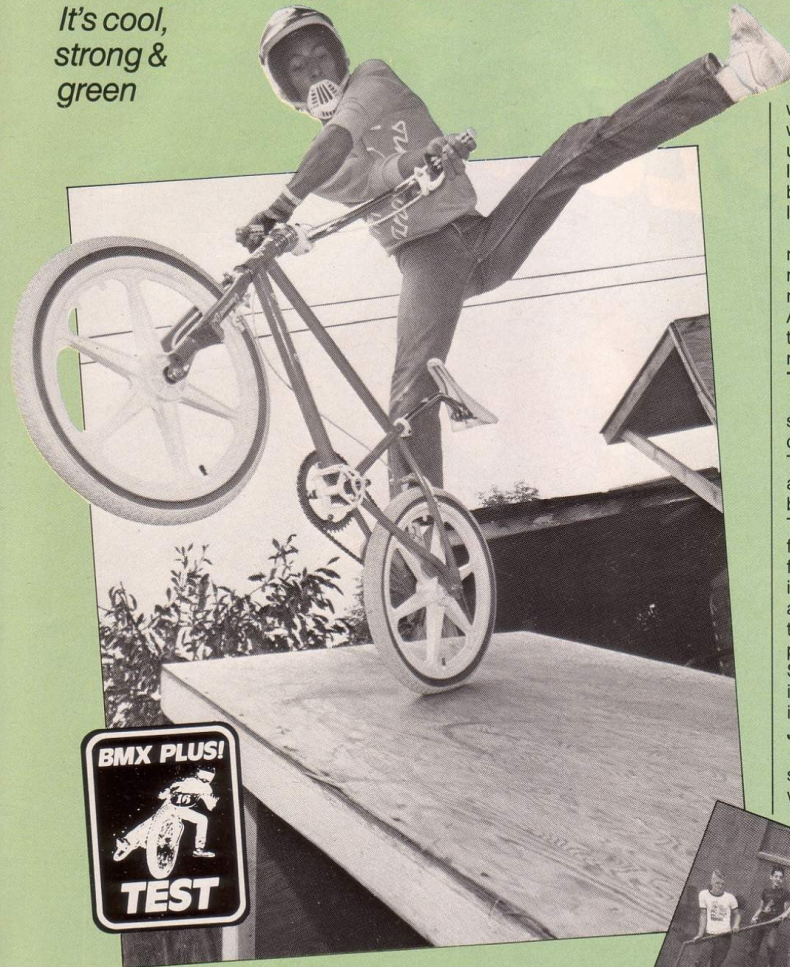




THE NEW & IMPROVED . . .

DIAMOND BACK HOT STREAK

*It's cool,
strong &
green*



□ What? Another Diamond Back? Didn't we recently test the Mike Dominguez Strike Zone in the November '86 issue? Yes we did, and now we're testing another Diamond Back. This time it's the Hot Streak.

Didn't we already test a Hot Streak? Yes. We tested one in the November '85 issue, and we weren't exactly over-

◀Is the new Diamond Back Hot Streak better than last year's? You know it! Intensified bone-air at McGlynn's.

▲ Small ramp antics by one of the best. Rich gave the D.B. a complete workout: small ramp, flatland and the ol' quarter-pipe. The verdict? It worked great on all; however, some flatlanders may want a straight seatpost to bring the seat closer to the grip.

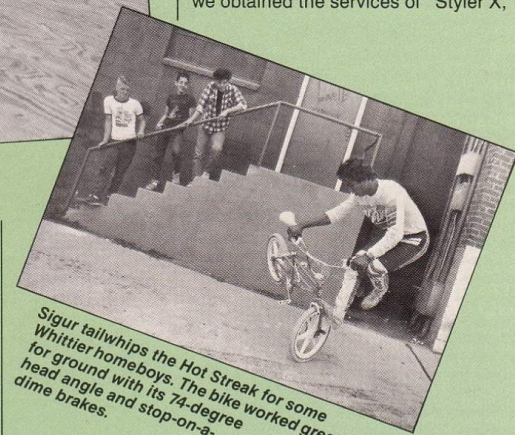
whelmed with it. The standing platforms were almost useless, the bars had a ridiculously high CW-style crossbar, and the laidback post situated the seat too far back. Other than that, it handled well, looked great, and only cost about \$200.

We decided to give the Hot Streak one more chance. Diamond Back said it had made big improvements for this year—new platforms, different bars, and an ACS Rotor now comes stock. We wanted to find out how big those improvements really were.

