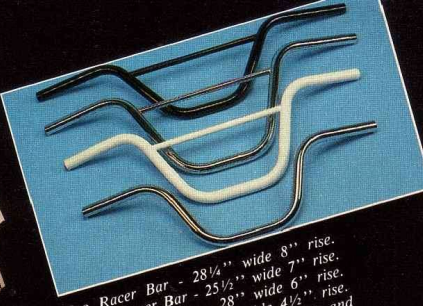
The striking "NEW" Hutch number plate available in red, white and blue or black, silver and white.



"America's Red, White and Blue Team now give you the Red, White and Blue Judge Series. The Hollywood Series in Purple Reign, Baby Blue and Hutch Pink. The Trick Star is available in Candy Metal Flake Blue, Baby Blue, Candy Apple Red, Purple Reign, Porsche White, Show Chrome, and Hutch Pink."



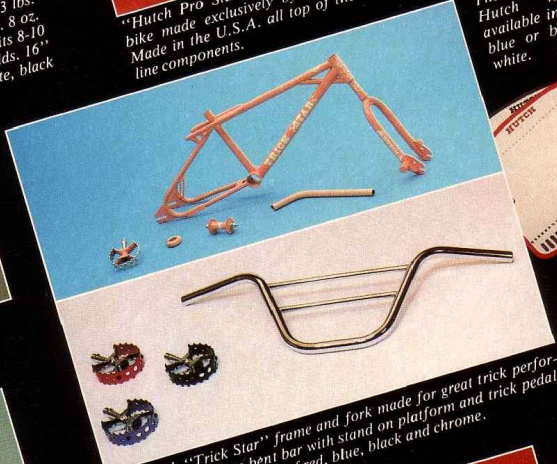
Pro Racer forks - 1 lbs. 10 oz. Mini forks - 1 lb. 5 oz. XL 24" forks - 1 lb. 14 oz. 16" Pit fork 1 lb. 6 oz. Available in chrome, white, black, and our new "Candy Apple Red."



Pro Racer Bar - 28 1/4" wide 8" rise. Expert Racer Bar - 25 1/2" wide 7" rise. Cruiser Racer Bar - 28" wide 6" rise. Mini Racer Bar - 24" wide 4 1/2" rise. Available in chrome, white, black, and new "Candy Apple Red."



Colors by HUTCH



The Hutch "Trick Star" frame and fork made for great trick performance. The 28" pro bent bar with stand on platform and trick pedals available in combinations of red, blue, black and chrome.



Pro Racer Stem - Lite weight aluminum, extra long. Available in chrome, or black. 2-N-1 headset lock and stem stiffener, available in 1/2", 1" and 1-1/2".

Long sleeve shirt available in boys' small to men's large sizes. Short sleeve T-shirt and shimnel T-shirt (cut-off) available in boys' large to men's large sizes.



Hutch competition racing pedals are the ultimate! Also available with optional titanium shafts and mini size with titanium shafts.



Durable nylon safety pads in a variety of colors and chrome. Hutch regular and layback seat posts and aerodynamic seat post clamp in black or chrome.



Aluminum sealed bearing hubs with hollow chromoly axles are super lite at 14 1/2 ozs. per set. Superlite magnesium hubs in chrome, sealed bearings with titanium axles, 11 1/2 ozs. for both.



Colorful Hutch Uniforms come in sizes to fit boys; small to men's large. Pants ordered according to waist size. Helmets small, medium and large. Full and open face.

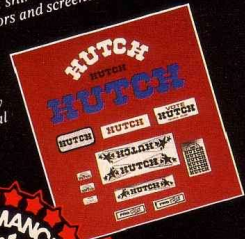


Check out the great "Totally Rad" designs on this layered sweat and the stylish hooded sweat suit.



"Totally Rad" clothing line designed with the superstar look. Hooded sweats and layered sweats with pants to match. Sport shirts, tank tops, long handle shirts, long sleeve T's and short sleeve T's. Many colors and screened designs available.

Frame stick packs, patches, helmet diecuts and diecuts give any surface a professional look.



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7X Type
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Shimano
DX 16T Chromoly

CHAIN WHEEL
Takagi
Alloy 43T (Black)

TIRES
Comp. III Type
20 x 1.75

STREET AND TRACK

FAST WHEELS FOR FAST GUYS

Why do these fast guys use Pro Class™ Series III Hard Anodized Wheels*? Because Series III Hard Anodized Wheels* are stronger, look better and are lighter than any ordinary wheel.



1984 NBL and USBA National #1 Pro, ERIC RUPE, Mongoose® Factory Team, uses 20 x 1.75 Pro Class™ Hard Anodized Wheels* on his Pro bike.



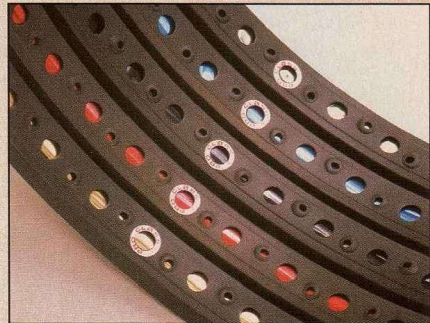
1984 NBL Grand National #1 15 Cruiser, DARWIN GRIFFIN, Blue Max™ Factory Team, uses 20 x 1.75 Pro Class™ Hard Anodized Wheels* on his race bike.



1984 NBL National #1 15 Cruiser, BILLY GRIGGS, Mongoose® Factory Team, uses 24 x 1.75 Pro Class™ Hard Anodized Wheels* on his Cruiser.

STRONGER

Tests show that Hard Anodizing increases rim rigidity up to 21%. Why? Because, Hard Anodizing is dramatically thicker, denser and harder than ordinary cosmetic anodizing. The additional rigidity produces a wheel that is stronger, less flexible and, ultimately, performs better than any ordinary wheel.



Pro Class™ Series III Hard Anodized Wheels* are available in 20 x 1.75, 20 x 1 1/2, 24" cruiser and 26" Mountain Bike sizes. All sizes are available separately for custom building. See your local Mongoose® Dealer.

BETTER LOOKING

Hard Anodizing produces a dense, scratch resistant surface that retains its deep, dark grey finish after regular anodizing wears off or fades away. Match or contrast your bike with silver, red, blue, black or gold Pro Class™ Rim Bands*. Together they can give your bike a new high tech look.

FASTER

Pro Class™ Wheels* are the single most important performance improvement you can make to your bicycle. Tests prove that a rotating mass, like wheels, are approximately three times more critical to acceleration performance than static, or non-rotating mass, like frames, forks or handlebars. This means Pro Class™ Wheels* reduce weight at the most important point on your bicycle to improve acceleration performance. Bottom line, Pro Class™ Wheels* will help you go faster!

See the complete line of Pro Class™ Series III Hard Anodized Wheels* or the original silver Pro Class I Wheels at your neighborhood Mongoose® Dealer.

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With some bicycle companies "parts-is-parts," they're not anything special, so they don't say much about them. They even hope you won't notice them. Not the case at GT. At GT parts is **not** parts. Every component is painstakingly tried and tested. Designed and engineered to perfection and built to GT quality standards. We believe to build the best bikes you have to start with the best parts... GT factory parts.

GT® FORK STANDERS™ the GT design mounts easily to your front forks. Frame standers fold up out of the way when not in use and fold down when your ready to get with the program. They're required equipment for the freestyle performer.

GT® BMX STEM the only stem good enough for GT to put their name on, it's BMX tough. Alloy/chro-mo light, strong and durable, it's GT's best, no holds-barred. (Available in black/white and silver.)

GT® STEM BOLT the new GT stem bolt is hollowed-out for you to route your brake cable, don't get in a pinch, for Freestyle, it's the only way to travel.

EDDIE (the KING) FIOLA puts GT components to the test



GT® FRAMESTANDERS™ this unique design from GT's trick. Total GT factory, they go onto the rear axle clean and simple. They work great for Freestyle or BMX, lightweight and strength.

GT® IZUMI CHAIN a chain that meets GT standards, it offers both the features required for Freestyle or BMX, lightweight and strength.



GT® FREESTYLE STEM this new GT stem is the hottest item going, featuring the BREAK-THROUGH SYSTEM. Alloy/chro-mo, lightweight and strong the GT stem is a freestyle must. (Available in black/white and silver.)

GT® SHINKO TIRES high pressure and easy rolling, these are the perfect tires for Freestyling or BMX. GT factory proven, they say quality right on the tread. (Available in black or freestyle white)

GT® EPOCH HEADSET features a uniquely designed COIL SPRING, that keeps your headset from loosening or tightening! Add MORE quality aluminum covers and high-impact steel ball bearings and you've got the best headset available.

GT® RACE HUBS pure GT factory equipment, lightweight, strong and functional. GT hubs feature a one-piece aluminum hub shell, GT chrome-plating and a special feature; a pressed-on inner bearing spacer for easy bearing removal, and all at a price you can afford.

GT® FREESTYLE HANDLEBARS built by GT specifically for Freestyle, the larger diameter crossbar design adds strength and the lower profile keeps them from getting in the way when your going through maneuvers. (Made of GT tough 4130 chromoly.)



ROBERT FEHD, pushing GT components to the limit.

• RIDE SAFE always wear the proper safety equipment © 1984 GT BMX Products Inc.



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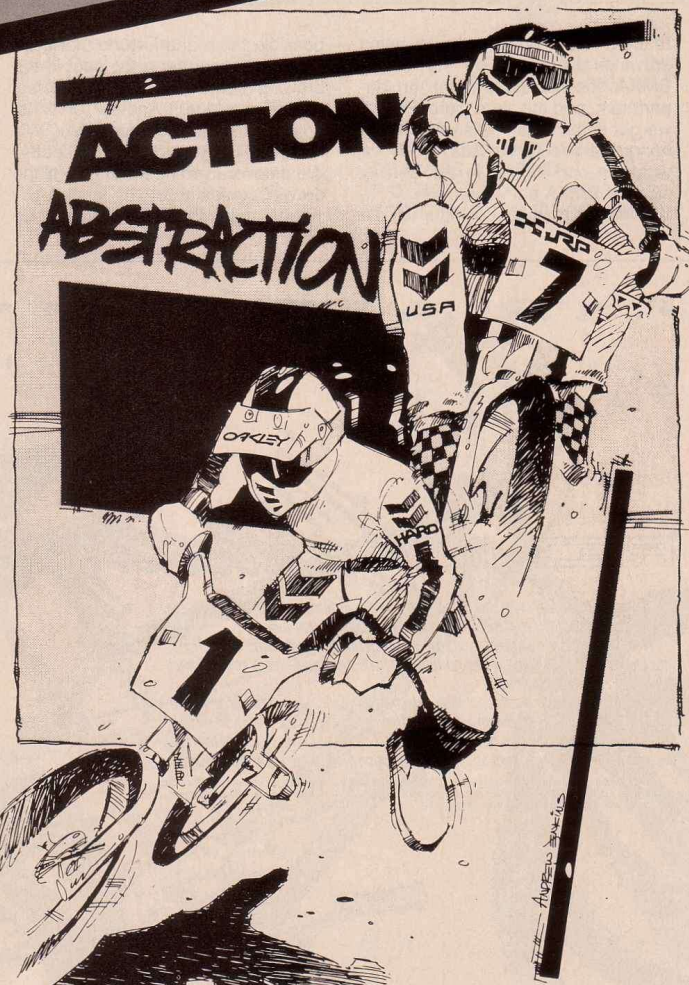
**5TH ANNUAL
(MORE OR LESS)
DRAWING CONTEST**

All right you radical racers and freestylin' agronnauts, we know that when you're supposed to be studying in the library you're *really* doodling BMX cartoons behind your books. So why don't you tell us... no, better yet, stand up in front of the class and let us know — what do you wanna do with your lives?

"WE WANNA DRAW!"

Okay, this sounds like a job for the BMX ACTION Drawing Contest. Besides, it's been a long time since we've run one, and it deserves better than semi-sort-of-once-in-a-while-treatment. Know why? 'Cause we get some really great stuff from you dudes out there so... (a little drum roll, please) we'll do it!

Yep, aspiring artists, break out the felt tips, gather up all your drawing pads, and commit your most dynorhino BMX scribbles to paper. Then ship them pups to us and if they're incredibly cosmo-qual, you might just scarf one of the cool winners' prizes. See, we've set up THREE totally zoot awards (thanks to the outrageously generous folks at Schwinn, Skyway and CW Racing) that'll go to the three



The winner of our last drawing contest, of Andrew Jenkins, is now head honcho of Wizard Publications' OTHER magazine, FREESTYLIN'.

We'd like to thank Schwinn, CW Racing, and Skyway, who most graciously donated these hefty prizes that'll go to the winners. Here they are . . .

1 The submittee of the hottest original rendering (as selected by the art department) will make off with a highly thrashable Schwinn Nighthawk.

2 The hombre (or dudette) who sends in the drawing that catches the BMXA editorial department's attention will pick up a CW Z3000 with the Pistol Pete frame.

3 Do you want to win a Skyway T/A? All you have to do is nab the Nerd Herd's fancy with your creatively banzai doodling.



readers who submit the winning drawings as picked by the Mighty BMXA editorial department, art department, and the Nerd Herd. Plus, if we get some totally killer stuff worth honorable mention status, we'll see what we can dig up in the heavily stocked BMXA parts bins.

