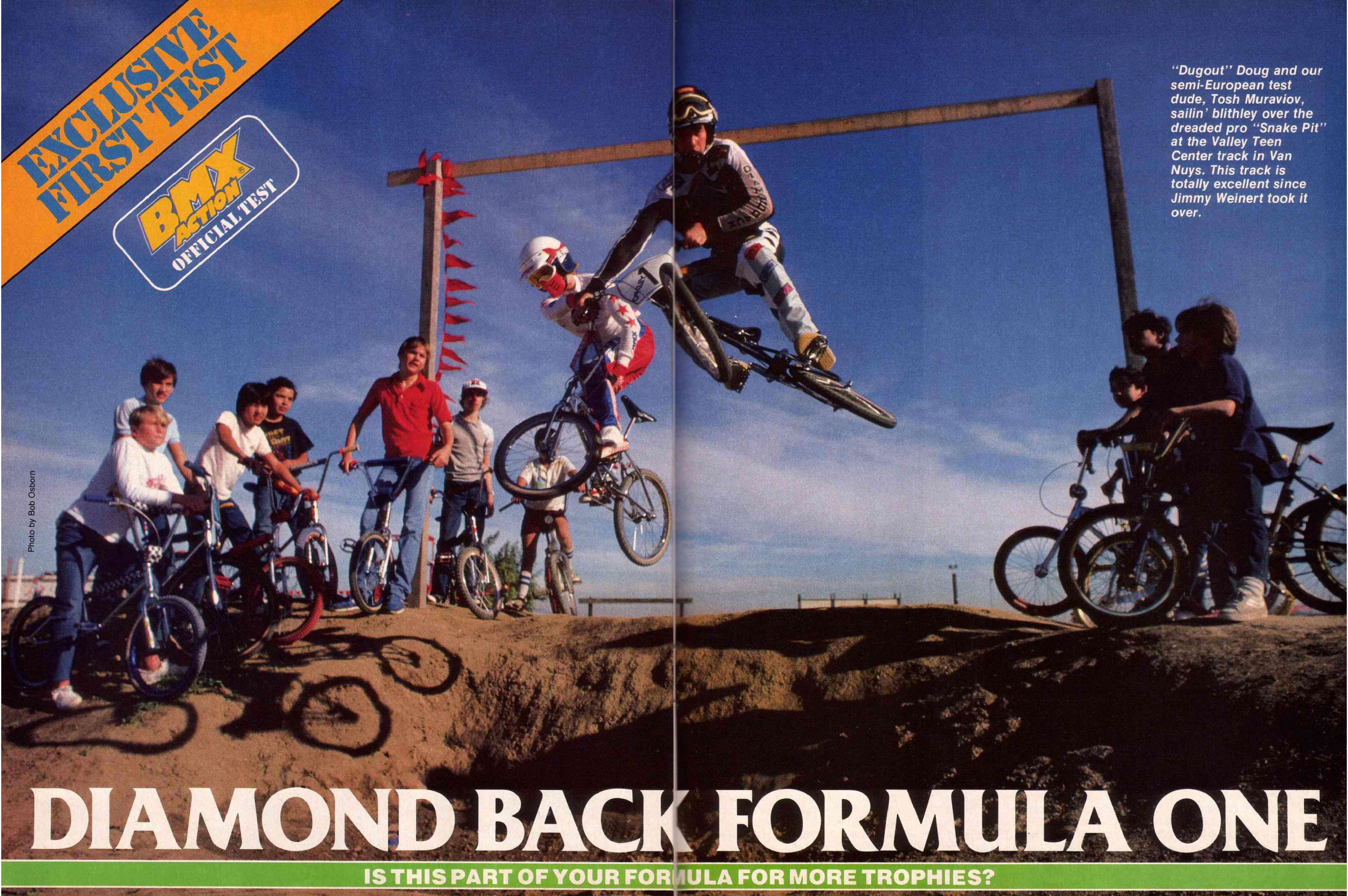


**EXCLUSIVE  
FIRST TEST**



Photo by Bob Osborn



*"Dugout" Doug and our semi-European test dude, Tosh Muraviov, sailin' blithley over the dreaded pro "Snake Pit" at the Valley Teen Center track in Van Nuys. This track is totally excellent since Jimmy Weinert took it over.*

# DIAMOND BACK FORMULA ONE

IS THIS PART OF YOUR FORMULA FOR MORE TROPHIES?