THE RUNDOWN

We'll get to the improvements in a second; let's look at some of the other components first. Skyway OE six-spoke Tuff Wheels (you know how good these are), gen-u-ine Dia-Compe FS-880 brakes with Tech-6 levers, and a Sun-Tour freewheel—to name a few. The frame of this gem is tri-moly (chromoly front triangle, mild steel rear), and it is painted a cool shade of green (also available in camouflage gray). Most of the components are white. With hot components and cool looks, the new Hot Streak sure seemed like a good bike. Is it? We wanted to find out, so we tested it. End of story, go on to the next article. **JUST KIDDING!**

Of course that's not the end of the story, it's just the beginning. For our test we obtained the services of "Styler X," a



Sigur tailwhips the Hot Streak for some Whittier homeboys. The bike worked great for ground with its 74-degree head angle and stop-on-a-dime brakes.

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DIAMOND BACK



◀The patented Sigur one-handed one-footer. The Hot Streak was totally controllable in the air, and it took Rich about, oh, maybe five minutes to get used to it.



OE wheels? Great. Cheng Shin tires? Great. Rear platforms? Great. Welded-on chain-guard mounts? Don't even ask!



The new platforms are a 500-percent improvement over last year's. Mike Dominguez designed them and they work great. Other greats are the Skyway OE wheels and Dia-Compe 880 calipers.



How does Rich Sigur unwind after a heavy test session? A Burt's "Fire dog," a Coke and, of course, a Miami hopper.

degree head tube is ideal for flatland, steep enough to make the bike perform, but not so steep that it makes it squirrely. When they got the bike, the Rotor had been installed, making the bars even higher than when X had ridden the ramp with it. They felt that the bars were much too tall, especially with the Rotor. We measured the height from the ground to the grip and found it to be 40-1/2 inches. Then we measured another bike we had at the office and found its grip to be 38 inches from the ground. If Diamond Back lowered the bars two to two-and-a-half inches, they'd be right in the ballpark. However, it wasn't too bad, because Jeff and Larry were having no problems riding the bike. G-turns, Randy-rolls, backwards framestands and all kinds of other tricks produced no quirks on the Hot Streak.

The new platforms were excellent. They're the same as the ones Mike Dominguez designed for his signature Strike Zone bike, and they are some of the best in the biz. The fork platforms are a little over two inches wide, comfortable and have good, sticky grip tape on them. The rear platforms are integral with the chain stays/dropout and they, too, are great. They are out of the way, yet highly functional. Compared with the '88 Chevy models of last year, they rule... heck, they rule anyway.

We did find one design flaw. With the 65-degree seat-tube angle and laidback post, the seat is positioned too far back, like last year's Hot Streak. So far back, in fact, that the grip and seat can't be touched at the same time with one hand! This problem could easily be solved with a straight post. Most shops will probably make that change for you at no extra cost. One feature about the bike that doesn't affect the riding, but is lame, is the welded-on chain-guard mounts. They look bogus, but if you use the handy-dandy chain guard that comes with it, they're perfect. This is nitpicking, though.

The Hot Streak handles great in the air and on the ground, looks cool and is inexpensive (about \$220). To get a more accurate picture of what the Hot Streak is like, we compiled a list of pros and cons.

mysterious radster from parts unknown. This guy is so radical we have to keep his identity a secret, because if we don't, all the major factories will be after him, and we won't be able to shoot him for tests anymore. Besides X-man for ramps, we had our newest Test Force members Jeff Cunningham and Larry Manayan give us their ground impressions. Afterwards, Rich Sigur rated it too.

The ramp we used was provided by Mr. Marc McGlynn. His halfpipe in Del Mar is smooth, wide and rad. The only drawback is that it's built into the side of a mountain, and if you happen to fall off the platform, you could drop 20 feet to

your doom! Way scary, but it didn't seem to faze Styler X, because he was rippin'—eight-foot airs, cancans, limb dangles, 540s and a bunch of other stuff too bizarre to describe.

When he was done, X filled us in on the characteristics of the Hot Streak. "It feels great, really controllable in the air. I love it! The brake levers are too close to the grips and they need to be bent out. The bars are kinda high. It feels as good as my bike... almost." (It didn't have the ACS Rotor because Diamond Back hadn't sent the stem adapter for it.)

GROUND LEVEL

All of our guys were also stoked with its handling on ground tricks. The 74-

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Our testers commented that the Hot Streak was one of the best-riding "budget bikes" they'd ever ridden. This top-sided one-footer proves they weren't lying.

