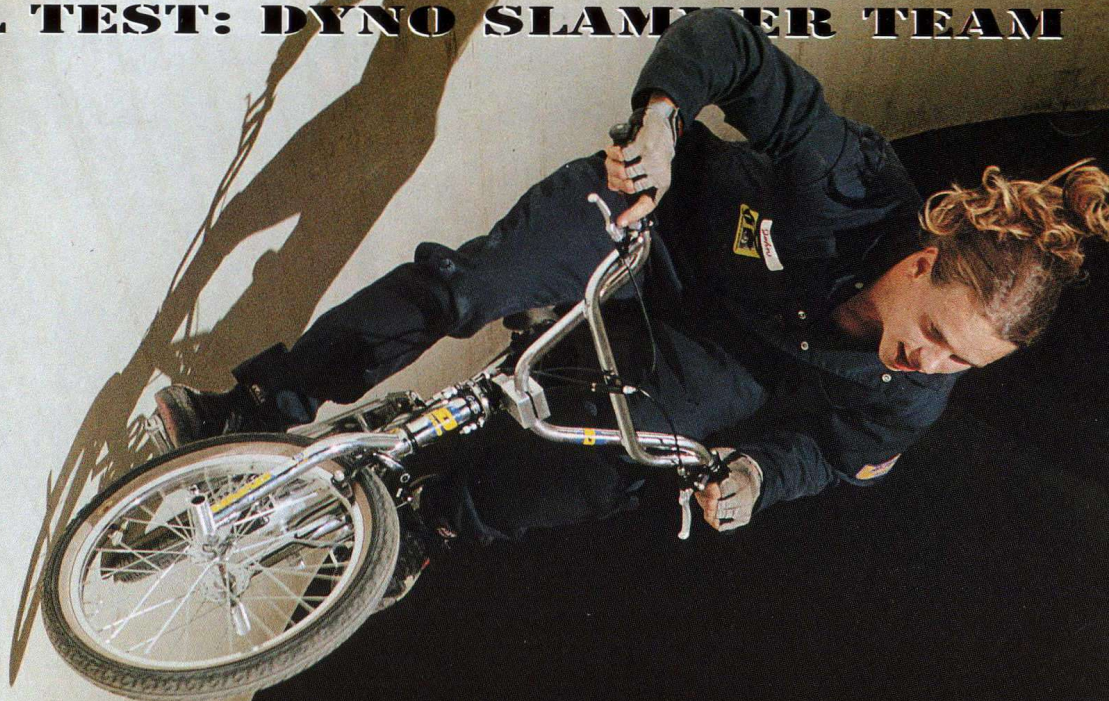


# OFFICIAL TEST: DYNO SLAMMER TEAM

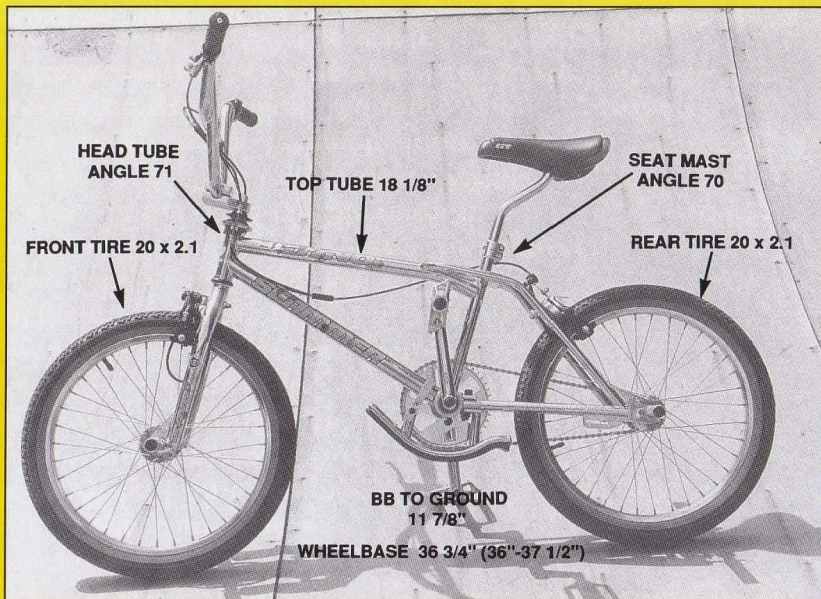
*The Slammer Team handled like a dream in this full pipe located somewhere in L.A., under the direction of one test bloke John Povah.*