*Diamond Back's Formula One. This is a mega-excellent crit craft for dudes in the 11-13 age range. Box stock it weighs in at a trim 21 pounds, 7 ounces, and there are a few simple areas like the seat and the cranks where you can EASILY chop a couple MORE pounds.*

**P**sst. Hey there. Yeah, you. C'mere a minute. Wanna know a secret? First you have to promise not to tell the guys at Diamond Back that we told you. Deal? Okay. (Snickler, chuckle.) You know the Diamond Back ad for their Formula One? Well, those race car drivers are great, but they don't race Formula One races. They drive in C.A.R.T. (Championship Auto Racing Teams) events. And you know that race car that's in the ad? It's not a Formula One racer either. It's a champ car. The kind that races at Indy and like that.

Oh well, nobody's perfect.

**HOW ABOUT DIAMOND BACK'S FORMULA ONE BIKE? DID THEY GOOF ON IT TOO?**

No dice, buckaroos. This scoot is Diamond Back's missing link. It's

been engineered to fill the gap between their factory mini-replica, the Turbo Lite, and the pro-size Turbo. Are you a mid-size dude or dudette in the 10-13 age range? Then this moto-machine is aimed straight at you.

It's race-bred, has the same frame geometry used by their team of mid-size hotshoes who terrorize tracks all across the U.S. of A., and it's... well, you'll just have to read the rest of the test for all the details.

**WHEELS AND TIRES**

When you first glance at the Formula One, the wheel and tire setup immediately catches your attention.

Diamond Back wanted wheels that were stronger than their Turbo Lites, which use 28 hole 20 X 1.5 Turbo Lite rims, but were still light

enough to be full-race stuff for the middle moto crew. So they came up with chromed aluminum Araya 7XN 20 X 1.5 rims which use 36 spokes.

The 7XN's are a narrower version of the 1.75 7X's and are constructed with double wall thickness on the sides, while the Turbo Lite rims have single wall thickness.

The tire setup is also designed specifically with mid-size guys in mind. You know how lots of older riders use a larger tire in the front for more traction because they want the back end to break loose first when they're sliding into a corner, and a smaller, lighter rear tire for less rotating weight and slightly quicker starts? Well, Diamond Back's done the same thing, but on a different scale.

Up front is a regular 20 X 1.75



*This dude carries a couple of BMX's HEFTIEST titles: NBL National No. 1 14 Expert, and ABA National No. 1 Amateur. Doug Davis.*

Photo by Bob Osborn





While we were out shootin', somebody came up with the idea of havin' Tosh blast through a Diamond Back banner. Tosh said he'd put his bod on the line, so we went for it. That's Finkleman and Turbo Harry handlin' the banner holdin' chores.

## FIVE MINUTES WITH BRENT ROMERO



### WHAT DO YOU LIKE TO DO WHEN YOU'RE NOT RACING?

"Play sports and ride my ATC. I play lots of sports — baseball, basketball, football. I'm a lot better at baseball than racing. In the summer I'll play Little League, but I hardly have any time to do it. I miss games when I'm travelling."

### WHAT DOES IT TAKE TO GET WHERE YOU ARE?

"It's all in your mind. If you think you're gonna win, you're gonna win. If you're nervous, you're gonna lose or choke. When I get on the gate I KNOW I'm gonna win, and the guys I race are probably thinking about me on the line, and that they're gonna lose."

### BRENT'S FORMULA ONE FACTORY FLYER

**FRAME AND FORK:** Diamond Back Formula One, chrome-moly. (Brent's frame is equipped with a small bottom bracket instead of the large one on the production bikes.)

**HANDLEBAR:** Diamond Back, aluminum. (These are Diamond Back prototypes.)

**HANDLEBAR STEM:** Diamond Back Turbo Lite, aluminum.

**HEADSET:** Tange MX 5, aluminum.

**RIMS:** Turbo Lite, 28 hole, 20 X 1.5.

**SPOKES:** Asahi, .080/.060/.080,

stainless steel with aluminum nipples.