OFFICIAL BMX PLUS! PROS AND CONS

PROS
 Brakes work great
 Wheels good
 Tires good
 Grips okay
 Seat is cool
 Looks great
 Platforms rule
 Turns well

DIAMOND BACK

Handles in the air
 Cheap
 Comes with ACS Rotor
 Comes with grip donuts

CONS
 Bars are too high
 Seatpost is too far back
 Levers need to be bent
 Chain-guard mounts are dorky

IS IT BETTER THAN LAST YEAR'S?
 Heck, yes! Last year the platforms were lame. This year they are some of the best in freestyle. The bars are still too high but a major improvement over last year's. One problem that is a carry-over from last year is the laidback seatpost, but as we said, it's easily changed. The handling performance of this bike is just like last year's—great! On the ground and in the air, our testers loved it and so did we. It's great for serious stylin' or general cruising, and at \$220, it's affordable.

CLOSING WORDS
 Yes, we do test a lot of Diamond Backs, and for good reason. They are some of the best-designed and best-performing bikes on the market. And the new improved Hot Streak is no exception! □

SPECIFICATIONS: DIAMOND BACK HOT STREAK

I. FRAME AND FORK

Type: Freestyle; 20-inch; age range 12 and over.
 Frame design: Single top tube, 1-1/8" O.D.; single down tube, 1-1/4" O.D.

Frame construction: Tri-moly chromoly front triangle, mild steel rear triangle, built-in frame-standers integral with chain stays/rear dropouts.
 Fork construction and design: Mild steel, 1-1/8" O.D. tubing, leading-axe design; welded-on "half-octagon" standing platforms, 2-1/2" above axle.
 Wheelbase: 35-1/4" to 35-1/2".
 Bottom bracket height: 12" (center to ground).

Chain stay length: 15" (center of bottom bracket to midpoint of rear dropouts).

Steering head angle: 74°
 Seat tube angle: 85°

II. WHEELS

Rims: Skyway OE, six-spoke variety, loose ball bearings.

Tires: Cheng Shin, 20" x 1.75", front and rear.
 Freewheel: Sunfour, 16T.

III. DRIVE TRAIN

Pedals: Victory VP-707, alloy with chromoly shaft.
 Cranks: DB, forged steel, one-piece, 175mm.
 Front sprocket: Steel, 44T, with steel spider.
 Bottom bracket: Steel, retainer ball.
 Chain: DB, 1/2" x 1/8", black and silver.

IV. STEERING

Grips: Fukong, A'ME Dual-type, with donuts.
 Handlebars: DB, mild steel, 28" width by 10" rise.
 Stems: DB, alloy clamp, chromoly shaft, hollow Potts bolt, ACS Rotor.
 Headset: DB, steel, retainer ball.

V. SEATING

Seat: Viscount Dominator.
 Seatpost: Laidback, mild steel.
 Seatpost clamp: DB, alloy.

VI. BRAKES

Callipers: Dia-Compe FS-880, front and rear.
 Levers: Dia-Compe Tech-6, front and rear.

VII. ACCESSORIES

Freestyle platforms: Welded-on fork pegs; rear platforms integral with chain stays/dropouts.
 Detangler: ACS Rotor.
 Miscellaneous: C.P.S.C. equipment (reflectors and chain guard).

VIII. WEIGHT

29 lbs.

IX. PRICE

\$220

X. COUNTRY OF ORIGIN

Taiwan

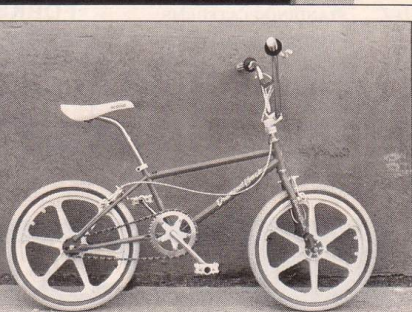
XI. ADDITIONAL INFORMATION

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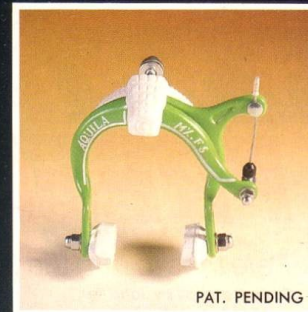
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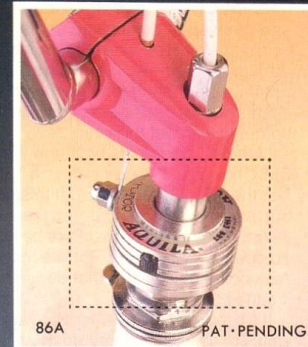


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