Another thing to consider is the

possible fame and fortune that goes along with scarfing a top spot in the drawing contest. For example, last contest's winner, Andrew Jenkins, now resides at the controls of Wiz Pubs' OTHER mag, FREESTYLIN'. We'd never even heard of A.J. 'til the drawin' contest.

Well, that's 'bout it. The rest is up

to you. So get down to biz and toddle off your masterpieces to we'uns here at the BMXA Metropolitan Museum of Art.

CONTEST RULES

1. Drawings should be in black ink (fountain pen or felt tip pen) on white paper. Please don't use pencils,

crayons, or lined notebook paper 'cause they won't reproduce worth beans in the mag. We'll consider color drawings if they're totally, massively excellent.

2. Each drawing should be related to BMX in some way.

3. You may submit more than one entry, and yes, you can send them

all in one package.

4. Print your name, address, and phone number (including area code) on each entry, preferably on the back.

5. No tracing, please. Only squids cheat.

6. All entries must be postmarked by August 15, 1985.

7. All entries become the property

of BMX ACTION magazine. None will be returned. Sorry, buckaroos.

Send your drawing(s) to:
**BMX ACTION MAGAZINE
 DRAWING CONTEST
 P.O. BOX 5279
 TORRANCE, CALIFORNIA 90510**

RELINE

Celebrating the '85's

Before 1985, BMX was blah. Sure, you'd see a little color here and there, but nothin' really spectacular. Red Line's new models change that forever.

Radical new paint treatments and power-charged graphics punch the '85 Red Lines into fast-forward with some of the hottest componentry & technology ever to grace a BMX or Freestyle machine.

Like the most exotic sports cars, they're high-performance statements of pure style. Since photos can never do 'em justice, you'll have to visit your local Factory Authorized Dealer to experience the new Red Lines up close & personal. Come celebrate the most exciting development in bicycling since the invention of the wheel. The '85 Red Lines.

*These are only factory-suggested retail prices, not necessarily for specific set-up shown. Prices on West coast delivery and do not include tax, freight, and dealer prep. East coast prices approximate 10% higher. C.P.S.C. equipment included, not shown. All prices, specifications and components subject to change without notice.



Revolutionary New Graphite Composite!



PEREGRINE
 Distributed exclusively by Red Line Engineering, Inc.
 830 Tourmaline Drive, Newbury Park, CA 91320
 Freestyling courtesy of P.L. Osborn and Steve McCloid

These revolutionary new graphite composite wheels represent a quantum leap in sports wheel technology. A special blend of graphite and lightweight aerospace tech-nylon makes 'em "re-entry friendly" and virtually unbreakable. Masters are much more affordable than their all-graphite cousins, and they're available in tantalizing, tradition-thrashing tones that you'll never find in a 100% graphite wheel. Step out from the crowd with the great performers that look great performin'. (Colors below. Sans-White available, not shown.)

MASTER SPORT WHEELS

Aqua Lagoon

Radberry

Shockin' Pink

Hazard Yellow

Silver Gray

Shadow G



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DX Silver Series

The time has come for you to silverize your motocross machine with Shimano DX. Shimano's DX Silver Series components feature the latest in pure racing technology to put you out in front. Fast.

Start with our new DX competition hubs. Shimano engineering goes sealed bearing hubs one better, sealing the entire hub with an exclusive dust cap and double resin ring system. Not only are these DX hubs protected from dirt, mud and moisture

The DX Adjustable Brake Lever. Light alloy levers for left or right position. The DX Platform Pedal. Grabs your foot without dangerous teeth.

damage; they spin freely on adjustable cone bearings and 3/8" Chromoly steel axles.

The DX Silver Series also includes the perfect match for the DX hub, Shimano's DX Chromoly freewheel. Genuine chrome molybdenum steel beefs up the DX

Sealing the new DX hub is accomplished with an ingenious series of floating resin rings fitted to the hub cone. This permits simple maintenance and fine tuning.

freewheel's extra-wide pawls and strengthens each tooth of this super sprocket for competition performance without extra weight.

Those Chromoly teeth also fit 1/8" or 3/32" chains with equal efficiency, and you won't find finer links than those of the Silver Series Dura-Ace chain. Shimano's best, the Dura-Ace chain boasts bearing steel pins and Chromoly bushings to beat the stretch and wear that break ordinary chains.

You'll find the hot new Silver Series look on a pair of competition-proven DX components too, Shimano's famed DX Platform Pedals and DX Adjustable Brake Levers.

Already a favorite for all sizes of experts and pros, the revolutionary DX pedal

sets the standard for grip, stability and strength.

With its special size and shape the DX pedal grabs your sole without sharp teeth and levels in an instant to get you back on the pedals as soon as you're ready.

And there is nothing ordinary about Shimano's DX lever design, adjustable to fit large and small hands for one or two-finger action.

Sensitivity and power are unequalled, because DX pioneered the "sliding-housing" cable principle to eliminate the stretching and friction of conventional systems.

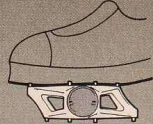


DX Chromoly Freewheel tooth profile fits both 1/8" and 3/32" size chains.

Ask yourself now if these aren't the kind of components that can make a difference in your performance.

Understand why Shimano DX is widely imitated, but never surpassed.

The Shimano DX Silver Series is more than the right stuff, it's the winning stuff.



The Parallelogram Profile of the DX pedal is designed to level the platform instantly while positioning your foot for max power.



SHIMANO SALES CORPORATION
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Chatsworth, California 91311



DX Silver Series light alloy hubs feature competition locknuts and a hard satin racing finish.

The Silver Series, Dura-Ace chain and DX Chromoly Freewheel form a true high-performance drivetrain with the new DX hubs.



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VUARNET-FRANCE has long been the leader in highest quality optical sport sunglasses for a good reason: We stand completely behind the quality and performance of our sunglasses (VUARNET, NAUTILUX, ORLUX, PX-2000, PX-5000). Our dedication to visual protection has expanded to include protection for the world's wildlife.

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Illustration: Jaguar



VUARNET-FRANCE...
It's your view that counts!



PICTURED: MIKE PROULSON - SCHWINN PRO TEAM CAPTAIN

S C H W I N

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PREDATOR

See your Authorized Schwinn Dealer for a Predator Qualifier. It's a jungle out there. Be a survivor. Predator Qualifier. Schwinn suggested

retail in Chrome

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or Blue

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Predator

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RED LINE 600c

ALSO, A LONG, HARD LOOK AT THE '85 RAD LINE

The technology in BMX is truly amazing. We're constantly awed by the evolution of equipment and styles. Just when we think a particular component or bike has reached its pinnacle of design and appearance, something new will appear over the horizon that blows all previous designs clear out of the water.

The stuff coming from Red Line Engineering is a prime example. It's constantly on the cutting edge of innovation, but it never loses sight of high performance. The '85 models are proof positive of that — they've set new standards of excellence in design, looks, and function.

With so much killer stuff to deal with here, what we're gonna do is let the Nerd Herd loose for a complete test on the Red Line 600c, and then we're gonna take quick peeks at most of the rest of Red Line's extremely heavy-duty '85 line.

FIRST OFF — THE 600c

Nestled one rung above the ultra-econo-qual 500b is the 600c — Red



Photo: Winch

Whew! There they are, those absolutely pristine and totally sano marvels of design and innovation, the new Red Lines. Starting from the left there's the 600c (that we'll be beating up in a complete torture test), the trick-ready RL-20 Pro-Styler, the 800p (which is one totally factory race vehicle), and the incredibly inexpensive 500b. What a lineup.

Line's slightly-over-two-hundred-ducket warrior. The totally chrome models sell for in the neighborhood of \$230.00, while the painted and chrome jobbers go for around \$225.00.

What? Painted and chrome? Yup,

that's one of the most striking things about the '85 Red Lines — their new, totally deluxe half-painted, half-chromed frames. For this bit of eye-pleasing work, Red Line receives a hearty round of Mighty BMXA applause for design excellence. What Red Line was' looking for was a

finished product that offered the durability and protection of chrome, but with the flash of their new high-zoot custom colors. They got it.

The colors available in these paint-'n-chrome jobs are hot, too. Like slick lookin' turquoise (that Red Line mooched from a '59 Dodge), magenta (also known as radberry around Red Line's zoot offices), and school bus (or hazard) yellow.

FRAME AND FORK INSPECTION

Made in Taiwan, the 600c's frame

and fork use the tried-and-true Red Line Series Three design. Its forte is stable, not-too-quick handling.

Other mentionable things include the fit (it's for mid-size critsters only), good bottom bracket clearance, 1 1/4 inch O.D. top and down tubes, the lightly gusseted steering head tube, radiuses on the rear dropouts that stiffen things in the rear end, and serrations on the dropouts that give more grip to the back axle nuts.

Both the frame and fork are constructed completely from 4130 chrome-moly, and the weight of the frame is four pounds, three and a half ounces, while the fork tips the scales

at an even two pounds. Definitely respectable.

Welding is surprisingly good for a Taiwanese built bike. True, there are occasional glitches in the pattern of the beads, but the overall quality of the welding ranks in the very good to excellent range.

COMPONENTRY — DOWN TO THE NITTY GRITTY

For a bike that's in the just-over-two-hundred-buck range, there's some awfully stylin' equipment here. Stuff like Ukai aluminum rims, A'me Tri grips, San Shin high-flange aluminum hubs, Sugino one-piece forged chrome-moly cranks (they're 175s), SunTour four-key freewheel, and a new Dia-Compe 880 caliper and Tech 4 lever.

Then there's the Red Line Forklifter stem that's cold-forged. You know that cold-forging is a more difficult and costlier way to make components, right? That's 'cause instead of melting the metal and then pouring it into a mold to get the final product, they take a solid piece of aluminum, and without heating it, stick it into a totally burly machine that pounds it into the desired shape. Cold-forging compresses the molecular structure of the aluminum (quite simply, that makes it stronger), and doesn't allow the air bubbles and flaws that are possible with casting.

Other components include a chrome-moly seat post, Cheng Shin Comp III copy knobs, mild steel bars (that are plenty wide and have a really comfortable bend to 'em), and aluminum and chrome-moly Victor pedals that are replicas of SunTour's XC-II foot grabbers.

DETAILS, DETAILS

The 600c has a few little things that, by themselves, aren't any big deal, but together they add quite a bit to the overall qualness.

The forks, seat stays, and chain stays are all capped — when Red Line could get away without covering them up. And there's the artful black finish on the headset and bottom bracket that adds more of a custom feel. We can't forget the smooth-running 3/32 inch chain. Last but not least, the new graphics are totally hip. Nice stuff.

SO HOW DOES IT RIDE?

Great. It's neutral enough that it doesn't require such absolute attention that it reduces the fun, but it's



The forks on the 800p have tapered legs, and very stiff front dropouts. Nice.

bother me at all. The seat's comfortable. It's got killer brakes. That's about it."

You're right dude. We're just about out of space for this test. We'd just like to say that we were pretty impressed with the Red Line 600c. It's got a lot of quality and style for the price. The durability, handling, componentry, and construction are all well above average for a bike in this price range. Yes, folks, Red Line's done it again.

AN OVERVIEW — THE '85 RED LINES

RED LINE 500B

Last year this was one of the econo-qual buys of the century at

\$199.00. This year the frame has been changed from a completely chrome-moly unit to one with a chrome-moly front triangle and a high-tensile rear section, but we don't expect the durability to suffer. This is a very common method of construction on bikes that are in the sub econo-qual price range.

What does this REALLY mean to you? Well, the price is even LOWER than before! Like \$179.00 for a painted bike (it comes completely painted, and not with one of the costlier chrome and paint combos) and \$189.00 for a totally chrome model. That means a real live Red Line is within the economic reach of even more radsters than ever before! Wow!

quick enough that there's no way you'll be falling asleep behind the bars.

Let's let R.L. ramble with some comments:

"The first time I get on a test bike and go for a one-footer, I'm wondering what it's gonna do. This bike was right there on the first jump."

"The front end felt good in corners. I rode a few off-cambers where I expected both the front and back ends to wash, but they didn't. They stuck."

"This bike's for you guys in the 15 and under age range. It's on the small side for me — that's why I put a lay-back seat post on there. For some extra knee-room. The front end is a little on the light side even without the lay-back, and the lay-back puts even more weight toward the rear — not the hot setup."

"The lightness is okay for younger riders, but it's not so hot for older guys."

"Some bikes are strictly race bikes; they don't feel too comfortable as street bikes. The Red Line works fine as an average bike."

"I don't know what it sells for, but it's as good as any expensive bike I've ridden. Even though it was a brand new bike, nothing loosened up. It's solid."

"It for sure shouldn't be converted into a freestyler. It's set up with race geometry. The steering is stable, and you need quicker steering for a freestyler."

"The bars felt fine; they didn't



The 600c's front end is a little on the light side, but as you can see, it doesn't inhibit your flight possibilities at all.



R.L. Osborn, pushing new limits on the RL-20-II.

Scott Clark, bun buzzin' over the doubles at Honda Hills.