**HUBS:** Diamond Back Turbo Lite, low-flange, hollow chrome-moly axles.

**TIRES:** Comp III 1.75 front, Turbo Lite 1.5 rear.

**TUBES:** 16 x 1 3/8 inches.

**BRAKE:** Dia-Compe.

**BRAKE SHOES:** Dia-Compe.

**BRAKE LEVER:** Dia-Compe Tech 3.

**BRAKE CABLE:** Dia-Compe.

**GRIPS:** Oakley B-1B.

**PEDALS:** SunTour XC-II, aluminum and chrome-moly.

**CRANK:** Turbo Lite, three-piece forged aluminum, 175mm.

**BOTTOM BRACKET SET:** Turbo Lite, sealed-bearing.

**FRONT SPROCKET:** Turbo Lite, 44 teeth.

**SPIDER:** Integral with pedal arm.

**FREEWHEEL:** SunTour, 16 teeth.

**CHAIN:** Izumi, 3/32 inch.

**SEAT:** Uni Turbo.

**SEAT POST:** Rolled fiberglass, integral with seat.

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

**SAFETY PADS:** Diamond Back.

**NUMBER PLATE:** Haro Flo-Panel. ■

**AGE:** 11

**HOME TURF:** Phoenix, Arizona  
**SPONSOR:** Diamond Back

### HOW LONG HAVE YOU BEEN RACING?

"Only about a year and a half. It just sort of came natural to me."

### HAS BMX CHANGED YOUR LIFE?

"Yeah. I'm always travelling. It's fun — I get to miss lots of school. I still get good grades, though."

### WHERE DO YOU LIKE TO TRAVEL TO?

"California. There are lots of places to go like San Francisco and Hollywood. I like Florida too. Any place that has a beach."

### HOW DID YOU GET INTO BMX?

"I was bored. It was in the middle of the summer in '82. A friend of mine who lives across the street let me use his Red Line so that I could go race at Chandler. I raced it twice and my dad bought me a Diamond Back and I just kept on racing. Then I got a co-sponsorship from CW. After that I went to Swiss-American bike shop and finally to Diamond Back."

### WHAT DO YOU DO FOR TRAINING?

"I race a lot, like five times a week locally, and then at the nationals on weekends. On the days I don't race, I ride my rollers for about a half an hour and do 40 push-ups. I do lots of sit-ups, about 150. Those hurt my stomach. I don't do weights. My muscles haven't grown out yet."

Mitsuboshi Comp III, but in the rear they've slipped on a 20 X 1.5 Turbo Lite tire made by Mitsuboshi for Diamond Back. It features the same great tread pattern as the Comp III, but has a narrower width. Pretty trick setup.

It looks like Diamond Back has come up with a perfect ratio of strength to weight, so even if you don't ride a Formula One, this tire and rim combo could be the hot tip if you're too big for Turbo Lite wheels (which have a 120 pound rider weight limit) and 20 X 1 1/8 or 20 X

1 3/8 rims, but you don't want to go up to full-size 20 X 1.75 rims.

You wouldn't expect Diamond Back to use these cool rims and tires and then blow it by using tanker spokes and nipples, would you? Good. The spokes are double-butt stainless steel, and use aluminum nipples.

Hubs are loose-ball, Suzue low-flange units.

The stock tubes that come with the Formula One are 20 X 1.75's. If you want to trim a tad more rotating weight off these wheels, take a tip

from the Diamond Back Factory woobies — trash these tubes and install some 16 X 1 3/8 inch tubes.

### FRAME AND FORK

The frame and fork are pretty straightforward in design. The down tube and top tube are double-butt and the tops of the fork legs are butt where they meet the collar, but that's about as exciting as things get.

This is the first time in a LONG while that we've tested a bike with full-size dual head tube gussets.



