



This is honest air. There're only two guys in Camarillo that get this much air. One of them is Dino DeLuca. The other is Todd Anderson. Either of them can hold their own against anybody on a ramp.

**FREESTYLIN'**  
MAGAZINE  
official Scoot review

## DYNO COMPE 2

BY LEW

You're new in town, and this is the first bike shop you've been to. You walk in the door to see what they've got. Standard issue beach cruisers, some ten speeds, a few ladies three speeds. Ahh, here we go—the BMX/freestyle section. Skip past the race bikes and get right to the 'stylers. Most of 'em are box-stock, nothing really too exciting . . . hey, wait a sec . . . check out that Dyno over there in the corner.

Yeah . . . now there's a freestyle machine. Looks like one of those new Compe 2's. Let's get a closer look. It's totally easy to spot this scoot, especially with the distinct bend in the top tube near the seat mast. The forks are also easily recognizable 'cause of the outward bend at the bottoms with the dropouts welded on the reverse side. Strange yet cool at the same time.

Yeah, it's a Compe 2, that's for sure. It's got ALL the hot freestyle necessities. Freestyle proven GT componentry like mags, tires, frame standers, fold-up fork pegs, plus Dia-Compe 900 brakes . . . you name it, the D-2's got it. And it looks sooo bit-chen with that lavender frame and fork.



Lean and mean. This rates WAY up there on the cool-looking-bike-scale. The Dyno Compe 2.

Todd Anderson and Dino DeLuca. Best friends, factory sponsored, and as bio as they come. Todd's lookbacks rule.



PHOTO BY WINDY

"Can I help you there, sonny?" asks the shop owner.

"Naw . . . just browsing. Well, wait a second, sir. Can you tell me a little bit about this Dyno here? I know it's a hardcore freestyler to the bone . . . but what about the tech stuff? You know, price, some of the components, what it's made of . . . that kind of thing," you ask, glancing at the bike.

"Sure thing, pardner. Whaddya need to know first. Colors? Chrome, white, grey, green, yellow, blue, pink, or lavender. Of course, you get matching components, too. The frame and fork are 4130 chrome-moly. The GT freestyle bars, GT seat post, SR cranks, the SR pedal spindles, and stem bolt are also 4130 chrome-moly."

"Killer. How much would one run me?"

"You ride it out of my shop for about \$359 painted. And take a look at some of the stuff you're gettin' . . . real A'me grips, and those hot GT mags with the concave surface on the sides to help channel the brake shoes into the center of the rim."

"Cool. And it comes with GT tires too, huh?"

"Stock items, son. Stock items."

"What else can you tell me, Mr.?"

"Just take a look at it. Features like the built-in standing platform on the top tube and built-in coaster brake bracket in case you run one. It even has brazed-on cable guides on the fork legs and the frame. What more could you want, boy?" says the shop owner.

"I just want to make sure I get the bike that's perfect for a guy like me. A hardcore freestyler."

"Well, look no further. You're obviously heavily into freestyle if you're looking at a Compe 2. It doesn't matter if you ride flatland OR ramps . . . this baby will handle either in stride. I think this is definitely what you need."

You're beginning to feel high-pressured by his sales pitch, but you still want to know a little more about the bike.

"What about the drivetrain?"

"The drivetrain, huh? Let me tell ya, this one's top notch. GT power disc, a two-tone Izumi chain, a 43 tooth SR sprocket in the front, a 16 tooth Sun-Tour freewheel on the back. The mags are made for GT by OGK, so you're getting quality there," says the shop owner. This guy knows his cake.

You walk closer to the bike, eyeing it carefully. You note the graphics . . . REAL clean. The welds look good.

Quite a bit of detail went into this thing . . . and it shows. It even has DYNO stamped into the standing platform behind the seat mast.

Suddenly you spot the headset.

Can-can invert.

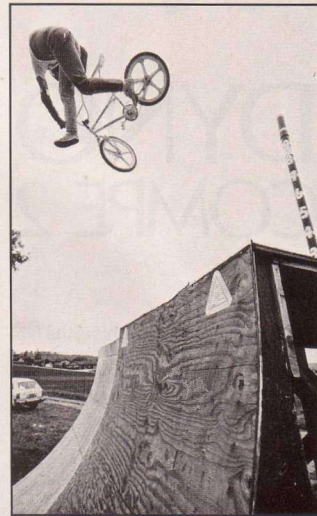


PHOTO BY WINDY

Welcome to Camarillo. It's not uncommon to see air like this up here. That's Dino DeLuca, Dyno's pride and joy, taking the Compe 2 for a test flight.

The man. Our semi-official guest tester . . . Shinglehead, takin' the Dyno to the streets with a few can-can l-hops.



Left and Rights, the banks featured in the April '86 Vertsearch. DeLuca kicker.

"Hey, what's the deal with that?" you say, pointing at it.

"That's the new GT Epoch headset with the plastic top piece. Pretty slick, huh?"

"Yeah. It looks excellent." You grab the grips and begin to swing your leg over the seat. "Can I sit on it for a second?"

"Yeah, I guess so. Just don't scratch it. And don't get those white tires dirty, either."