The victim of this month's visit by the fearsome BMX Nerd Herd — the Red Line 600c. It packs some qual performance, hot design, and spiff componentry into one very complete package. Clean bike — and it's a bargain for the price. Right around \$230.00 will put you in the saddle. Amazing.

Price & Specs

COMPLETE BIKE PRICE: \$225 painted, \$230 chrome. (West Coast suggested retail. Prices may be somewhat higher on the East Coast.)

FINISHES AVAILABLE: White, school bus yellow, or all chrome, with black and chrome components.

COMPLETE BIKE WEIGHT (without pads or plate): 24 pounds, 2 ounces.

FRAME WEIGHT: 4 pounds, 3 1/2 ounces.

FORK WEIGHT: 2 pounds.

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

HANDLEBAR WIDTH: 27 5/16 inches.

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

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

FORK LEG O.D.: 1 inch.

FRONT AND REAR TIRE SIZES: 20 X 1.75.

STEERING HEAD ANGLE: 71 1/2 degrees.

SEAT TUBE ANGLE: 66 degrees.

FORK RAKE: 1 11/16 inches.

BOTTOM BRACKET HEIGHT: 11 inches.

REAR SECTION LENGTH (Measured from the C/L of the bottom bracket shell to the C/L of the rear axle): 15 1/2 inches with a 35 7/8 inch wheelbase.

WHEELBASE: 35 1/2 inches to 36 7/16 inches.

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WHEELBASE: 35 1/2 inches to 36 7/16 inches.

Components

FRAME: Red Line Series Three, chrome-moly.

FORK: Red Line Series Three, chrome-moly.

HANDLEBAR: Red Line, mild steel.

HANDLEBAR STEM: Red Line Forklifter, aluminum and chrome-moly.

GRIPS: A'me Tri, rubber.

HEADSET: Heat-treated cups, Japanese ball-bearings.

RIMS: Ukai, aluminum.

SPOKES: 36, .080, with brass nipples.

HUBS: San Shin, high-flange, aluminum bodies.

TIRES: Cheng Shin.

BRAKE: Dia-Compe 880, caliper, rear only.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 4.

BRAKE CABLE: Dia-Compe.

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

PEDALS: Victor, aluminum and chrome-moly.

BOTTOM BRACKET SET: Heat-treated cups, Japanese ball-bearings.

FRONT SPROCKET: Anlun aluminum chainwheel, 44 teeth.

SPIDER: Anlun, steel.

REAR SPROCKET: SunTour, 16 teeth.

CHAIN: KMC, 3/32 inch.

SEAT: Red Line.

SEAT POST: Chrome-moly.

SEAT POST CLAMP: Aluminum.

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The bars are mild steel, but they're comfy, and we didn't have any trubs with 'em bending. The Red Line Forklifter stem never let the bars bug, either.



Sugino chrome-moly cranks, chrome-moly shafted Victor pedals, and an Anlun spider and chainwheel. Solid stuff.

AGE RANGE: 11 to 15 racing, 10 to 16 street.

QUALITY OF FINISH: Excellent.

QUALITY OF WELDING: Very good to excellent.

QUALITY OF COMPONENTRY: Very good to excellent.

GEOMETRY: Excellent.

HANDLING: Excellent.

MISCELLANEOUS COMMENTS: The Cheng Shin Comp III repli-knobs work okay for awhile, but when they wear out, replace 'em with your fave high performance knobs . . .

REAL A'mes — YEAH! . . . The 600c is VERY durable — we didn't wrack anything during the test. . . . Extremely hot bike for the bucks.

TEST INPUT: R.L. Osborn, Steve Giberson, Kirk Chrisco, Scott Clark, Andy Jenkins, Windy, Don Toshach, Cosmo, and darn near everyone else in the Land of Oz.

MANUFACTURER: Red Line Engineering

439 Calle San Pablo

Camarillo, California

93010

(805) 388-3437

Performance Evaluation

PURPOSE: Racing (up to and including high-level expert), very qual (but not totally overpriced) streetable scoot.

RED LINE 800P

This top-of-the-line race machine reeks of trickiness from stem to stern. It uses the same t-riick PL-20 frame as last year — you know, with the triple-butted top and down tubes. It also has the slick PL-20 tapered forks and the ultra-zoot Red Line Forklifter bars.

These bars have a small section at the bottom that's made with extra wall thickness so that the stem can really get a good bite on it. This part is also knurled for more gription. The risers are normal sized at the top where the grips go, but as they move down, their O.D. gets larger. When they reach the bottom piece, they're large enough that they wrap completely around the whole thing, which means extra weld surface and added

a totally massive 1 3/4 inch elliptical down tube, gusseted front triangle, tapered forks with optional standing pegs that bolt in, and a set of the slimmest and most functional bolt-on chain stay standing platforms that we've seen. There's plenty of foot room, but they don't grab your ankles.

Oops, can't forget the built-in coaster brake bracket, full-on freestyle geometry (R.L. helped design it), Red Line Forklifter stem with a De-Tangler bolt (that's Red Line's Potts-style Mod) to keep your front brake cable from getting munched, Peregrine wheels, National Panaracer Freestyle tires... anyway, without getting too long-winded, you get the idea.

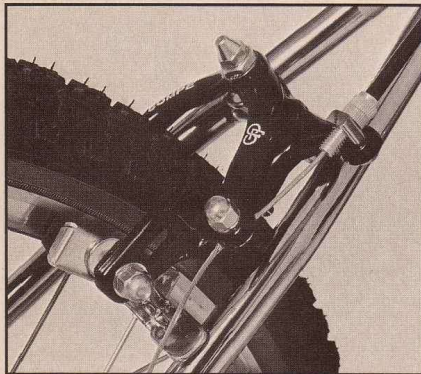
Right around \$339.00 will put one of these full-on freestyle weapons in

around the head tube for unheard of strength? And how they taper from where they pass the seat post to where they meet the rear dropouts? Pretty factory, huh?

The rear brake cable is routed through one of the supports that run between the top tubes. Tricky, tricky.

Take a gander at the down tube. That's an incredibly beefy 1 3/4 (yowza!) inch elliptical tube. Yup, there's full gusseting at the bottom of the steering head tube, too.

Moving toward the bottom of the frame you'll notice that the seat stays also taper, and that they incorporate a set of the most sano built-in rear standing platforms seen on this planet. They give you plenty of room for your tattered Vans to rest, but they don't reach out and shred your ankles



R.L. proclaimed the Dia-Compe 880 caliper a pretty cosmo stopping device. Check out the Cheng Shin knobs and the Ukai aluminum rims. Huzza buzza.



These chain stay standing platforms that come on the RL-20 are probably the neatest units available. They give you gobs of standing area but they're far enough out of the way that you won't shred your ankles while you're street cruising and suchlike.

strength. We're talking burly construction.

They also come with your choice of a regular or lowered crossbar (for freestyle trickin'), and welded-on tabs so that you can bolt on either one of Red Line's form-fitted numeral panels on your own plate.

Componentry on the 800p includes deluxe stuff like chrome Ukai rims, Dia-Compe's new MX-901 caliper, Suzue sealed-bearing hubs, Sugino Pipe tubular chrome-moly one-piece cranks, and Oakley B-2 grips. Suggested retail is \$389.00. Sano.

RED LINE RL-20 PRO-STYLER

The original Pro-Styler is dialed to rock 'n roll as a complete, trick ready scooter.

It's got the RL-20 frame, which has

your calloused-but-capable hands.

RL-20-II PRO-STYLER

Whew! This dude is something else! It comes as a frameset only, and there are few, if any, frame and fork combos that can rival the design and primo engineering of this baby. Now the only problem is, where do we start?

The more sharp-eyed among you started writing to us after R.L. did the Miami Hopper how-to in the March issue. Everyone wanted to know the full scoop on the bike R.L. was riding 'cause it had twin top tubes unlike the regular Pro-Styler. Now you know the truth. He was riding the RL-20-II.

The top tubes have a full 3/4 inch O.D. Did you scope the photo and notice how they wrap completely

like some of the other platforms we've tried. Very nice.

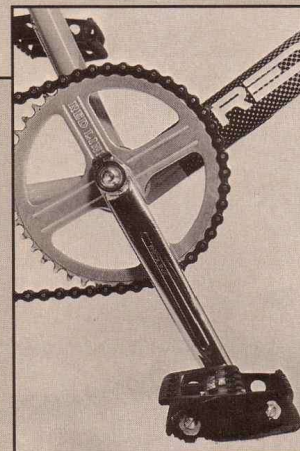
Such Rolls Royce qualness doesn't come cheap, so you'd better sit down before we tell ya the price. The final numbers haven't been set in concrete yet, but right now Red Line's talking in the neighborhood of (gasp, choke) 250 frogskins for the frame and fork set. This is the kind of chassis that SHOWS you mean business. No questions asked.

WRAPPIN' UP AND HEADING INTO THE SUNSET

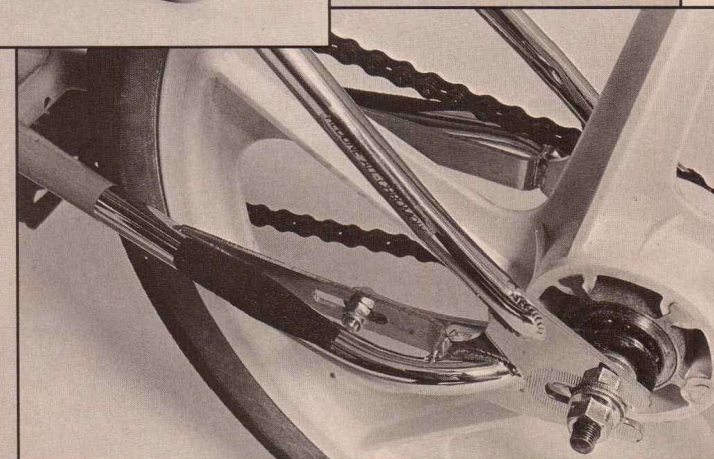
That's about it, sports fans. Amazing stuff. Now we can't wait to see what Red Line will come up with next year to try and top this batch of goodies. It'll have to be pretty gnarly, that's for sure.

R.L. OSBORN'S RED LINE RL-20-II. KILLER FREESTYLE EQUIPMENT

Here 'tis: R.L.'s personal freestyle machine. This ain't yer run-of-the-mill freestyle scooter. We're talkin' Rolls Royce level from nose to tail. This thing's so cool that if R.L. could install a phone on it somewhere, he'd probably never leave it—well, 'cept maybe for munchies and an occasional pit stop.



Red Line's 401 Series Flight cranks are totally killer. See the strip of Knarler Knobby that's bolted to the pedal? That's to keep the pedal from getting totally butchered when R.L. does a trick where the bike's laid over on its side.



The RL-20-II has some pretty sleek chain stay standing platforms incorporated into the frame, and also a bracket for you coaster brakers. Notice how the dust seal on the rear hub is missing, and how the cage for the bearings is gone, too? If you look really closely, you can see how the coaster brake arm is welded to the brake cone. These are all custom mods R.L. performs on his coaster brake for longer-lasting and smoother performance. Check out the sidebar on R.L.'s bike for more details.

COMPLETE BIKE WEIGHT (with pads and plate): 29 pounds, 4 1/2 inches.

TOP TUBE O.D.: 3/4 inch, tapering at seat stays.

DOWN TUBE O.D.: 1 3/4 inch, elliptical.

FORK LEG O.D.: Tapered.

FRAME: Red Line RL-20-II, chrome-moly.

FORK: Red Line RL-20-II, chrome-moly, with optional standing pegs installed.

HANDLEBAR: Red Line Forklifter, chrome-moly.

HANDLEBAR STEM: Red Line Forklifter, aluminum and chrome-moly.

GRIPS: Oakley O/Wing, rubber.

HEADSET: Run-'o-the-mill.

WHEELS: Peregrine, 70 percent nylon, 30 percent glass fiber.

TIRES: National Panaracer Freestyle.

BRAKES: Dia-Compe MX calipers front and rear, SunTour coaster brake. (The front caliper cable routing is modified to accept the Potts Mod. The rear coaster brake is modified by removing the dust cap on the left side, and then welding the brake arm to the brake cone. That ensures that there's no slop in the braking action, and prevents the brake cone from enlarging the brake arm's hole as it works back and forth. R.L. also removed the ball-bearing cages and added extra balls so that the whole hub is free-ball. That makes it roll TONS better.)

BRAKE PADS: Dia-Compe.

BRAKE LEVERS: Dia-Compe Tech 3.

BRAKE CABLES: Dia-Compe.

CRANK: Red Line Flight, three-piece tubular chrome-moly, 180mm.