Simply put, we grunge-tested the new '92 Dyno Slammer Team complete bike all day long and it was still rolling strong by the end of the official evaluation. A ten-hour time frame allowed visits to Pro skater Todd Congelliere's MASSIVE half-pipe, former Hanter heavyweight Mike Tokumoto's laughable but workable 8-foot half, street, street, and more street, and in conclusion a secret full-pipe session somewhere in Los Angeles. Bio Dyno guy Dave Mirra was on hand to launch skyward on his personal Slammer in hopes of some much-desired magazine coverage. He was not to be stopped. Testmen John Povah and The Tokester himself, Mike Tokumoto, zipped up their fly GO Jump Suits (each decorated for battle with GO logo stickers featuring George Michael circa his Wham! days in the boxes) and slammed on the Slammer for all it was worth.

TEXT: DAILY  
PHOTOS: McDONALD

# DYNO SLAMMER TEAM



## COMPONENTRY

**FRAME:** '92 Dyno Slammer, True Temper 4130 chrome-moly  
**FORK:** '92 Dyno Freestyle Design, 100% chrome-moly  
**HANDLEBAR:** Dyno Freestyle Design, 4130 chrome-moly  
**STEM:** GT Pro XL, alloy with chrome-moly shaft  
**GRIPS:** GT/A'ME flangeless with GT Gripsavers  
**HEADSET:** Tioga MX-II Bear Trap, black  
**SPOKES:** 14G, UCP  
**HUBS:** GT Superlace Sealed Bearing, solid axles, chrome-plated  
**TIRES:** GT HP-III Logo Design, 20 x 2.1  
**FRONT BRAKE:** ACS Boa, ball bearing caliper

**REAR BRAKE:** Odyssey Pitbull  
**BRAKE PADS:** GT SpeedTrap, black  
**BRAKE LEVERS:** Dia-Compe Tech 77, with locking buttons  
**PEDALS:** GT alloy platform, chrome-moly axles, replaceable pins  
**CRANK:** GT Power Series, three-piece chrome-moly  
**BOTTOM BRACKET SET:** Sealed bearing with alloy cups  
**SPROCKET:** GT Power Series, one-piece, 43T  
**FREEWHEEL:** SunTour 16T  
**CHAIN:** Sedis Sport, 1/2" x 3/32", silver  
**SEAT POST:** Dyno Drainpipe, chrome-moly  
**SEAT POST CLAMP:** GT Pro Series double-bolt, alloy  
**SADDLE:** GT Pro Series Design, front and rear replaceable bashguards  
**EXTRAS:** GT Bolt-On Bashguard with nylon skidplate, Odyssey Gyro, GT Tube Ride axle pegs (four)



**WHAT IS IT WORTH?**  
 The specs fax Dyno sent us has the complete street/ramp/flatland-ready scooter, in all its tricked and decked out glory glory hallelujah, listed at (hold onto your bottom jaw) \$599.00 suggested manufacturer's retail. That might seem a bit out of hand, but realize that the '92 Slammer Team is trimmed with some totally top-notch goodies.

For instance, the GT Power Series three-piece chrome-moly crankset (175mm) and sealed bottom bracket set we've been known to drool over, GT platform pedals a la Shimano DX (with replaceable gripping studs), GT sealed hubs with SOLID axles laced into chrome-plated Sun Mistral rims, the GT bolt-on bashguard, all of GT's best stuff, come with the package.

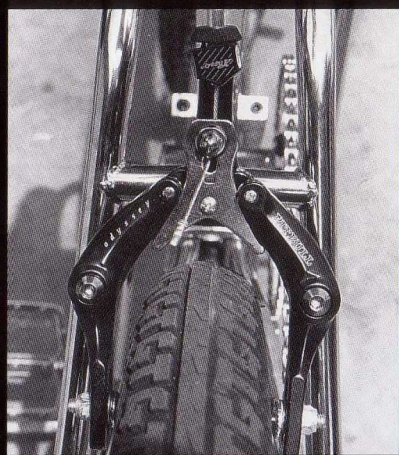
### WHAT'S SO SPECIAL ABOUT THE SLAMMER FRAME AND FORK?

