



FIRST TEST

# DIAMOND BACK HOT STREAK

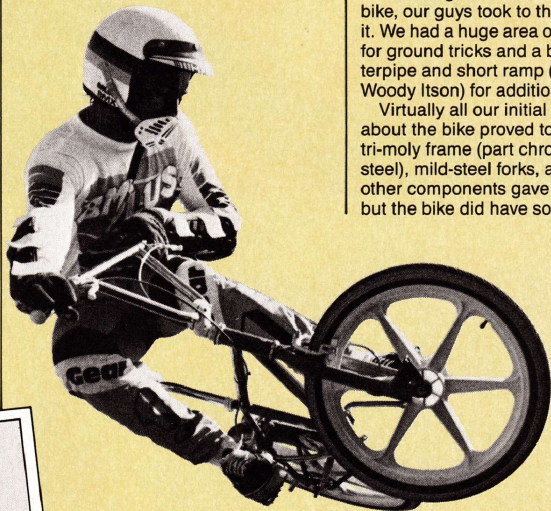
D.B.'s first entry into the freestyle wars

By the editors Photos by John Ker

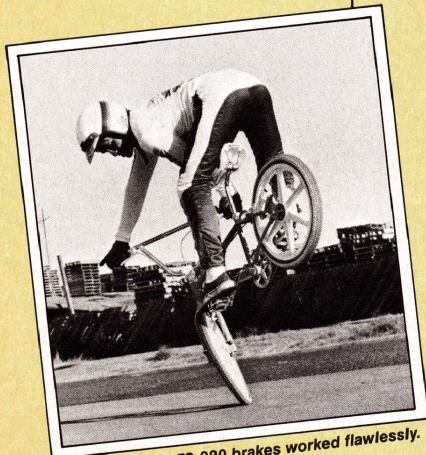
It was on a brisk day in March of 1985 that the door of Diamond Back's R&D lab burst open and a new econo-line Diamond Back emerged—the *Hot Streak!*

This bike was different from the rest of the Diamond Back line. It was Diamond Back's first venture into the vast and increasingly popular freestyle marketplace. Freestyle had become too big for D.B. to ignore any longer.

From the moment this bike arrived at the plush and well-lit Hi-Torque offices, staff members and visitors alike were struck by how attractive the Hot Streak was. The "camouflage gray" paint was set off beautifully by pink graphics, blue brake cables, and white Tuff Wheels. There was no doubt about it—this bike was *hot* looking! The next question, however, was, will it work?



Dave Reddick put the Hot Streak through a blistering short ramp routine. ▶



The Dia-Compe FS-880 brakes worked flawlessly.

Judgment day arrived. We set out early for a secret location in Orange County. We had picked a deserted cul-de-sac for the test site, knowing we would not be disturbed. Two cars appeared. Still shrouded in shadows, there was a voice: "I understand you have a bike to test." It was Dave Reddick, *BMX Plus!* test guy. His accomplice was David Ruz, another regular in the *BMX Plus!* test pilot lineup.

Before the riders cut loose on the Hot Streak, they wanted to give it a thorough examination. First off, all agreed that the appearance of the Hot Streak was sweet. We liked the feel of the A'ME-type grips; the riders liked the slightly larger diameter. We were all in agreement that the

new Skyway six-spoke freestyle Tuff Wheels were a hot ticket, and that the white stadium-type Cheng Shin tires were perfect for the Hot Streak. We also liked the looks of the Dia-Compe brakes and Tech 4 levers.

There were, however, some components we had our doubts about—initially. First on the list were the standing platforms; both sets appeared to be in awkward spots—the front ones were on the front of the forks instead of the sides, and the rear ones were at the extreme rear of the frame, over the dropouts. Our riders were also concerned about the height of the nine-inch-rise handlebars. The CW-style crossbar would make tricks like bar hops risky business. We also felt that a straight seatpost would have been more practical with the Hot Streak's laid-back seat angle. The stock laid-back seatpost made it hard to hold the seat and the grip at the same time. Initially, that was about it.

### THE RIDE

Following that initial sizing up of the bike, our guys took to the task of riding it. We had a huge area of smooth asphalt for ground tricks and a borrowed quarterpipe and short ramp (courtesy of Woody Ison) for additional radness.

Virtually all our initial impressions about the bike proved to be right. The tri-moly frame (part chromoly, part mild steel), mild-steel forks, and various other components gave us no trouble, but the bike did have some problems.

Dave Ruz told us he hadn't been riding a quarterpipe in cutties getting back into the swing of things. The bike handled well in the air.





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# HOT STREAK

The frame and fork platforms proved to be far from ideal. It was difficult to get any kind of decent footing on either the front or rear stands. When our riders did manage to perch on the stands, they found themselves in danger of slipping off. **THE U.S. GOVERNMENT VERSUS FREESTYLE**

Freestyle platforms have been a can of worms for bike companies for some time. The Consumer Products Safety Commission (C.P.S.C.) prohibits unnecessary protrusions on the frames of bikes. This is no problem for companies that have such protrusions on frame-and-fork combos; the law only applies to complete bikes.