PEDALS: MKS Grafight-X fiberglass impregnated nylon and chrome-moly. (R.L. bolted on a strip of rubber cut from a tire to keep the right side pedal from getting totally munched on tricks where he lays the bike down on its side.)

continued

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—Ralph Sampson

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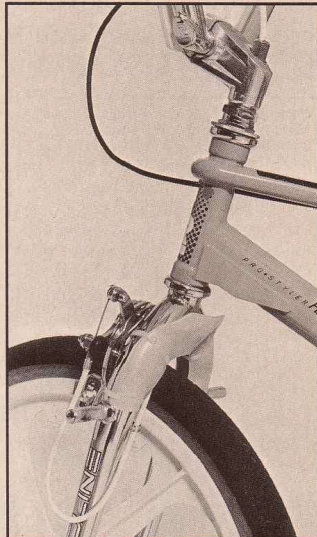
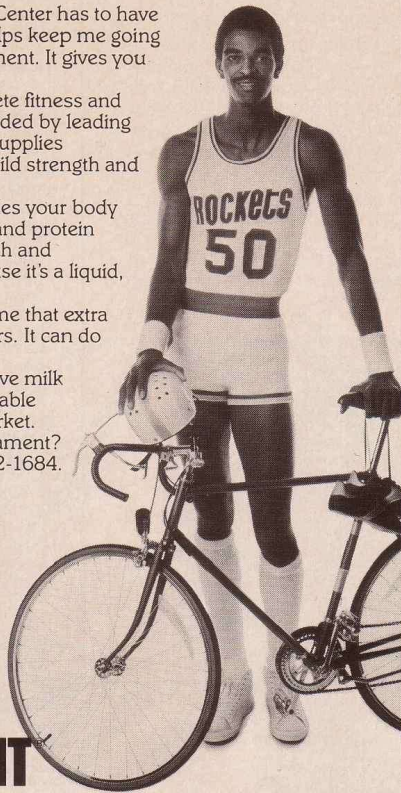
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NUTRAMENT

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There's some totally rad engineering in the RL-20-II frame and fork. Like how the top tubes come all the way around the five inch head tube. And see how the steering head tube flares at its ends? How about the optional standing pegs that bolt into the forks? T-rick. Oh yeah, we can't forget the Forklifter stem and bar, and the De-Tangler tool that's in the stem so that you can set up a Potts Mod for the front caliper.

FRONT SPROCKET: Red Line aluminum chainwheel, 44 teeth.
REAR SPROCKET: SunTour, 16 teeth.
CHAIN: Izumi, 1/8 inch.
SEAT: Elina Peregrine.
SEAT POST: Red Line, fluted chrome-moly.
SEAT POST CLAMP: SunTour Arrow, aluminum.
ACCESSORIES: California Racing Designs brake guard (for the rear caliper), B.F.D. Buffgard (to keep his foot from getting munched on the front caliper mounting bolt), Red Line Forklifter number plate, and grip tape on the top tubes and chain stay standing platforms.

That's the setup for R.L.'s flat-land bike. He also has one set up for ramp riding only. It's set up identically except for these changes:

An RL-20 frame and fork, with no pegs in the forks.

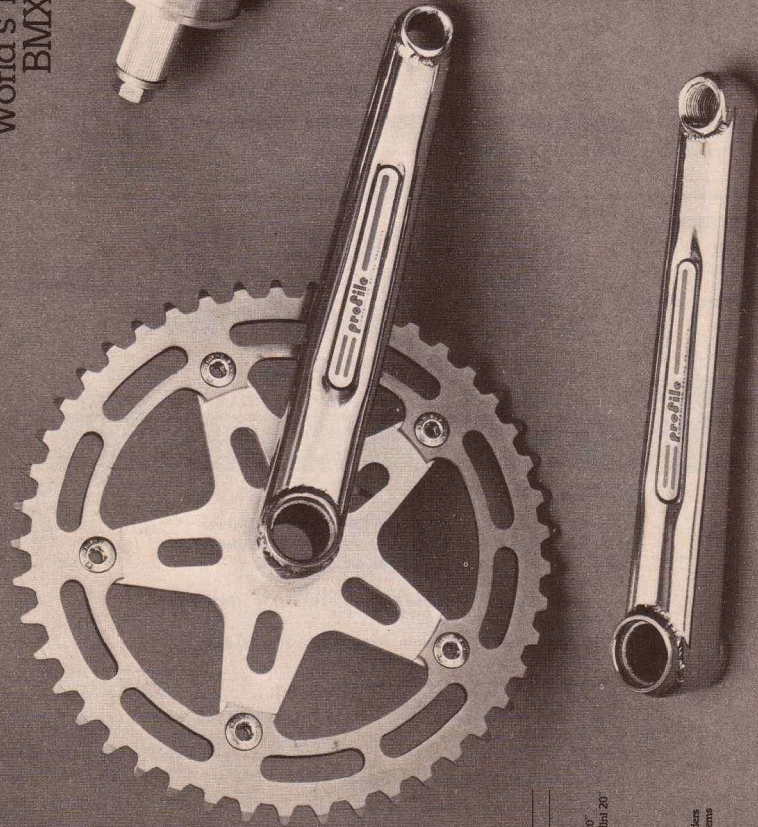
It's equipped with a freewheel instead of a coaster brake, and uses a harder 46-16 gearing (for max pump on the ramp).

The front and rear calipers are still Dia-Compe, but they're 890s instead of the beefier MX models. That's it, freestyle fanatics. Everything you need to know to create your own R.L. repli-styler. ■

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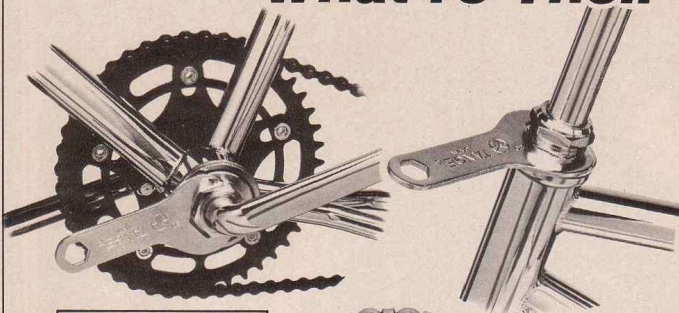
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COMPETITION RACING PRODUCTS

TIOGA BB-220 & MX-2

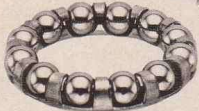
What're Their Features?



Only quality. Quality in design and performance. Both the BB-220 Bottom Bracket Set and the MX-2 Head Set have more Super-Round bearings for greater rotational efficiency. The BB-220 has 12 instead of the conventional 9, and the MX-2 has 18 instead of 15. Both are easy to adjust and can be tightened solidly with a 30mm wrench. Features? Only quality... in design and performance.



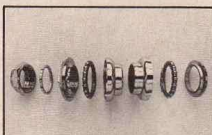
BB 220



BB-220
12 Balls



MX-2
18 Balls



MX2

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FREESTYLE HOW-TO

Kick Turn BAR SPINNER

HIGH ADVENTURE IN FRONT OF LARRY'S DONUTS

BY CRAIG "GORK" BARRETTE
AND DON TOSHACH

Just the other day, as the clock over the Wiz Pubs' ultra-sano factory-stickered refrigerator struck high noon, a small crowd of magazine employees beat a hasty path out the warehouse door and piled into Gibey's box-stock Nissan for a trip to one of our fave lunchtime spots — Larry's Donuts. This wasn't just any ordinary chow session, though. In between munching on some cherry-iced donuts, R.L. was gonna show us a few new small ramp moves on an embankment in front of Larry's, which is a freestyle landmark of sorts. R.L. and Bob Haro used to practice there

during the early days of the BMX ACTION Trick Team.

Grabbing the donuts and a six-pack of Pepsi, the hungry group of BMX ACTION personnel sat down and proceeded to scarf away. R.L. kicked into his demo, firing off an assortment of kick turn variations. All of a sudden he yelled, "Check out this Wilton . . ." The son of Oz rode up the embankment, tapped the brakes, twisted all over, and THEN . . . (a big gasp from the onlookers) . . . he BOGGED!

Yes, midway through the Wilton, R.L. lost complete control of the bars. Windy screamed, A.J. closed his eyes, Don-Boy spit out a mouthful of Pepsi, and Gibey gagged on a biteful of donut. What deadly fate was in store for R.L.? Was this really the end?

Then with the quickness of John Wayne, the style and grace of Mary Lou Retton, and the agility of Magic Johnson, R.L. miraculously grabbed the spinning bars after they had completed a full 360, and he rode out of it!

A big sigh of relief from R.L. was followed by tons of questions and exclamations. "How'd you do it?" "That looked rad!" "You almost bought the farm, dude." And finally, "Can you do it again? I missed it the first time." The crew mobbed R.L. as he sat on his faithful ol' Red Line. Sheepishly grinning, he said, "That's

my new trick called . . . uh, . . . called a, hmm . . ."

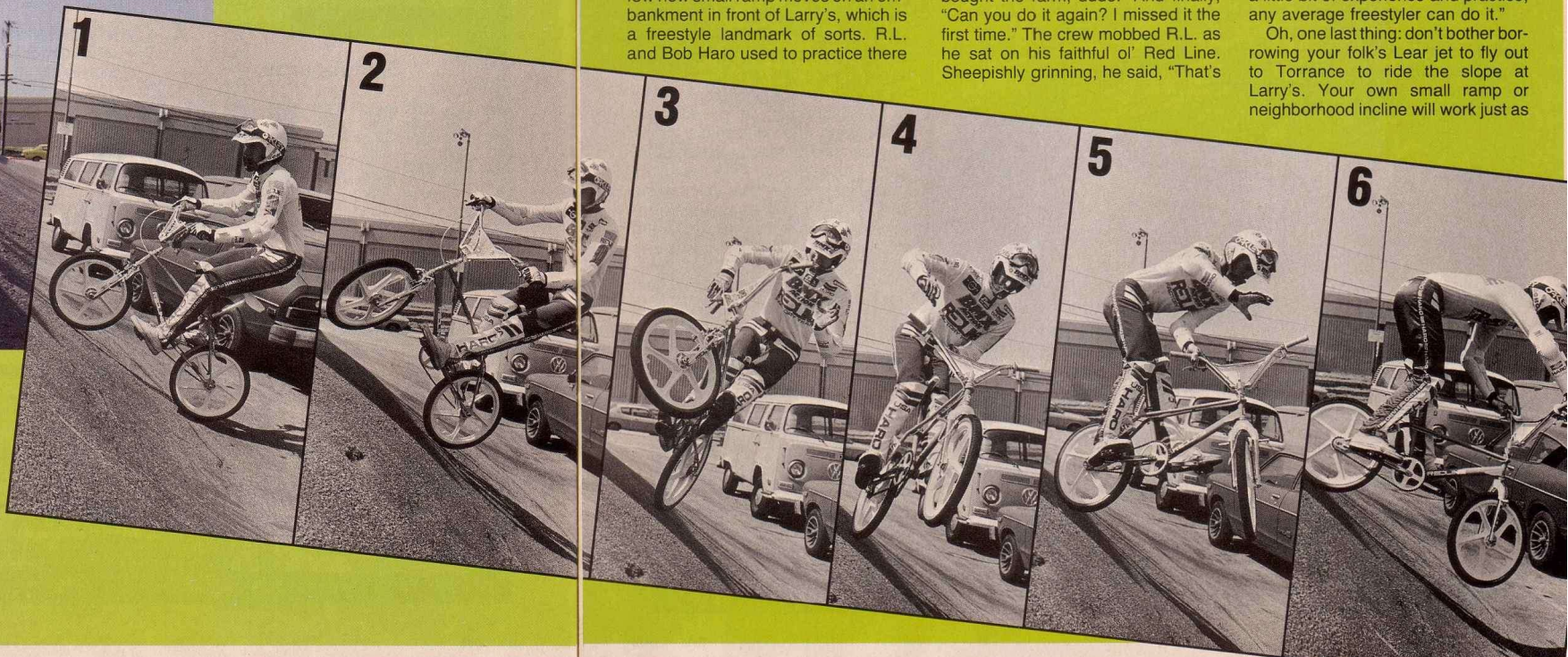
R.L. settled on the kick turn bar spinner. Before long he could pull it off every time, and he suggested it might be cool for a Mighty BMXA freestyle how-to. We can take a hint.

PRE-FLIGHT CHECK

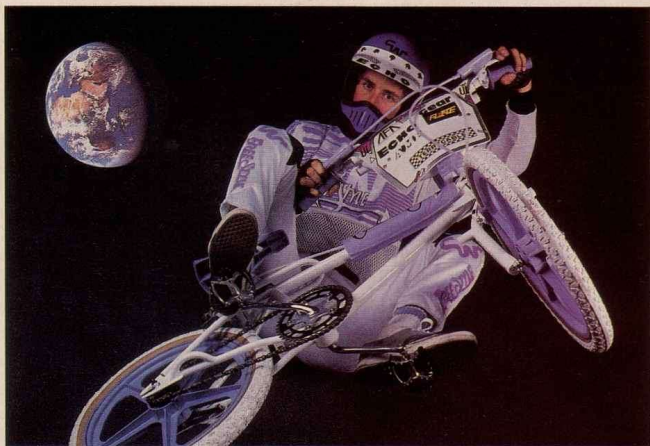
This trick absolutely requires the following: a Potts Mod, and a super long rear brake cable (long enough to wrap around your bike's stem without locking up the rear brakes), or an ACS Rotor (that's the name that ACS came up with for their combined front and rear Potts-style mod that we showed you in the May '85 issue). You for sure need a coaster brake, and enough clearance between your bars and seat that they don't hit each other when you spin 'em around. Yes, you also need to equip your bod with safety gear 'cause this trick can get a little sketchy when you're learning it. That means at least a helmet, elbow guards and gloves.