# DIAMOND BACK FORMULA ONE



## PRICE & SPECS

**COMPLETE BIKE PRICE:** \$349.95.

**FINISHES AVAILABLE:** Chrome with chrome and Turbo Smoke anodized components.

**COMPLETE BIKE WEIGHT (without pads or plate):** 21 pounds, 7 ounces.

**FRAME WEIGHT:** 3 pounds, 8 ounces.

**FORK WEIGHT:** 1 pound, 7 1/2 ounces.

**STEERING HEAD TUBE LENGTH:** 4 inches.

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

**HANDLEBAR WIDTH:** 25 3/8 inches.

**TOP TUBE O.D.:** 1 inch.

**DOWN TUBE O.D.:** 1 inch.

**FORK O.D.:** 1 inch.

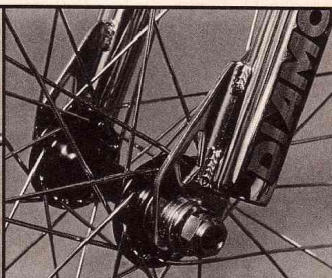
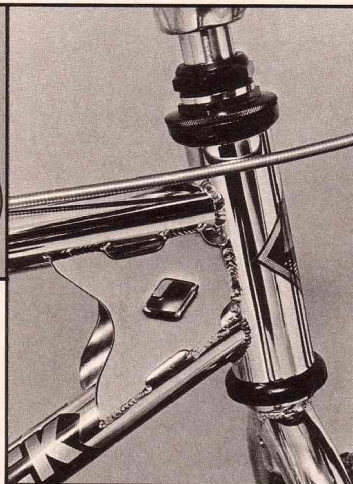
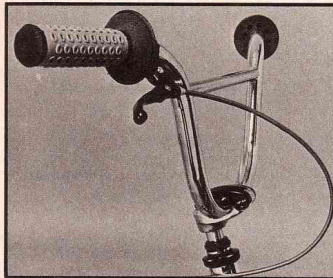
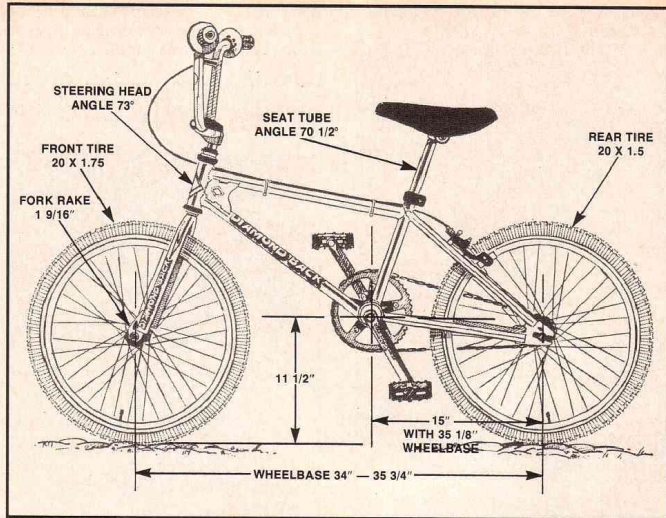
**BOTTOM BRACKET TYPE:** Large.

## COMPONENTS

**FRAME:** Diamond Back Formula One, chrome-moly.

**FORK:** Diamond Back Formula One, chrome-moly.

**HANDLEBAR:** Diamond Back Formula One, chrome-moly.



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

**GRIPS:** Taiwan Oakley B-1B copies. (Real Oakleys will be coming on all future Formula Ones.)

**HEADSET:** Tange MTX.

**RIMS:** Araya, aluminum.

**SPOKES:** 36, .080/.060/.080.

**HUBS:** Suzue, aluminum, low-flange.

**TIRES:** Front; Mitsubishi Comp III, rear; Turbo Lite by Mitsubishi.

**BRAKE:** Dia-Compe.

**BRAKE PADS:** Dia-Compe.

**BRAKE LEVER:** Dia-Compe Tech 3.

**BRAKE CABLE:** Dia-Compe.

**PEDALS:** SunTour XC-II, aluminum and chrome-moly.

**CRANK:** Sugino CT, three-piece forged chrome-moly, 175mm.

**BOTTOM BRACKET SET:** Sugino with Sugino chrome-moly spindle.

**FRONT SPROCKET:** Sugino aluminum chainwheel, 44 teeth.

**SPIDER:** Integral with pedal arm.

**FREEWHEEL:** SunTour, 16 teeth.

**CHAIN:** D.I.D., 3/32 inch.

**SEAT:** Diamond Back 5-Gold.

**SEAT POST:** Formula One, aluminum.

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

due to the bike being slightly small for him . . . The tire setup works great . . . Speed jumping was easy . . . Tosh gave it an eight or nine for handling . . . not too shabby!

**MISCELLANEOUS COMMENTS:** You'll have to put some pretty heavy torque on the stem Allen bolts to get the bars to stop moving . . . The teflon-lined cable really smooths out braking action . . . Wheel and tire setup is great . . . All the headset and bottom bracket cups fit perfectly . . . Front and rear wheels fit where they belong without having to use spacers to fill gaps or having to stretch the frame and fork to fit them in . . . If you run the rear wheel all the way forward in the dropouts, the freewheel will contact the frame . . . Diamond Back may be offering a limited edition factory replica model of this bike that will have a small bottom bracket and Turbo Lite aluminum cranks.