This law is the reason why so few complete bikes have stands built into the frame or fork. GT's Performer, Schwinn's Freeform EX, Haro's FST, and RedLine's RL-20 Prostyle, for example, avoid the problem simply by not putting such platforms on the forks or rear stays. A couple other companies, which had best go unnamed here, have stands built into their bikes that appear to be in violation of the law. Consequently, those companies could be in big trouble if the government decides to crack down on them.

Diamond Back took the difficult challenge of coming up with platforms that would not violate the C.P.S.C. regulations. They did so by putting the fork stands in front of the fork tubes instead of coming out from the sides and by putting the rear frame stands directly behind the rear stays. The fact that they are thus semi-inaccessible may not be a fair test of the platforms. Most complete freestyle bikes don't have such platforms at all. Diamond Back deserves credit for trying.

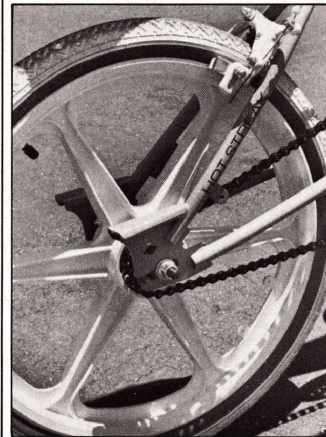
## RIDING IMPRESSIONS

Our fearless crew put in a full day on the Hot Streak, testing it with all manner of freestyle riding: quarterpipe aerials, front wheel pogos, trackstands, front brake endoes, cherrypickers, backwards framestands... you name it.

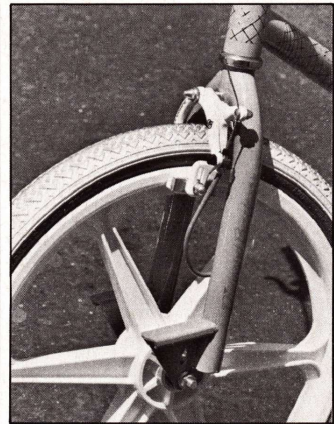
Except for a few tricks that couldn't be pulled off because of slippery footing on the platforms, the bike was a fairly nimble machine. The handling was good on both the ground and the ramps, and nothing bent or broke. Dave Reddick offered us his opinion of the bike's design. "I like the geometry. The steep head angle and the seat mast angle are good. The basic geometry of the frame is good for both ramp and ground tricks. I don't think the laid-back seatpost be-



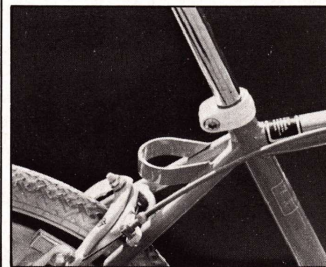
We had no problems with the Victor pedals or the cranks, except that the cranks felt a little too short. Officially they're supposed to be 170mm's, but when we measured ours, they looked to us more like 165s. At least they never bent. Dave Reddick does a little trackstand stylin' here.



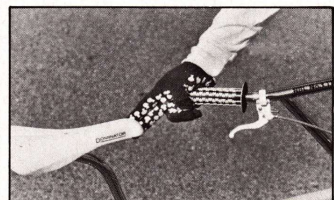
The rear platforms seemed a little reminiscent of those old cars that had fins in the back. They were almost useless.



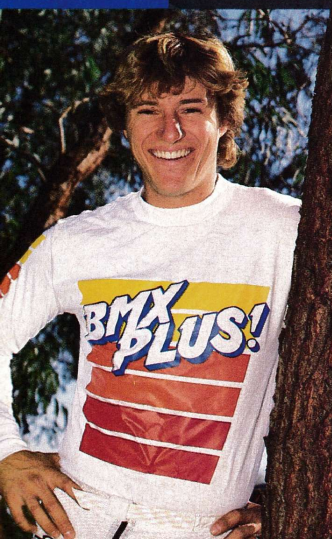
The fork platforms were placed out of the way on the front side of the fork tubes. The design had both advantages and disadvantages.



The platform behind the seatpost was small, but it never tweaked.



The laid-back seatpost put the seat almost out of reach from the ends of the handlebars. A straight post would be a big help in bringing the two closer—a necessity for the performance of forkstands, side glides, gummies, and some other tricks.



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# HOT STREAK

longs on the bike. If it were my bike, I'd probably add some axle extenders—with these platforms you're limited to the tricks you can do. Other than that, the stem moves in the forks a bit, and the high bars are a bit of a hindrance."