R.L. offers a few additional words of wisdom. "You need to have strong knees to pinch the seat while you're doing the kick turn. This trick's in the intermediate area of difficulty, so with a little bit of experience and practice, any average freestyler can do it."

Oh, one last thing: don't bother borrowing your folk's Lear jet to fly out to Torrance to ride the slope at Larry's. Your own small ramp or neighborhood incline will work just as



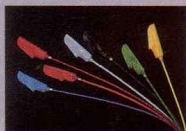
R.L., cruisin' through a K.T.B.S. on the bank in front of Larry's Donuts in beautiful downtown Torrance. More proof positive that you can freestyle anywhere — and that there's some high pulse rate natural terrain out there. You just have to keep your eyes open.



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well — maybe better.

All set? Let's go for a spin.

ALL SYSTEMS SPIN

□ Think kick turn. Picture what you're gonna do in your head. Approach the slope at a kind of slow rate of speed, standing with pedals level, and legs and arms slightly bent. R.L. say relax.

□ Limit yourself to the lower half of the slope until you get this trick wired, and then advance to the upper regions.

□ When you're about at the place where you want to begin the kick turn, slightly steer the bike to the left or the right, depending on which way you want to go. This initiates your spin. Experiment going both directions to see which one feels more comfortable.

□ Now you'll be doing several things at once. Ease some weight onto the coaster brake until it's locked up; that keeps the rear wheel stationary as the bike pivots. Shift your weight back over the back tire to find the balance point. Pinch the seat with your knees.

□ Pull the front end off the ground and start to pivot the bike on the rear wheel. The higher you lift the front end off the ground, the faster and tighter it'll swing around. Play it safe at first and don't pull it up much. Leaning your body a bit to the inside will help bring the bike around.

□ As the front end begins to make its 180 degree arc, let go with your inside hand (the hand that's on the downhill side) and spin the bars toward you with your other hand. As the bar passes the seat, release the other grip and let the bars do a complete 360. As the bars come around to complete the 360, have both paws in position, ready to nab the grips. Once you've got a good blue-steel grip on the bars again, steer back to the normal straight-ahead position.

□ Now gradually ease off the coaster brake and shift your bod forward enough to gently touch the front end down as it completes its 180. Ride out of it to the awe of the spectators.

MISSION ACCOMPLISHED

Congrats, you made it. Now all that's left is years of practice . . . nah, just kidding. In a matter of hours you'll be massively impressing your friends and any moon babes who just happen to be cruising by. Now is that incentive or what? Get to it. ■

TOTALLY TOUGH!

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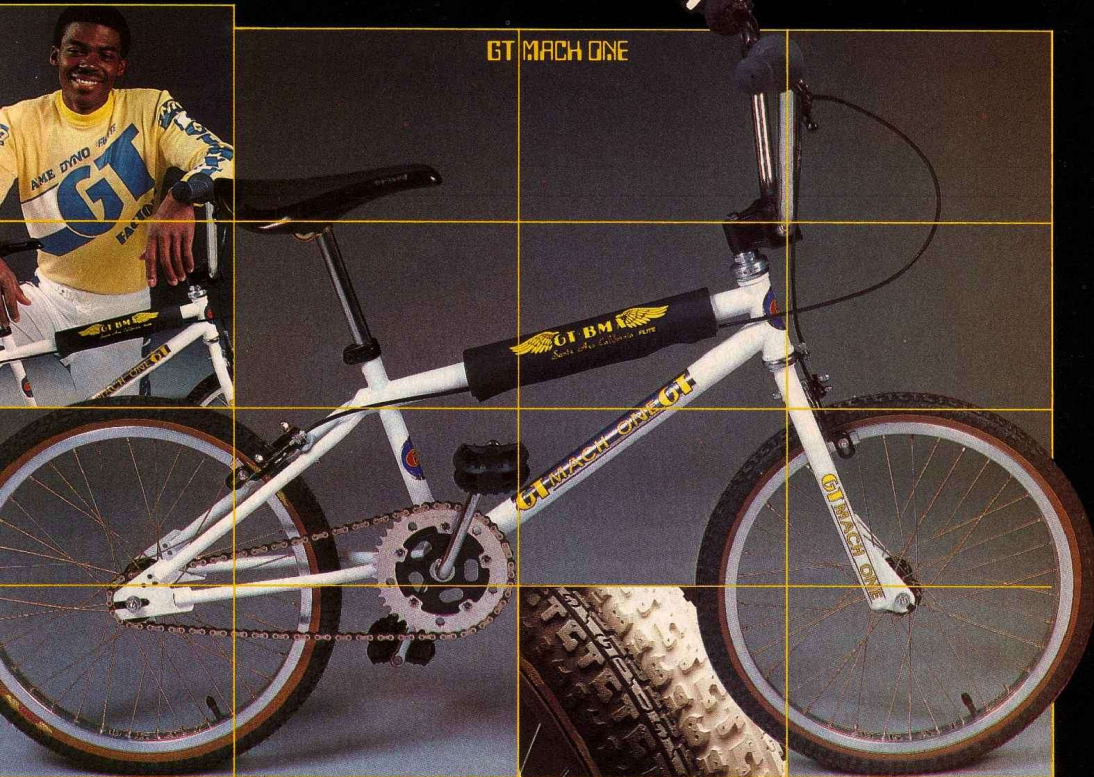
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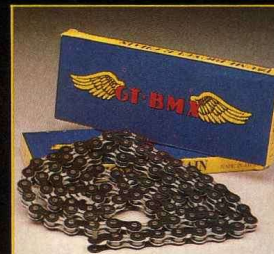
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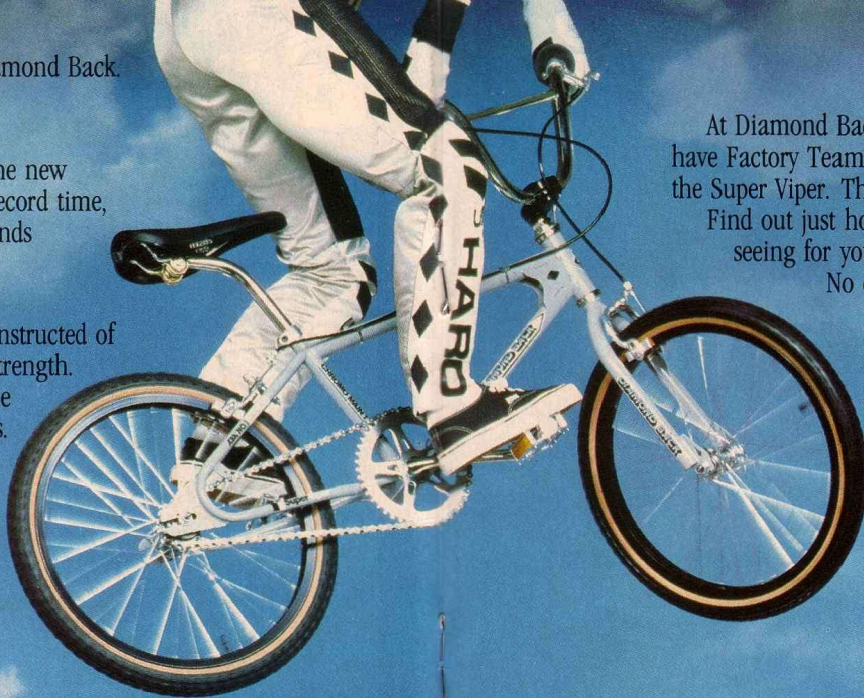
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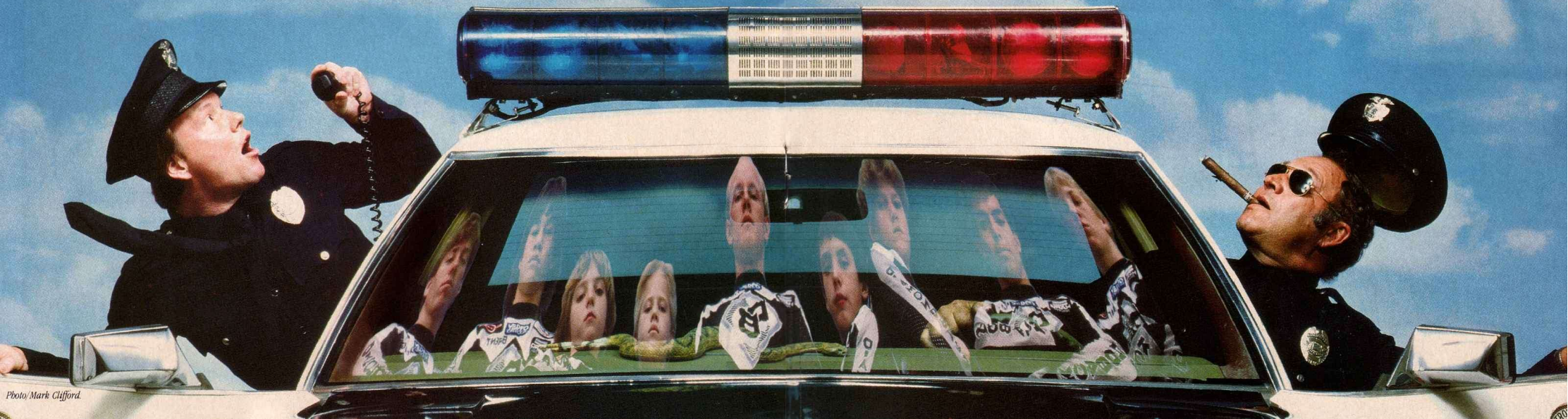
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RADABONZICAL!



Photo/Mark Clifford

Ah, what a feeling, blasting out of the first berm in the lead with everyone hot on your tail. Paul Nichols has the primo position right here, but he settled for second in the 18-24 Cruiser main.



MEMPHIS

GT ★ NBL NATIONAL SERIES

BASKETBALL FEVER, BRACKENS BLAZES, AND A WHOLE PASSLE O' HOT RACIN'

"Gibey here with cameras in hand and a new tape in the recorder, spending yet another weekend documenting some supreme moto-action for the Most Factory Magazine. It's a tough job, but someone's got to do it. This stop: Memphis."

"When I stepped off the plane here, it looked like the whole town had gone plum crazy. The chaos is not because the always hot NBL Memphis International Classic is taking place this weekend, although that'd be a good reason. No, the city's up to its gills in basketball fever 'cause Memphis State has made the final four in the NCAA basketball tourney. The finals haven't begun yet, but I've already been handed bumper stickers that say Memphis State is the champs. What confidence. Sheesh."

"Actually, if I had to rate the coolest places to visit, Memphis would probably be near the top of the list. I spent the better part of the Friday afternoon before the race cruisin' around with Travis Chipres, scopin' out a whole bunch of mansions with huge grassy yards. This is jazz country, too. We cruised down Beale Street (where all the hot clubs are), and checked out this park with a statue of Louis Armstrong in it. Cool. This is heavy-duty Elvis territory, too, and his old mansion, Graceland, is usually a popular stop for BMX

folks who are into sightseeing."

"Well, that concludes the nickel tour of Memphis. It's time to head to the track. Talk to you later."

HOW 'BOUT THE TRACK?

"Well, back again. The track's inside a big old dark building that serves as the winter home of the Mid-South BMX Association. Everyone is diggin' on the track's extra-wide surface 'cause it makes for ultra-competitive racing. There's TONS of passing goin' on. The way the gate is set is also absolutely correct — it's totally fair from lanes one to eight, so you're not immediately hung out to dry if you draw the outside."

"Spectating is also primo 'cause there are plenty of grandstands, and the back section of the track is raised enough that it doesn't disappear behind the first berm."

"By now you'd expect to be reading a bunch of glowing reports on how rad the racing terrain is. Well, outside of the first jump, which is REALLY tricky because of a lack of backside to it, the jumps range from easy (two tabletops that are nothing more than long speed bumps) to medium difficulty (a step jump and a medium-sized set of doubles)."

"The gate drops a little on the slow side, which is no biggie once you've

got it dialed in, and you've got to watch it in the first berm. It's bumpy and pretty slippery. John Piant said yesterday during practice that he thought he was riding Bruce Penhall's speedway bike in this corner — he was WAY sideways."

"Everyone seems to be having problems with the first jump, too. Mike Miranda, who's helpin' me out with the race commentary while I shoot the pics, is here to explain":

"The reason it's so hard to take is not the jump itself, but WHERE it's at. It's right at the transition point from torquing up on the bars to moving back on your bike and spinning real well. It's impossible to pedal over it, and it's really hard to speed jump. A lot of people just seem to hit their front ends on it. I think the first jump is gonna play a big factor in the racing this weekend."

"Thanks, Mike-o. The third turn is a 90 degree right-hander with two cones on the inside, and there's a two foot tall plateau jump coming into it. Anyway, just about everyone is speed-jumping their way into the corner, but Toby Henderson has a better way to tackle it. If someone's in front of him, he'll move to the outside, jump across the face of the jump, fly clear over the inside boundaries of the corner, kick it sideways in the air, and land on the next straight ready to crank — and he usually picks up a position in the process."

"That's in the section where things get a little tighter and harder to pass, too. Pretty ingenious, Tob."