**TEST INPUT:** Tosh Romero, Gibey, Oz, Brent Romero, Sandy Finkleman.

**MANUFACTURER:**

Western States Imports  
1837 DeHavilland Drive  
Newbury Park, California  
(805) 499-0421

## PERFORMANCE EVALUATION

**PURPOSE:** Racing (up to and including expert). High zoot street.

**AGE RANGE:** 11-13 racing, 10-14 street.

**QUALITY OF FINISH:** Excellent.

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

**QUALITY OF COMPONENTRY:** Very good.

**GEOMETRY:** Excellent.

**HANDLING:** No probs in any department. Its function in the corners got the biggest raves . . . Tosh felt it tended to endo a tad over jumps, but he also felt this was

## DOUG DAVIS ON SUCCESS

Doug Davis will definitely be saving Haro some money next year. He'll only need one plate and one number, and he won't even have to switch it when he jumps back and forth between sanctioning bodies. He's the 1983 NBL National No. 1 14 Expert, and the ABA National No. 1 Amateur.

Obviously, Doug is championship caliber. There are few riders in BMX with the skill, style, racing savvy, and drive for success that Doug has.

So what's Doug's secret formula? Read on.

Oz: "Okay, Doug, when did you start racing?"

Doug: "When I was seven years old."

Oz: "Let's see, you've been winning just about everything in sight since then, and you'll be 15 by the time this article comes out. How do you think guys who are 10 or 11 should train?"

Doug: "I think they should do plenty of sit-ups and push-ups, try to ride their bikes as much as possible, and ride rollers to improve their balance and cardiovascular conditioning. That's about it for the little guys. A rider should wait till he's about 15 before he seriously starts with weights - unless it's Nautilus. I started doing that when I was 12. Little guys can't do much with free weights 'cause they'll ruin their bodies by breaking down their muscles."

"I do free weights now. I can bench press 170. My friends who I work out with are 14, and they can do about 210."

"Two or three guys I hang around with and myself all want to REALLY succeed in life. We all work out together. We all want careers that are going to make us real comfortable and all that, and we want to do it through athletics. That's the way to go, I think."

Oz: "How did you guys get together?"

Doug: "I saw them at the gym and I started to get to know them better. We see each other at school."

Oz: "How did you recognize that they were as serious as you?"

Doug: "I could see it in their eyes. I watched 'em play football



and they're aggressive. They want to be successful. They're good in school, they try hard. They're just good at everything they do."

Oz: "Do you guys talk about working toward success?"

Doug: "Yeah. We're almost old enough to drive, and we're all talking about cars and what kind of car to get - everyone wants to drive a Porsche."

"Basically everyone wants to get a job where they can make big money. That's the major goal in everyone's life."

"We all try to set goals like I did last year. In the article I did with BMX ACTION (August '83), I said I wanted to get the ABA National No. 1, and I did it."

"I can tell guys who want to be successful. Gary Ellis wants it. He trains hard - you can tell. Richie Anderson wants it. He rides like an ANIMAL! It's just aggressiveness. You can see it in some guys when they're pulling on the bars and grittin' their teeth."

Oz: "How about if I throw some names at you and you tell me if they have that hunger for success or not? How about Charlie Williams? Is he up there with you, Richie, and Ellis?"

Doug: "I don't think so. He's too nice, he's not mean enough."

Oz: "Greg Hill."

Doug: "Awesome. He's so mean. He's so serious about EVERYTHING he does."

Oz: "Billy Griggs."

Doug: "Very fast, lots of style. He wants it, but I want it more."

Oz: "Geoff Scofield."

Doug: "He's probably got the most potential of any young rider out there. I think he wants it, but I think he's good in everything else, too. His dad told me that he wants Geoff to try to do everything and not just focus on one thing all his life. Have something other than BMX racing to fall back on."

Oz: "How about Steve Veltman?"

Doug: "He had ABA National No. 1 last year which took a lot, but I think it did something to him to

where he thought he didn't have to train anymore. I think he's lost his edge. He's lost the will to win."

Oz: "Alex Carrasquillo." (Ed. note - Alex is a hot 15 Expert from Puerto Rico. He beat Doug at a few biggies last year.)

Doug: "The guy's a monster. Out at the races he doesn't talk to anyone. He just sits by himself and thinks about his races."

Oz: "Brian Patterson."

Doug: "He's awesome. It was amazing the way he came on so strong in the pro class. He's another example like Eddy King. When Brian moved up to the pro class it was like someone lit a fire under his rear end."