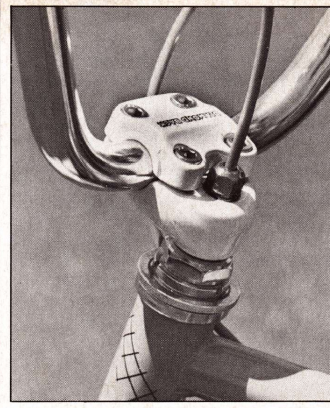
Dave Ruz's evaluation echoed Dave Reddick's in most respects: "The bike itself isn't all that hard to get used to. The geometry is pretty decent. However, I would make some serious component changes if I were to use it for serious freestyle." Things like axle pegs, a straight seatpost, longer cranks (the

170s on the Hot Streak definitely felt too small), lower bars, and a larger stem would bring the bike up to serious freestyle capability, in his opinion.

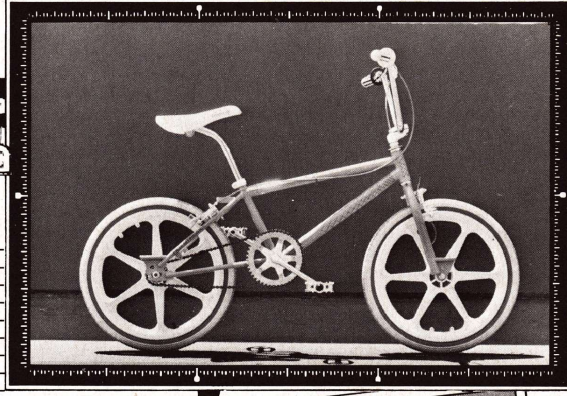
## THE FINAL WORD

The Hot Streak is priced right around \$200. For that price it is not a bad buy. The bike's handling and construction quality are good. Some of the components, such as genuine Tuff Wheels and Dia-Compe FS-880 freestyle brakes, are almost more than you can expect on a bike in this price range. The frame and fork platforms were disappointing, but the competition doesn't even have any.

The bike is designed as an entry-level freestyler, looks good and handles okay. It wouldn't get our vote as a professional-level freestyle bike, as that would require too many component changes, but for a ride-around-town, general-transpo-type bike with some freestyle potential, it's not a bad bike at all. □



No freestyle bike today would be complete without some kind of Potts modification in the stem.



- BMX PLUS!**
1. Bike: Diamond Back Hot Streak, complete bike, 20-inch.
  2. Age range: 12 years and up.
  3. Country of origin: Taiwan.
  4. Intended use: Entry-level freestyle, street.
  5. Wheelbase: 34-3/4" to 36".
  6. Bottom-bracket height: 11".
  7. Chain stay length: 16".
  8. Steering head angle: 75°.
  9. Seat tube angle: 64°.
  10. Frame: Diamond Back Hot Streak, "tri-moly," 4130 chromoly front triangle, 1-1/8" O.D. top tube, 1-3/8" O.D. down tube, high-tensile steel rear stays and dropouts, 5/8" O.D. rear stays.
  11. Fork: Diamond Back Hot Streak, high-tensile steel throughout.
  12. Rims: Skyway, 6-spoke freestyle Tuff Wheels, Zylet nylon.
  13. Spokes: N/A.
  14. Hubs: Front: Skyway; rear: Suntour coaster brake.
  15. Tires: Cheng Shin stadium type, white, 20" x 1.75" front and rear.
  16. Cranks: Diamond Back, chromoly, 170mm.
  17. Pedals: Victor, alloy cage, chromoly shaft, loose ball.
  18. Chain: 1/2" x 1/8".
  19. Bottom bracket: Diamond Back, steel, retained bearing.
  20. Front sprocket: Lun-Chi, 44T.
  21. Rear sprocket or freewheel: 16T Suntour steel coaster brake sprocket.
  22. Brakes: Dia-Compe FS-880 calipers front and rear with Tech-4 levers, white.
  23. Headset: Diamond Back, steel, retained bearing.
  24. Stem: Diamond Back, aluminum and steel, white paint and chrome, hollow stem bolt.
  25. Handlebars: Diamond Back steel (CW type), 30" width x 9" rise.
  26. Grips: Diamond Back by Fuan.
  27. Seat: Viscount Dominator, white plastic.
  28. Miscellaneous: C.P.S.C. equipment (chainguard and reflector set).
  29. Overall weight: 30 lbs. (without C.P.S.C. equipment).
  30. Approximate retail price: \$189-\$209 (paint), \$199-\$219 (chrome).
  31. For additional information contact: WSI, 1837 DeHavilland Dr., Newbury Park, CA 91320.



Nobody likes having his picture taken more than a hot freestyler does. "Reg" Reddick does a little backwards frame-standing to show how pleasantly predictable the handling is on the Streak.

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These guys are the raddest and we are pulling out all the stops. Ron Wilkerson - Captain of Haro Trick Team

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