"Really, there's nothing else really noteworthy about this track. Not bad, but not red hot. Oh yeah, attendance here is good. Two hundred twenty-three motos and 1,588 entries, to be exact."

SUNDAY NOTES 'N ACTION

"Things are cruisin' along at a fair rate here, so let me catch you up on the action so far."

"Donny Atherton WAS back on the gas again after getting tweaked — he was training too hard and messed up one of his legs while weight training a while back — and now a bail in one of his motos caused him to separate his shoulder, putting him back on the injured reserve list."

"Ken Aman's moved up to B Pro and he's blasting in there."

"A milestone has been reached here in Memphis. For the first time at an NBL national, a Pro Girls class is being run. Four girls competed, and 16-year-old Tammy Willever



Michael Fikkert, who came all the way from South Africa, demolished the 14-15 Open, beating the likes of Mike King and Jaimson Hendler. It was no fluke, either. This dude is quick!



Jaimson Hendler snuffed the 15 Expert woobies, and grabbed a second behind South African hotshoe Michael Fikkert in the 14-15 Open.



There he goes, the Red Line flash, ol' John Anderson, who won just about everything he entered in Memphis. First in 17 Expert, second in the 16 & Over Open, and first in 17 Cruiser. A passable day's work, eh?



Tommy Brackens, leading the troops around the first berm in Memphis. Tommy was TOO awesome. The other pros never even knew what hit 'em.



Brad Birdwell has been practically unstoppable this year. That didn't stop in Memphis. He picked off firsts in 13 Expert and the 12-13 Open, but (heavy sigh) he got dusted by Lawan Cunningham in the 13 & Under Cruiser class.

won the class, taking home 71 bucks. She just turned pro the day before this race. No word yet on whether the NBL's going to establish a number one plate for Pro Girls."

"Everyone's griping big-time about not being able to practice on the track this morning. The NBL figured the people who qualified for today's races didn't need any additional

practice, but the riders are saying that they need to warm-up and stretch out before their races."

"So far in the pro motos, Greg Hill, Tommy Brackens, and Eric



Brit Audeoud and Sean Alstott, rocketing over the tricky first jump. These guys snagged uno and dos respectively in both 9 Expert and the 8-9 Open.

Rupe are probably the guys who are the most impressive. I'm gonna go see what Greg's up to."

THE NEW GREG HILL

BMXA: "You're looking tons better than I've seen you in a long time."

Greg: "I just been working out and riding. We (GHP) went through a lot of bull with Cycle Pro (GHP's former distributor) and now we're out of that. I'm just 21 years old, and I've been feeling like I'm 50 years old lately. It's weird. I finally just got off my butt and started working out. I've been riding rollers, lifting weights, practicing, and my whole attitude is different. Before, man, I was so lazy."

BMXA: "You also looked like you were bummed all the time."

Greg: "It was like I was working at a job. Now it's not like I come here just to race - I try to have fun, which is what it's all about. Before it was like, 'Ah, I gotta go race again.' I'm up on the gate, not

wanting to be there. Everybody's pretty much the same strength, so it's mental attitude that makes the difference."

"I was so lame in Bakersfield. In my semi, I was tied for fourth with Frank Post, and it was like I didn't even try. I got to the finish line, thinkin', 'What's the problem, man? I don't even care.' My wife came up to me and said, 'You rode like my grandmother,' and she turned around and split for home."

"Later that night we were sitting together, and she said, 'I want you to go sit in on about three or four job interviews. I want you to know what it's like to have a real job.' I said, 'Man, forget that!'" (laughter)

"The next day I felt like I was in the gutter. I got my bike and started training and racing. Everytime I was on my bike I was making use out of it - I wasn't just screwing off all day. It's so easy to be lazy. But I've been riding my rollers, my mind has been on the racing,

and I wanna do good. It's not like I'm gonna win every race because the competition's so hard now, but I'm leading the USBA, and I'm in second in NBL, so I'm obviously moving in the right direction."

BMXA: "Do you still get nervous when you're on the gate?"

Greg: "Definitely. I don't know if it's nervousness or adrenalin. I guess when the adrenalin's gone, then you can't race anymore. It's like when you get on the gate, you just go."

"Everybody thinks you gotta be Joe Serious all the time, but you've gotta be able to have fun, 'cause that's what it's all about. Even though I'm making a living at it, if I don't have a little bit of fun with it then I'm just gonna get burned out, you know? I can't be a machine."

MORE GABBING

"On the list of the pros who are cookin' right now, you can add Stu Thomsen, who's wailin' on both his



Keep away from the track! Here come some of the 16 & Over Open heavyweights! Travis McGhee (70) scored a win in the 16 & Over Open AND 16 Expert mains, while his teammate, the unflappable killer himself, Tim Kakouris (2), tromped the 18 & Over Expert main.

20 and his cruiser. Eric Rupe is also jammin' on his cruiser. Gary Ellis is a little bit off his game so far."

"The lone original Missouri Outlaw, John Piant, is looking good, too, and he's still privateering after being dropped by Huffy at the end of last year. Let's get a word with him."

BMXA: "What's this about you thinking about getting a regular job?"

Piant: "I thought about it twice. (laughter) I was thinking 'bout getting a job at Midwest Four Wheel Drive, that's where Bigfoot is, and

where I get a lot of stuff for my truck. But I was doing good racing, so I just kind of signed that one off. Then coming up to this race, I was thinking about it again, 'cause it'd been a month since I raced last and I was getting bored. But I can't get a job anywhere that I can take off every weekend to race and miss a couple days during the week to practice, too."

BMXA: "You said earlier that you'd saved up enough to get around to the races for a year. Was that from money you saved

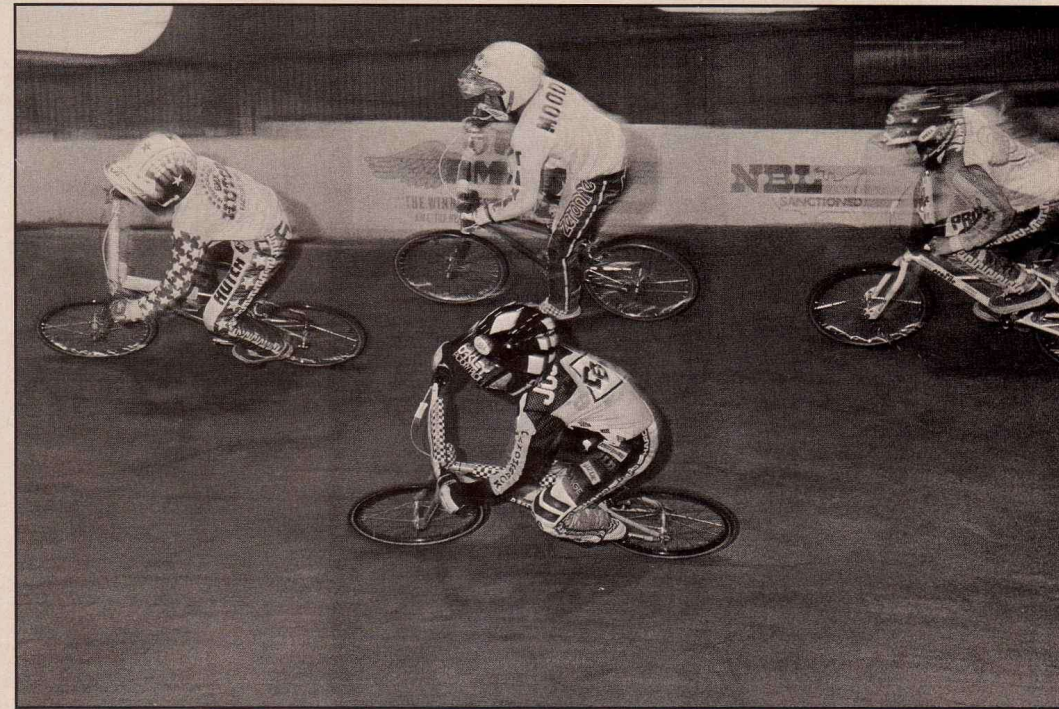
while you were riding for Huffy?"

Piant: "Yeah."
BMXA: "That's cool. You didn't just blow it all on toys, huh?"

Piant: "I tried! (laughter) I didn't blow it, no. I got my truck, and I bought an ATC to play with, but that's about it. You know, just food is a major expense 'cause I always eat. I eat too much."

BMXA: "What do you eat?"

Piant: "Rats . . . (laughter) No, roast beef and deli stuff that's half-way good for you. No McDonald's or Burger King."



Looky, Martha, there go another batch o' them 11 Experts, plckin' and pokin' their way through the first berm.

BACK TO TRACKSIDE

"Well, the action's heating up, so I'll turn the tape recorder over to that silver-tongued devil, Mike Miranda, for up-to-the-minute reports on the slicin' and dicin'. I'm kinda afraid to imagine what deranged things will be on here when I get it back, but it should be interesting. I'll be talking to you again before everything's over, but for now, heerrrrree's Mike."

Mike: "Thanks, bud. I'm talking to Tommy, as in Brackens. How do you feel on your bike?"

Tommy: "Fine."
Mike: "Do you feel like you got enough practice? Did you ride out in the parking lot before your main?"

Tommy: "No. I wode in da beelding." (laughter)

Mike: "You scum! (laughter) How'd you sleep last night?"

Tommy: "All right."

Mike: "Did ya dream about me?"

Tommy: "Yeah."

Mike: "Thanks. This's Robert Fehd. Did you get to practice before the main?"

Rob: "No, I didn't at all. I just

warmed up in the pits. But it didn't seem to bother me - I feel good out of the gate."

Mike: "Here's Eric Rupe. Any predictions on how you're going to do?"

Eric: "Uh, I feel confident, and I think that I'm gonna win. I feel really powerful and semi-smooth. My starts feel EXCELLENT out of the gate."

Mike: "Well, you beat Tommy out of the gate."

Eric: "He was wheelying - I could see it. But he just motored by me and there was nothing I could do about that."

Mike: "Kay, this is Greg. Do you feel real good out there?"

Greg: "Yeah. I'm not gonna predict anything, but my goal was to make the main. And I did that, so now I want to get in the top three. Just try and go as hard as I can."

OTHER NOTABLES

"Gibey here again. Before we get into the heavyweight classes, I'd like to mention the names of a few people who are blazin' at this race.

There's a guy from South Africa, Michael Fikkert, and he's REAL fast. Also, Jamison Hendler has some KILLER power. He just pulled Mike King and another rider at the same time down a straight like they were going backwards."

B PRO

"Mike here again. Ken Aman, in his B Pro debut, pulls off the swoop of the century on Mahlon Abrams, who was leading. Aman DIVED on the inside of the second corner and FULLY waxed him. Mahlon looks mad - he's chasing him. But Aman's gonna do it. IMPRESSIVE."

PRO CRUISER

"In this main, Stuart Thomsen gets a bogus start, and D.D. Leone holeshots. D.D.'s leading it all the way around, Stuart's second, Turnell Henry (Tuni) is in third, but he's getting squirrely. He just cut off Jeff Ruminer. That's the way they finish - D.D., Stuart, and Tuni."

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- ▶ July 31st, 1985. **THE HARO FREESTYLE TOUR**, featuring Ron Wilkerson, rips into Rockville. Be there! Aloha!!

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RACING TIPS



Yup, there he goes, ol' Moto-Mike Poulson, calmly sailing over the death pit at The Lot in Sylmar. Ain't he stylish? The Lot is one of the fave riding areas of the San Fernando Valley hotshoes — of which Mike is now a full-fledged member. He just moved there from Layton, Utah.

There probably isn't anything more spooky in racing than jammin' at Warp speed towards a hefty set of double jumps. You have some snap decisions to make. Do you sail blithely over 'em or use a non-flying speed jump approach?

A definite tinge of fear also arises here. What if you launch off the first one, and you can INSTANTLY tell that you're not gonna make it all the way across? Yeah, doubles play tricks on your brain. But you can fight back with a few tricks of your own.

We snagged Schwinn's finest full factory pro, Mike Poulson, who just moved from Layton, Utah, to the sunnier climes of So. Cal., to do the demonstrating as we pass along some hot tip secrets for a successful double jump attack plan.

BASIC STUFF

Before you truck on out to conquer the most fearsome doubles you can find, use your noggin'. If you're not REALLY sure of your abilities as a jumper, find some bite-sized jumps

and work your way up to the bigger stuff.

Also, when you're riding, whether you're out by yourself or thrashing with some of your riding pals, it's a great idea to wear a helmet. Like when we went out to Parks a couple days ago, Tommy Brackens and Rob Fehd were out there practicing — and wearing their helmets. Wearing a helmet is cool — brain damage isn't.

As anyone who's attempted double jumps can tell you, your first priority is to at the very LEAST make sure your front wheel clears the lip of the second jump. If your front wheel hits, you're a prime candidate for the dirt-for-lunch bunch. If your back wheel gets caught, you may get squirrely, but you can probably ride out of it.

The first thing to do with any set of doubles is to ride over 'em SLOWLY. Don't jump 'em the first time over 'cause you might get a surprise — like a smaller third jump that you didn't notice, or a second jump that has had the backside removed.