Oz: "Mike Poulson."

Doug: "Here's a real good case of someone who's a nice guy but also REAL hungry. I think he's gonna do it, too."

Oz: "Stu Thomsen."

Doug: "I think he lost his edge for a while, but now he's got some new motivation in riding for Huffy. I think he wants to win now. The way he was riding at the World Championships, he looked like the old Stu Thomsen when he was on SE Racing. I think he's gonna get it back."

"If you want a good example of someone who's gonna make it, look at Willie Huebner. In one of my semis at the World Championships, I was in the lead, but I coasted a lot down the last straight and Craig Bark passed me. I still qualified. Then Willie came up, slugged me in the back and said, 'Why'd you let that punk beat you?' He was totally mad, and he wasn't joking."

Oz: "What's the secret here? What separates you guys from everyone else?"

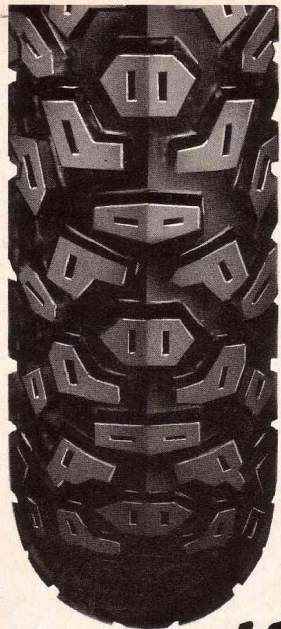
Doug: "We're mean. We want it. I think you're born with it. You can't quit at anything. Partly it's the people you hang around with. If you get into a gad group of people, you're gonna be like them."

"I'm so lucky that I'm in with two of the best pros, Harry and Eddy. Those guys want it. They train hard. I mean, just look at Eddy's legs and his body. I've always wanted to be like Eddy 'cause he's so thick. I ride with him as much as possible 'cause he just goes crazy when he rides. Eddy will ride up every hill, and he runs a 47-16 when he's practicing. He wants to win and he's willing to work hard for it. That's what it takes if you want to be successful in anything. Hard work." ■





# DIAMOND BACK FORMULA ONE



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*We didn't run into any handling probs in the air, on the ground, or anywhere else for that matter. Tosh said he'd give it an eight or nine in the handling department. Not too shabby!*

They're totally thin though, so the minimal weight addition is worth the peace of mind in the durability department.

The large bottom bracket seems a little out of place, especially when you compare this bike to Diamond Back factory teamster Brent Romero's personal ride. Brent's frame has a small bottom bracket, and he runs Turbo Lite aluminum cranks.

When we mentioned this to Sandy Finkleman, who has moved from

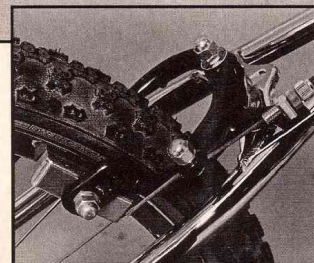
Diamond Back's team manager slot into a product development capacity, he said that Diamond Back might produce a limited edition bike equipped the same as Brent's (with a small bottom bracket and Turbo Lite cranks).

The slotted brake bracket's edges are radiused to give it greater strength than a flat plate. That's cool.

Frame weight is 3 pounds, 8 ounces, and the forks check in at 1 pound, 7 1/2 ounces as determined by the wonderfully accurate Mighty BMXA certified scale.

### STEERING COMPONENTS

The stem has a chrome-moly



*The chrome 20 X 1.5 rims and 1.75/1.5 tire set-up is pretty spiff indeed. So are the double-butted spokes and the aluminum nipples. The brake bridge is slotted for lots of adjustability, and radiused around its edges for extra strength. That's cool. The Dia-Compe standard caliper does a fine job of slowin' things down for mid-size 'crossers.*

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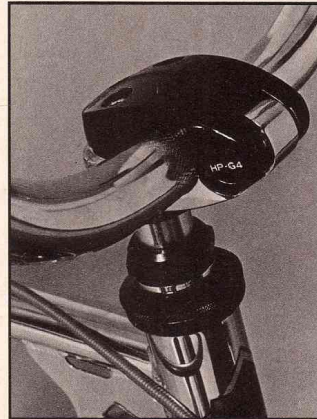
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# COMING IN JULY: BMX FREESTYLE

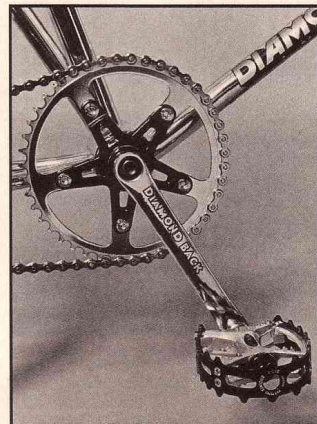
A new magazine from Wizard Publications.