First of all, the frame is constructed from True Temper 4130 chrome-moly tubing. It features an oversized down tube (1 3/8"), milled head tube, and thick drop-outs stamped with the trademark Dyno "D". The gusset behind the seat mast, where old Dyno frames have been known to stress-out and crack, has been redesigned for the better. Instead of just a flat plate for a gusset, the new design is "three-dimensional" and welded all the way around. Stronger. The old U-brake mounts for 990's down on the lower chainstays are long gone. In their place, a rectangular-shaped tube has been welded laterally. Welding is

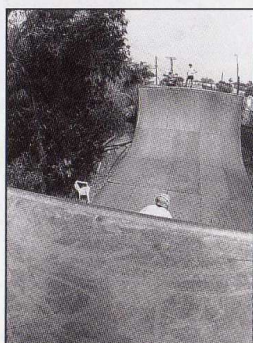
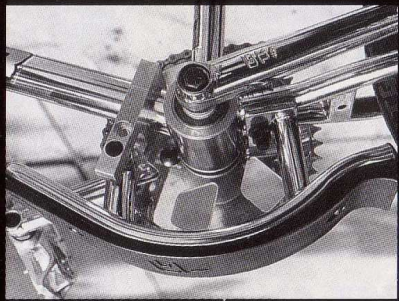


*If you were three feet tall, you could call this a handrail. Take on the Slammer.*

## FOR MORE INFO



**CONTACT:** Your local bike shop stocking GT/Dyno equipment.  
**MANUFACTURER:** Dyno Design  
 17800 Gothard Street  
 Huntington Beach, CA 92647  
 Tel: (714) 841-1169



clean and even; the chrome job on the frame and fork we received for testing was very good. But it's about the new graphics. Our testers weren't exactly shucking their jive, if you catch our drift. Maybe they just take some getting used to? The forks are Dyno's freestyle design with thick drop-outs (again the "D" appears, stamped in) and a bonus brazed-on cable guide. Fully 4130.

### HOW DOES THE BIKE HANDLE?

The 71 degree head tube angle and 1 1/4" fork rake makes for some nice and responsive steering up front, perfect for carving unholy lines and airs on ramps and in pools. The Slammer Team's ergonomics suit any rider from the age of twelve on up. Younger guys might want to slap on a straight seat post or a trimmed-down lay back, but our testers were psyched with the ample leg room and "feel" of the bike as is.

### WHAT CHANGES WOULD THE TESTERS RECOMMEND?

Dave Mirra basically rides a completely stock Slammer Team. His changes? GT bars, longer and larger-diameter pegs, "old style" GT stem, a straight post and sawed-off GT seat, and 1.75 size tires front and rear. Those are just personal touches that Dave feels comfortable with. Our testers said...

"I would probably change these grips to something softer like Jives or ODI's because I don't always ride with gloves."

"I'd put two 1.75 tires on, too. I really can't disagree with anything else as far as what I would change."

"Oh man, do I HAVE to wear

## SPECIFICATIONS

**COMPLETE BICYCLE PRICE:** Approximately \$599.00  
**FINISHES AVAILABLE:** Chrome, Stealth Black  
**COMPLETE BICYCLE WEIGHT:** 31 pounds, 4 ounces  
**TOP TUBE O.D.:** 1 1/4"  
**DOWN TUBE O.D.:** 1 3/8"  
**FORK LEG O.D.:** 1 1/8"  
**FORK RAKE:** 1 1/4"  
**HANDLEBAR RISE:** 9 1/2"  
**HANDLEBAR WIDTH END TO END:** 28 1/2"

Frameplant icepick. Dave Mirra.



witnessed its benefit when John miscalculated a lamp post fakie and the bashguard railroaded into it really, really hard. Without the bolt-on little buddy, there would have been one severely tweaked sprocket.