Feels great. From the Viscount seat to the SR pedals . . . this bike is it. It's what you've been saving for all year. The phone rings, and the shop owner walks over to the counter to answer it. You pull the Dyno off the stand and ride it across the showroom floor.

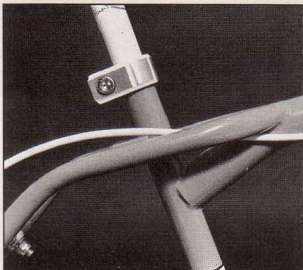
"Hey! I thought I told you not to ride that thing! Now get off that bike unless you plan on buying it!"

You reach into your pocket, pull out your greasy wad of cash, and flip it onto the counter. All 360 dollars of it. The shop owner's jaw drops.

Sold.



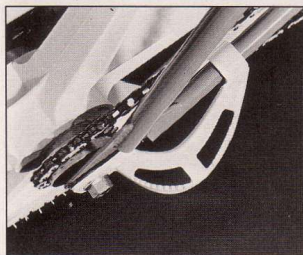
# DYNO COMPE 2



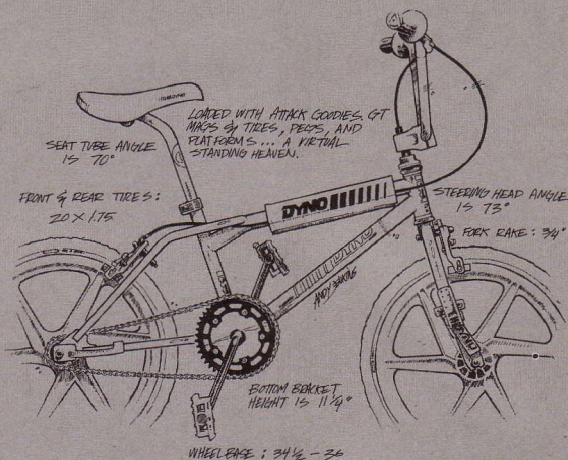
Recognize that bend? You should. It's from a GT Performer down tube. Believe it.



Notable goods are as follows: GT tires, GT fold-up fork pegs, unique bend in the fork legs, reverse dropouts, GT mags . . .



When something like this is against the bottom of your foot, it's going nowhere. GT standing platforms.



## SPECIFICATIONS

**COMPLETE BIKE PRICE:** \$359 painted, \$369 chrome.

**FINISHES AVAILABLE:** Chrome, white, grey, pink, blue, lavender, green, and yellow.

**COMPLETE BIKE WEIGHT:** 30 pounds.  
**FRAME WEIGHT:** Four pounds, 12 ounces.

**FORK WEIGHT:** One pound, 15 ounces.  
**STEERING HEAD TUBE LENGTH:** 4 inches.

**HANDLEBAR RISE:** 8 1/8 inches.  
**HANDLEBAR WIDTH:** 28 1/2 inches.  
**TOP TUBE O.D.:** 1 1/4 inches.

**DOWN TUBE O.D.:** 1 1/3 inches.  
**FORK LEG O.D.:** 1 1/8 inches.  
**BOTTOM BRACKET SIZE:** Large.

## COMPONENTS

**FRAME:** Dyno D-30, 4130 chrome-moly.  
**FORK:** Dyno D-30, 4130 chrome-moly.  
**HANDLEBAR:** GT Pro Performer, 4130 chrome-moly.

**HANDLEBAR STEM:** GT Freestyle, aluminum and chrome-moly.

**GRIPS:** A'me, rubber.

**HEADSET:** GT Epoch.

**WHEELS:** GT (by O.G.K.), nylon and graphite.

**TIRES:** GT.

**BRAKES:** Dia-Compe 900, aluminum.

**BRAKE PADS:** Dia-Compe.

**BRAKE LEVERS:** Dia-Compe.

**BRAKE CABLES:** Dia-Compe.

**PEDALS:** SR, aluminum and chrome-moly.

**CRANK:** SR, 4130 chrome-moly, 175mm.  
**BOTTOM BRACKET SET:** Hatta, steel.

**FRONT SPROCKET:** SR aluminum chain-wheel, 43 teeth.

**SPIDER:** GT power disc.

**REAR SPROCKET:** SunTour freewheel, 16 teeth.

**CHAIN:** Izumi, 1/8 inch.

**SEAT:** Dyno (by Viscount).

**SEAT POST:** GT, chrome-moly.

**SEAT POST CLAMP:** GT, aluminum.

## OVERALL EVALUATION

**QUALITY OF FINISH:** Very good to excellent.

**QUALITY OF WELDING:** Very good.

**QUALITY OF COMPONENTS:** Excellent.

**ASSORTED COMMENTS?** "For hardcore freestylers. NO doubt." . . . "Don't change a thing." . . . "I saw Dino DeLuca pop nine foot plus airs on the stock bike, and that's convincing enough for me." . . .

"Morales should be proud. Very killer graphics." . . . "The majority of components are from GT, so you're getting a trusted name." . . . "The mags are kind of hard to get your feet into for stomach stands, but the concave rim surface MORE than makes up for that." . . . "I don't think you can get a better selection of components."

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## MANUFACTURER:

Dyno Design  
15552 Container Lane  
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O J 2's	\$6.50 ea.

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## SPECIALS \$99.00

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