## DIAMOND BACK FORMULA ONE



Make sure you get enough torque on the stem clamp bolts or your bars might do a little slip-slidin' away on you. Other than that, the stem's perfect.



The Sugino three-piece forged chrome-moly cranks are cool for thrashin' and entry level racing, but for national comp somethin' lighter would be better.

shaft with aluminum clamps. These clamps are hinged together in the front and use two Allen bolts in the back to do the snugging. At first the bars were slipping on us, but after we gorilla'd the Allen bolts, we didn't have any more problems.

The bars are perfect for the age range DB is shootin' for. Nice bend and plenty wide.

Sharp-eyed readers will notice that our test bike came with Oakley B-1B copies (boo, hiss), but bikes at your dealer will come with jen-u-wine Oakleys (yea).

The headset is supposed to be a semi-sealed type that uses an O-ring to keep goop and gunk away from your tender headset bearings, but our bike wasn't equipped thusly. Don't worry, though. Yours will be.

### BRAKING DEPARTMENT

Dia-Compe goodies abound. Tech 3 lever. Standard caliper (which supplies plenty of stopping power for mid-size berm busters). Oh yeah, the brake cable is teflon-lined for smooth operation. Pretty slick (no pun intended).

### POWERTRAIN

SunTour XC-11 pedals. Perfect. SunTour 16 tooth freewheel. Perfect.

3 3/2 inch D.I.D. chain. Perfect. Chrome Turbo Lite 44 tooth chain-wheel. Perfect.

Sugino, three-piece forged chrome-moly CT cranks. Um, well, for serious neighborhood thrashing, perfect. For expert level competition, the truth is, they're too heavy. There's a pretty good possibility that sometime in the near future the Formula One will come with some lighter cranks, maybe some tubular chrome-moly units.

### SEATING

Let's see. There's a Diamond Back 5-Gold seat, which is good (though quite a few European mechanics will probably switch to something lighter like a Uni Turbo or Elina UL seat), a chromed, extruded aluminum seat post (which proved to be a pretty tough cookie), and an SR aluminum seat post clamp to keep everything in place.

All that's left now is to go out riding and see how this majorly motacious moto-mobile measures up.

### 'ROUND THE CIRCUIT

We got our semi-European test guy, Tosh Muraviov, to put in some

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**MX-V Specifications:**  
 Length: 130mm (4 3/16") Material: Forged light alloy with cro-moly column. Weight: 455 grams  
 Extension: 40mm (1 5/8")

Two-bolt design for quick and easy installation and adjustment.

Body is cold-forged light alloy and is anodized in red, blue, gold, black or silver. Also available in chrome.

Hinged clamp provides even tension with less stress.

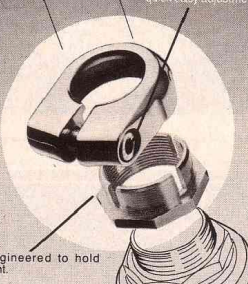
Stem is chrome plated Cro-Moly.

**win-KUSUKI**

Distributors contact: Kusuki Manufacturing Co., LTD.  
 660, Otori Minami-Machi 5-Cho, Sakai, Osaka, Japan

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# DIAMOND BACK FORMULA ONE

hot laps around Jimmy Weinert's Valley Teen Center track in Van Nuys, California, and when he came back, he was pretty jazzed with DB's newest addition to their product line.

"I like how it feels around berms. It's snappy. There's no sloppiness."

"I like the 20 X 1.5 rims and the 1.75, 1.5 tire setup. I might try it on my bike."

"The bars are perfect. Good rise, good bend, good width."

"It feels great when you power wheelie out of berms and it's smooth over the jumps. There was just a tiny feeling like it wanted to endo in the air, but I'm sure that's because I'm just a little too big for it."

Okay Tosh, how about givin' us a rating on a one to ten scale? "Umm, about an eight or a nine. It's definitely a good bike."