The Dyno Freestyle Design handlebars didn't break, but they did indeed flake. The chrome plating began peeling off in small patches on the lower bends and beside the brake lever on one side. The 540 Toke missed might have had something to do with this. We figured that the trauma of the crash made the bars flex and consequently flake, or that perhaps the bars had not been properly plated. It should be noted that the frame and fork did NOT flake. The wheels came out of the day's carnage still perfectly straight. The stem held tight in all respects. Speaking of respect...

**HERE'S ABOUT ALL WE CAN TELL YOU**

The Dyno Slammer Team Model is one fine, fly machine for pavement, wood, plexiglass, dirt, brick walls, whatever you care to throw at it. Its componentry composition is more than choice. Our testers couldn't inflict any serious damage to

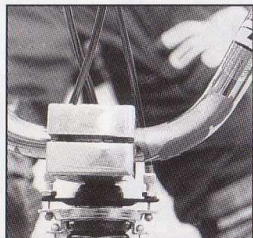
this suit? It's tight in the crotch. Oh, all right..."

**WHAT DID THE TESTERS LIKE ABOUT THE SLAMMER TEAM?**

"It feels SO solid."  
 "Pedals are nice and grippy. It looks like they put all the studs in that they could."  
 "The cranks are insane."  
 "I love these tires. They totally stick."  
 "The brakes work killer--ACS Boa on the front and the Pitbull on the rear. That's what I run on my own bike. They grab great."  
 "The pegs are fine. They grind really well, especially after the knurling gets worn away a little. That's cool that the bike comes with all four."  
 "This seat rules. Here, sit on it."

**WHAT DID THE TESTERS BREAK ON THE SLAMMER TEAM?**

The only thing that broke on the bike was the chain when John went for a high speed bashguard to ledge grind. The curvature of the base of the bashguard is such that the chain is not entirely protected, and it sometimes gets worked. John explained that Jess Dyrenforth



Ugh. Chrome flakeage.

remedied this minor flaw by putting a triangular wedge underneath the lower chain stays, which lowered the bashguard enough to save the chain. Other than that, the bashing apparatus performed superbly on both ramp and street. We

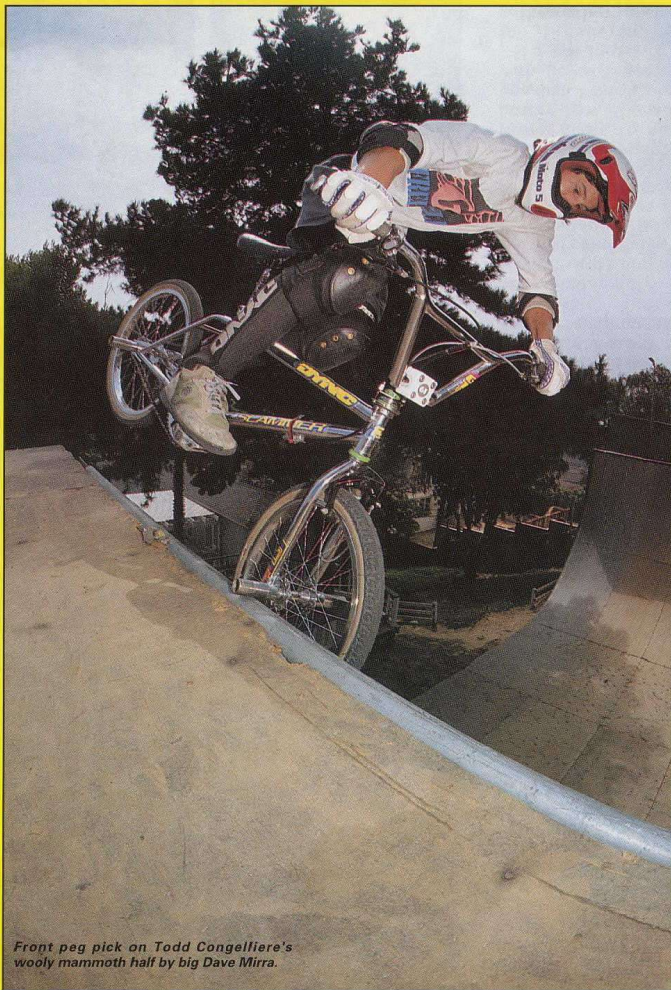
it in over ten hours of riding, and we were even feeding them Power Bars. Feast your eyes upon one at a bike shop nearest you, and if you've got enough marbles in your pocket you might just find yourself feasting your soul, Dyno style.