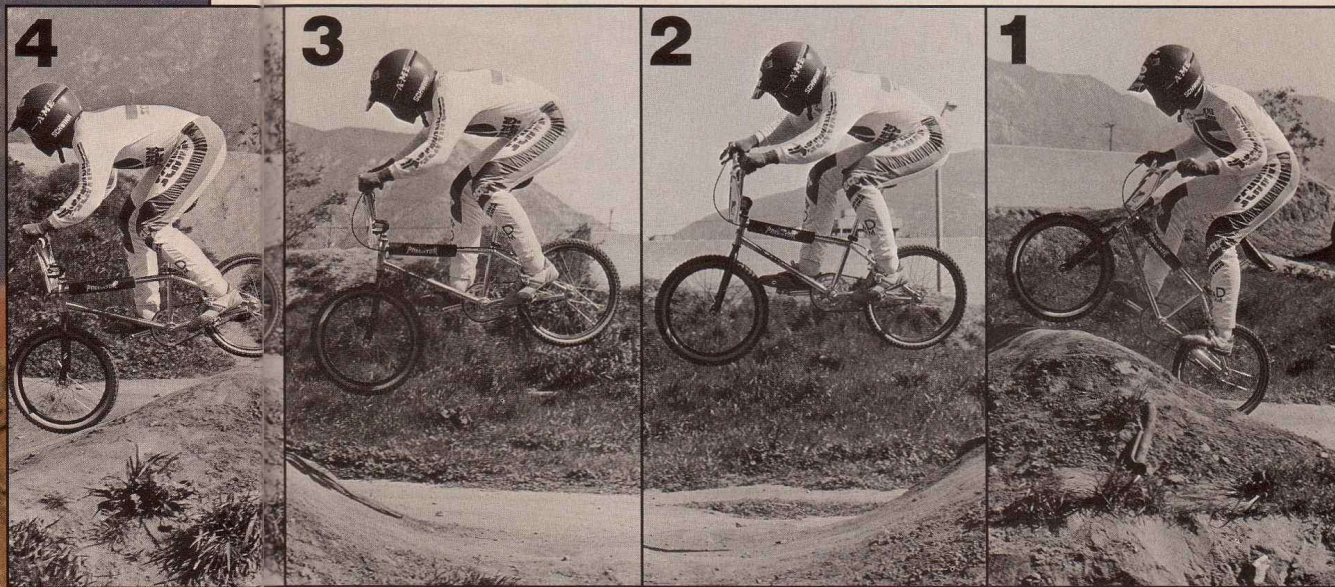
Next, check out the takeoff. Ex-

amine how far apart the two jumps are. Are they within your range of flight? Take note of how steep the face of the second jump is (just in case you don't completely clear it). Scope the angle to the backside of the second jump. How's the approach to the jumps? Do you get a good, easy run at it? Or do you have to grab a few quick pedals out of a corner and then strain to make it? These are all factors to be considered.

By now you've probably computed whether or not you can clear 'em. If you're still not sure, try a few runs, but jump off to the side so that you miss the second jump completely. By doing this you should be able to gauge whether or not you have enough flight time to make it. Have one of your friends mark where you're landing, too. Then you'll know for sure how far you're flying.

Another trick (and one that helps you deal with the fear factor) is to imagine the jumps as a tabletop. Would you easily be able to jump the chasm if it were filled in? Yeah? Then

DOUBLE JUMPS THEY'RE AS EASY AS ONE, TWO, (GULP) THREE



Things to scope here include how as Mike hits the jump he's got his knees bent, how he's ready to let the bike tuck up towards his bod, and how he keeps one finger on the brake lever — just in case. In the third shot you can easily tell how Mike's eagle-eyeing the lip of the second jump, making sure both wheels are going to clear, and then in the last shot, scope how both wheels touch down — exactly following the angle of the jump. Perfect.

there's no reason why you can't do it with the dirt in between missing. Also, if you can find one, stick a piece of plywood across the tops of the two jumps and practice with it on there 'til you're confident enough to remove it.

Remember, the first time you go for a new set of jumps is always the hardest. After that, each successive jump is easier.

GETTING AIR

There are two ways to make it over a set of doubles. The first one is the grunt and strain style. It may not be very pretty, and it's not the fastest way over, but you're doin' what you have to do to make SURE you get over both jumps. You can tell the riders using this style because they pull up really hard on their handlebars to get a lot of takeoff lift. That's because their primary concern is just to make it over the second jump. This is how EVERYONE — from midget to factory pro — started out.

The more advanced method is to fly *just* far enough to clear the second jump, but to stay as low as you can. The much lower trajectory gets you over the jumps as quickly as possible. This is full-bore racing style, and the method that Poulson is demonstrat-

ing in the photo sequence.

The object here is to not go for as much lift as you do with the grunt and strain style. Don't pull up on the bars at takeoff, but instead use a faster approach speed, letting the bike tuck up towards your body — just enough that your wheels barely clear the lip of the second jump, but not so much that you land past it. Keep your body weight just slightly back from the center of the bike and your buns tucked back. Then as you're coming in for a landing, push out with your arms and legs so that you drop the front end slightly (where the front end is lower than the back end) and both wheels return to Mother Earth at the same time.

Why should both wheels touch down with the angle of the jump? Because you can pick up an extra boost of speed when you untuck your legs quickly and use the downslope of the second jump to pick up some extra momentum. Plus, the sooner you're on the ground and in complete control, the sooner you can start spinning again.

In flight, your goals are the same for both styles. Concentrate on keeping the bike pointed straight and level, and making it CLEANLY over the lip of the second jump.

COMING UP SHORT

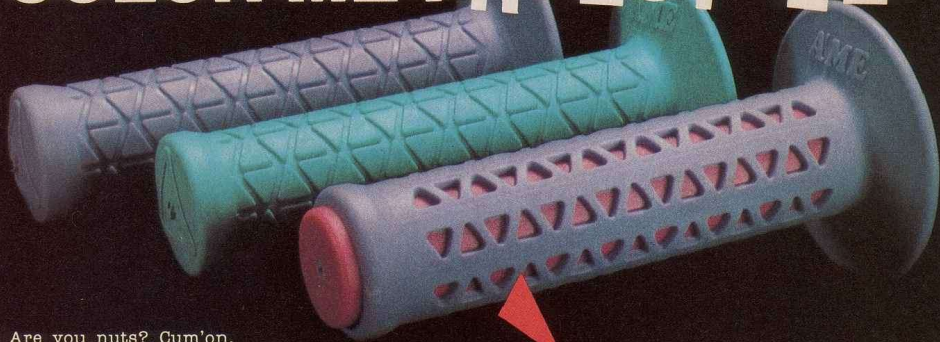
Of course you know that flying too far is highly preferable to landing short. But what do you do if you KNOW your wheels are gonna clip the second jump? Kick into this emergency tactic mode and go for a double-pumper. This 'til number is used most successfully by Gary Ellis.

What's a double-pumper? When Gary knows he's not gonna make a jump cleanly, he does what can best be described as a bunnyhop in the air. The technique is exactly the same as a bunnyhop on flat ground. Pull up the front end and then tuck the back end of the bike into your body. Keep your knees loose so that if the back wheel does clip the jump, your legs can soak up some of the shock.

NOW WHAT?

Practice, and keep practicing! That's the best way to improve your style. If you don't have any jumps, get some friends together and build some in a vacant lot. Check around with your riding buddies at school to find out where new jumps are. Practice on as many different varieties as you can. Work your way up to bigger and bigger stuff, and pretty soon you'll be attacking all kinds of doubles with no fear. Go for it! ■

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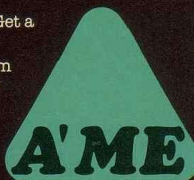


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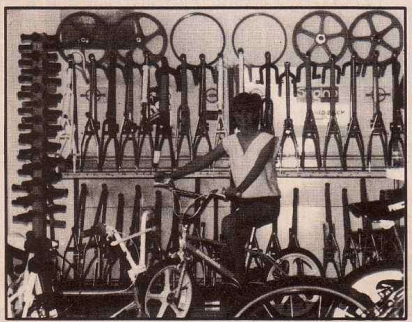
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Dia-Compe 890 caliper, Araya 7X aluminum rims, and Cheng Shin knobs. The brakes work good, the rims stayed round (even after MUCH abuse), and the tires grip passably well.



When we tested the DB Super Viper back in the February '85 issue, we let Cosmo have the bars 'cause they fit him purr-fect. Well, he's got another set of bars to add to his collection 'cause we replaced 'em with a set of Galindos that are much wider than the 22 3/8 inch width of these dudes. His new pair will definitely last longer than the previous set, though. These 'uns are totally chrome-moly.

Sometimes the BMXA test heroes are so cruel they can hardly stand themselves. For example: Our latest BMX ACTION official torture-test victim comes from the factory honchos at Diamond Back. It's the Super Streak, and right this second the Nerd Herd is over in R.L.'s corner of the warehouse, deviously plotting all sorts of fiendishly clever ways to abuse, beat on, and just generally mega-fly on it.

Meanwhile, we sit here in the spacious, comfortable, and tastefully decorated BMXA editorial offices, pounding away at our faithful Kaypros in our never-ending quest to bring you more wonderfully warm-hearted yet highly informative pearls of moto-wisdom.

Well, it looks like the Nerd Herd has finished their poking and prodding. Now it's our turn.

TRUCKIN' FORWARD

Visually this lean, mean moto-machine is a whole lot like the Super

Holy kowabonzical radness, Batman! Is that Capt. Kirk flyin' the Super Streak over one of the jumps at Mike Miranda's secret thrashing grounds in Riverside? You bet it is. The SS proved to be an able flier — after we changed the too-small bars, that is.

Viper that we ran through the mill a few months back. There are a couple of other similarities, too — it's built for the same size riders as the SV, and the frame and fork geometry is in the same ballpark. But other than that we're talkin' a whole 'nuther enchilada. Let's start the dissection.

SCOPIN' AND MEASURIN'

Like the Super Viper, the Super Streak's frame is made in Taiwan, but UNLIKE the SV, it's constructed of 4130 chrome-moly from one end to the other. That's cool. The frame checks in on the scales at a respectable four pounds, seven and a half ounces.

The forks on both the Super Viper and the Super Streak are totally chrome-moly, but the Super Streak's legs measured out with 1/8 inch more rake than the SV's. Weight is one pound, nine ounces.

HOW 'BOUT THE COMPONENTS?

Glad you asked. There's a fair number of qual goodies here. Top drawer stuff like Araya 7X aluminum rims, Suzue high-flange hubs, and

the Diamond Back aluminum and chrome-moly stem that's made by Sugino.

The braking is taken care of by a Dia-Compe Tech 3 lever and 890 caliper. The 890 is fairly good, and with some careful dialin' you can get it to bring you back down from Warp speed fairly rapidly.

The knobs are Cheng Shin copies of Tioga Comp IIIs, and the performance from 'em is commendable. But if you're aggressive you KNOW how they compare to REAL Comp IIIs. Nada.

Max power transmission for racing is somewhat hampered by the 165mm cranks. They're fine for thrashin' around the neighborhood, goin' for vacant lot kamakazi action, and serious curb jumping, but they're too short for racing. They're also heat-treated, so they're fairly durable.

The drivetrain is rounded out by Diamond Back spider and a 44 tooth Sugino Duralumin chainwheel. Duralumin? That means ultra-tough aluminum. Good stuff. The pedals are Taiwanese HTIs, which are a bit small, but they'll do fine 'til you can scrape up some bucks to replace 'em with some platform jobbers.

Moving straight up from there we find the seating accommodations —

Not too shabby for just under \$200.00. Dudes in the eight to twelve year old range will be happiest on this pup. Anybody bigger than that will find the Super Streak is just too small for 'em.

a comfortable Diamond Back seat with a fluted aluminum seat post and an aluminum seat post clamp. Both the seat post and seat post clamp are Factory Generic, but they're both cool.

STRANGE AND UNUSUAL STUFF

The Super Streak has a plastic sleeve that slips snugly into the bottom bracket shell (between the bearing races) that prevents dirt, glop, scum, and miscellaneous sludge from finding its way through the frame tubes and into the bottom bracket bearings. It's no big deal, but it IS nice — and effective.



If the handling of the Super Streak had been less than spot-on, Kirk wouldn't have EVEN attempted stuff like this. He never ceases to amaze us.

CALLING ALL TESTERS . . .

We don't have to yell twice to get the test woobies onto an official test scoot. They're ALWAYS willing to thrash and trash machinery. The Super Streak was no exception — so we loaded it into the Wiz Pubs factory van, packed the cameras and a cooler of Pepsis, grabbed Capt. Kirk, and hit the road. Destination? Mike Miranda's secret practice grounds, rumored to be incredibly gnarly.

Two hours of horrendous traffic, five wrong turns, and two totally dusted six-packs of pop later, we rolled up to Miranda's secluded hideaway. There was Doug Davis, Diamond Back factory 'shoe and this month's rippin' guest tester, waitin' to start the action.

So we did. Kirk jumped on the Super Streak, pedaled a few feet, and stopped . . . the bars and gooseneck were WAY too small for him. A little searchin' through the trusty van uncovered a pair of Galindo GX bars with Oakley B-1B grips, and a Hutch Pro stem. Perfect. 'Course we had to pull 'em off Gibey's bike, but hey, the



Doug Davis cruised on up from San Diego to spectate during the testing activities and do a little riding for our cameras himself. High speed berm blur.