## REPORT CARD TIME

**Handling:** No problems. Very responsive to input. Doesn't cause any disturbances or headaches during motos.

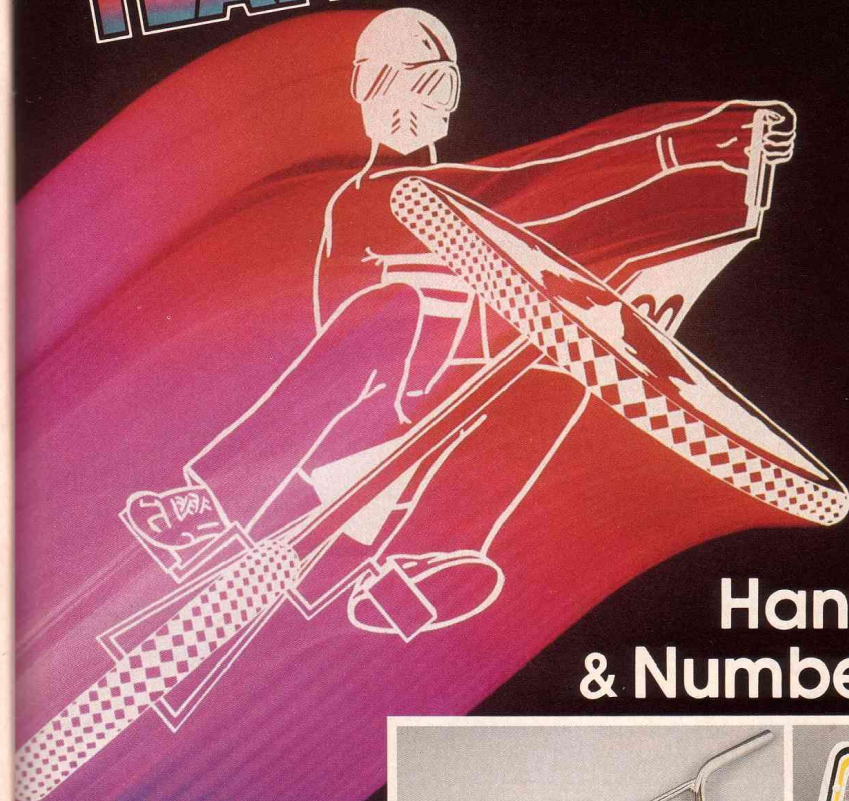
**Raceability:** A great bike for upper level novices and lower level experts. Some weight trimming can be done for upper level expert and national competition.

**Componentry:** The Formula One frame, fork, and bars are all top notch goodies. Wheels and tires are totally great. SunTour XC-II pedals are perfect. Oakley B-1B grips that will be mounted on all future bikes are top drawer stuff. The Sugino CT three-piece forged chrome-moly cranks are good for thrashing and some racing, but if you're REALLY serious about racing, something lighter is recommended. Look for some new cranks to appear on it in due time.

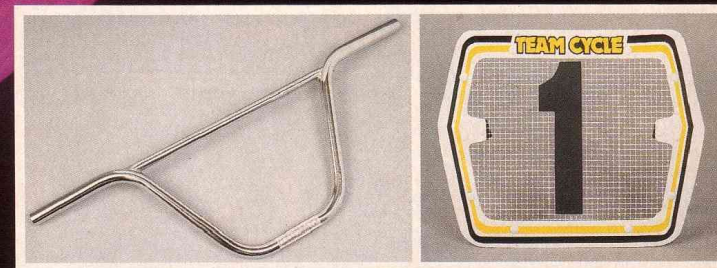
**Durability:** Nothing tweaked, bent, or assumed new configurations.

Cool bike. Need we say more? ■

# Take off with TEAM CYCLE™



## ...With Handlebars & Number Plates



### CHROME HANDLEBARS (413)

#### SPECIFICATIONS:

- Made of thick 1.6mm steel
- Welded straight cross brace, 1.2mm
- 9 inch rise and 26 inch width
- 3 inch flat knurl for most double stems
- For street use only

### GRID NUMBER PLATE (458)

#### SPECIFICATIONS:

- Aerodynamic grid design
- Made of super light white plastic with yellow and black graphics
- Attaches with three quick release fastening straps
- Comes complete with two attachable black numbers

AS SEEN ON TV

TEAM CYCLE™ products are available at major retail chains, and at your local toy, discount, automotive, and hardware stores everywhere!

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