Check the distance. Povah just could not disagree with how the Slammer street-performed.

- AGE:** 17  
**HOMETOWN:** Chittenango, New York  
**SPONSOR:** Dyno  
**CO-SPONSORS:** GT, A'ME, Rector, L.A. Gear, Pulse Products  
**PERSONAL GEAR:**  
 Bell Moto Five helmet  
 Bell visor (integral)  
 GT or Dyno t-shirt (men's large)  
 Dyno shorts  
 Fruit of the Looms briefs  
 Rector Fat Boy knee pads  
 Dyno shinguards  
 Tube socks  
 Airwalk Enigma shoes (purchased by himself)  
 JT Racing leather gloves  
**PERSONAL RIDE:**  
 Dyno Slammer frame, '92 model  
 GT forks  
 GT Freestyle four-piece handlebar  
 GT "meat mallet" stem  
 GT/A'ME Anatomical grips, flangeless  
 Pyatt grip ends, aluminum  
 Tioga Bear Trap headset, lime green cups  
 Sun Rims, chrome-plated  
 GT sealed bearing hubs  
 Stainless steel spokes (GT Superlaced)  
 Pulse Products pegs  
 GT tires, Low Profile, 1.75 front and rear, black  
 ACS Boa front brake  
 Odyssey Pitbull rear brake, mounted on lower chain stays  
 Odyssey Gyro  
 Kool Stop brake shoes  
 Odyssey cables; Slik (front) and Gyro (rear)  
 Dia-Compe Tech 77 levers  
 GT platform pedals  
 GT Power Series cranks, 180mm  
 GT sealed bottom bracket  
 GT Power Series sprocket, 44T  
 Shimano freewheel, 16T  
 GT Power Series chain  
 GT seat, sawed off  
 GT seat post, straight  
 GT double-bolt seat clamp

**DAVE MIRRA**



Front peg pick on Todd Congelli's woolly mammoth half by big Dave Mirra.

He's young and he's restless, and it is this volatile combination that keeps Dyno's Dave Mirra fired up on riding at all times. He's good, too, able to bust massive airs with variations, 540's, and tailwhips as well as any lip trick out there, fast and smooth. The immediate goals of this 17-year-old New Yorker include turning Pro (he's more than ready) and getting an ad for GT/Dyno ("Bill Neuman just got on GT and he gets in an ad right away. Me, I've been on Dyno for two years and I'm STILL not in one. Man..."). Give the boy time.

**When did you start getting into ramps?**

"When I was about 13, but it was just as a secondary thing because flatland was my main thing. Ramps I just did for overall wins."

**And now you're pretty much a ramp rider exclusively.**

"Pretty much, yeah. I mean, I ride flatland in shows and we screw around at my house sometimes, but I'm not really serious about it anymore."

**Have you ever tried a 900?**

"I tried one last year in Louisville. I actually started spinning really good but then I just jumped off."

**Would you say you are more of a go-for-it kind of rider or a controlled rider?**

"I think I'm more of a controlled rider. I don't really go for stuff. I just go for stuff I know I can do. Usually."

**Are you a perfectionist?**

"I guess I am. I try and get everything dialed. I always want to have my tricks consistent so I can go to a

contest and boom-boom-boom--pull everything."

**Do you still keep your bikes dialed?**

"Yeah. I make sure it's dialed at all times. It's been getting pretty thrashed since I've been out in California. But I keep it mint. I always fix it when I get home."

**How do you see ramp riding progressing?**

"The tricks are getting harder and sicker."

**Are you thinking about turning Pro for next year?**

"For the next contest. I was going to turn Pro at Mission Trails and all those contests but I wiped out too soon. That was going to be my big weekend to turn Pro. Next contest, definitely."

**Is Dyno totally behind you?**

"Yeah. Everything's cool."

**Do you think you can hang as a Pro?**

"(Smiles) Hopefully. We'll see."



Sidwinder grind dismount. Mirra.