Price & Specs

COMPLETE BIKE PRICE: \$199.95 in chrome, and \$189.95 for the painted finish.
FINISHES AVAILABLE: Chrome with black or blue components, and white with black components.

COMPLETE BIKE WEIGHT (without pads or plate): 23 pounds.

FRAME WEIGHT: 4 pounds, 7 1/2 ounces.

FORK WEIGHT: 1 pound, 9 ounces.

HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area): 7 1/2 inches.

HANDLEBAR WIDTH: 22 3/8 inches.

TOP TUBE O.D.: 1 1/8 inches.

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

FORK LEG O.D.: 1 inch.

Components

FRAME: Diamond Back Super Streak, chrome-moly.

FORK: Diamond Back Super Streak, chrome-moly.

HANDLEBAR: Diamond Back, chrome-moly.

HANDLEBAR STEM: Diamond Back, aluminum and chrome-moly.

GRIPS: Fuan F-1 type, vinyl and rubber.

HEADSET: Diamond Back.

RIMS: Araya 7X, aluminum.

SPOKES: 36, .080, with brass nipples.

HUBS: Suzue, high-flange, aluminum bodies.

TIRES: Cheng Shin.

BRAKE: Dia-Compe 890 caliper, rear only.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 3.

BRAKE CABLE: Dia-Compe.

CRANK: Diamond Back, one-piece forged steel, heat-treated, 165mm.

PEDALS: H.T.I., aluminum and chrome-moly.

BOTTOM BRACKET SET: Diamond Back.

FRONT SPROCKET: Sugino duralumin chainwheel, 44 teeth.

SPIDER: Diamond Back, chrome-moly.

REAR SPROCKET: SunTour, 16 teeth.

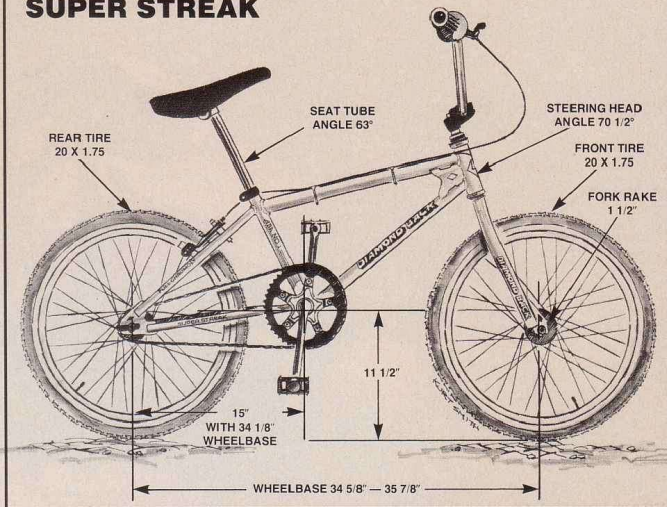
CHAIN: KMC, 1/8 inch.

SEAT: Diamond Back.

SEAT POST: Fluted aluminum.

SEAT POST CLAMP: Aluminum.

DIAMOND BACK SUPER STREAK



Performance Evaluation

PURPOSE: Racing (up to and including novice), thrashable and stylin' street bike.

AGE RANGE: 8 to 12 racing and street, maybe up to 13 or 14 with a different set of bars.

QUALITY OF FINISH: Excellent.

QUALITY OF WELDING: Fair to very good.

The beads truck along just fine in some spots, and then suddenly they'll look like the dude doin' the welding sneezed — they get a little jagged.

QUALITY OF COMPONENTRY: Fair to excellent. We'd have to pick on the bars and

the cranks as the components that rank in the fair territory. Everything else is pretty sano.

GEOMETRY: Excellent for beginners.

HANDLING: Very neutral. No surprises.

MISCELLANEOUS COMMENTS: "These bars feel like they should be on a tricycle."

Seriously, a wider, and somewhat flatter set of bars would be good for any size rider . . .

The sleeve that fits inside the bottom bracket shell to keep mung and drool from the tender bottom bracket bearings is cool . . . Both wheels slip into place nicely, and the cups and races all fit fine . . .

The spokes stayed nice and tight — no loosening at all . . . Keep an eye on the chainwheel bolts. All five were loose on our test bike when we were done.

TEST INPUT: Capt. Kirk, Gibey, Doug Davis, A.J., Don-Boy, Windy, Harry Leary, and Cosmo.

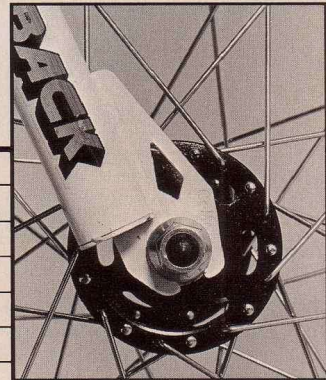
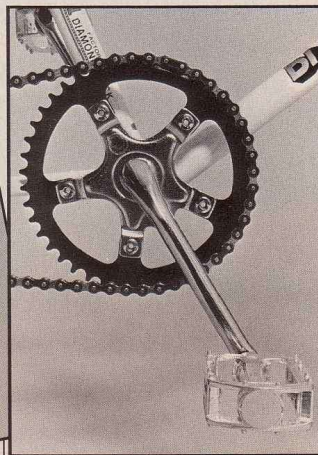
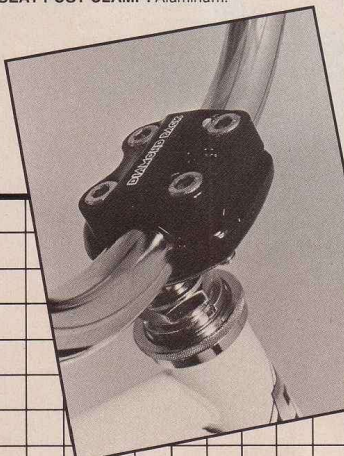
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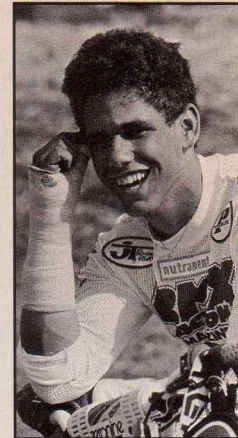


Whoop-ee! Is this classic stylin' or what?

test must go on, right? Now Kirk was ready.

He put the Super Streak through some heavy-duty flight maneuvers and sure enough it took it all in stride. Almost. He did manage to tweak the forged steel cranks. Of course, not

Kicked out and crossed up in the midst of another hazy Riverside day. Any higher and Mr. Chrisco would have been permanently lost in the smog.



Did having a broken thumb slow Kirk down? Is Christie Brinkley ugly? (He broke it on his driveway trying to learn how to do a boomerang on his race bike. Stick to racing, Kirk.)

many people abuse bikes the way Capt. Kirk does.

Any comments, Kirk?

"It's a bit on the small side for me, but the bike should be about right for kids 8 to 12 years old. The steering is kinda slow — it's a lot more forgiving in the corners than a full-on race bike, which is cool for beginners. Overall, it's a good bike for someone who's getting started."

WHAT'S THE DAMAGE TO YOUR WALLET?

Actually, it's quite minimal. Right in the neighborhood of \$199.95 for the chrome model, and a mere \$189.95 if you opt for the painted version like our test unit. For that you get a raceable scooter that'll easily see you through the novice class (as long as you change the cranks and bars) and possibly up into expert. In other words, the Super Streak is definitely worth checkin' out. ■



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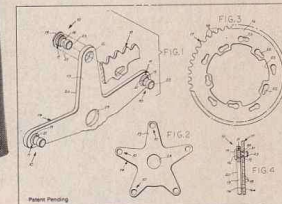
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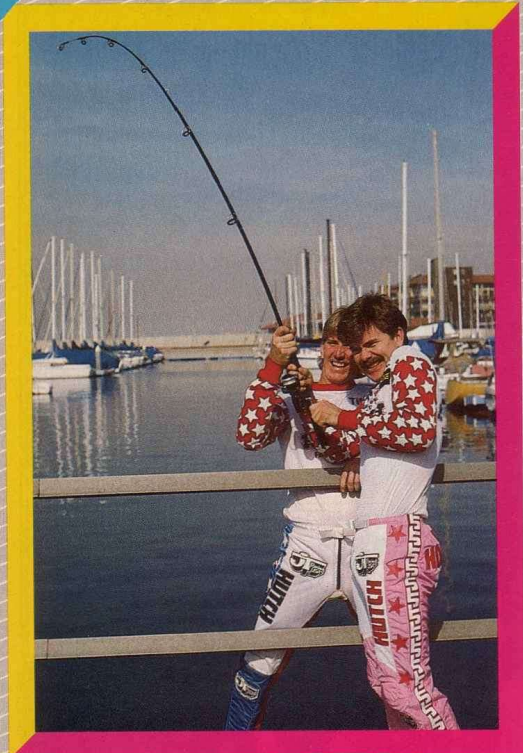
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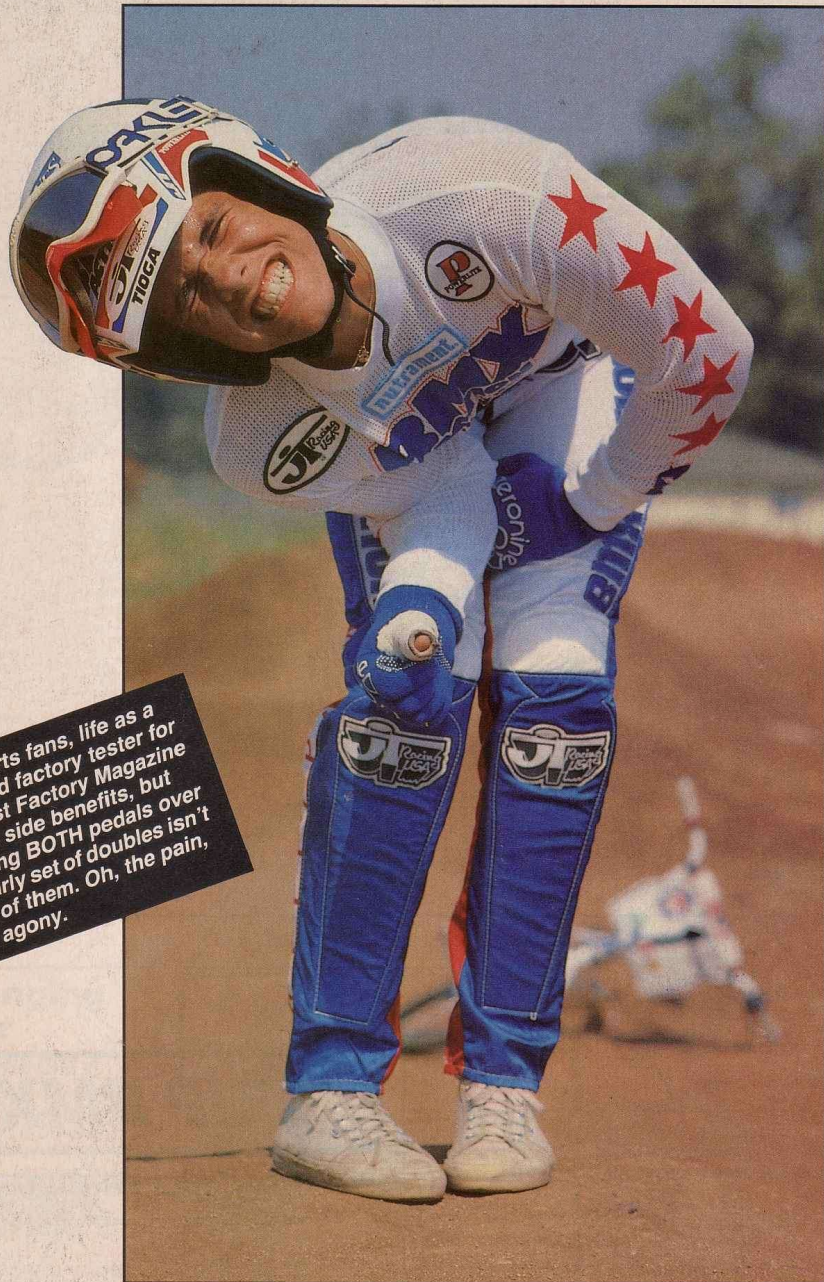
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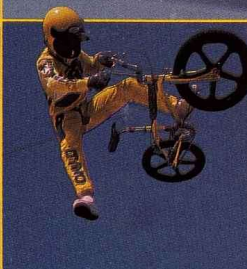


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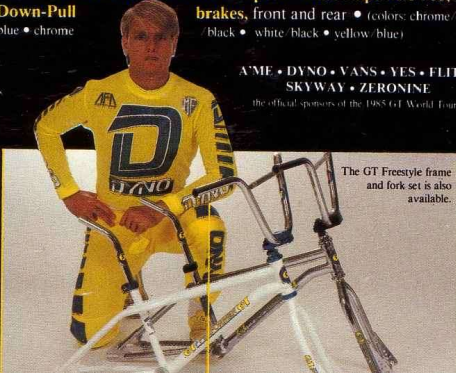
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