

	HARO TEAM MASTER	HARO TEAM SPORT	HARO MASTER	HARO SPORT	HARO FOX WINGS	HARO FET	HARO INVERT	HARO GYM	HARO GROUP 1 BSG	HARO GROUP 1 BSG	HARO GROUP 1 BSG	HARO GROUP 20	HARO DART	HARO PROSUIT		
Frame	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	Haro CDM with integral rear pillion, traction pipe, wrap around front fender, 1" top tube, 1" down tube, 1" head tube, 1" seat tube, 1" chain stays, 1" rear stays and eye-bolts at stand-gamma.	
Fork	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	Haro CDM with tapered legs and wrap around file on stays.	
Headset	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	155 Black	
Stem	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	Haro pro length hollow but stem with offset eye	
Handlebars	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	Haro 470 pro bars with dropped and hauled crescent	
Cups	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	Co Union Rubber	
Brakes	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	Front: 160 Camp 865 Rear: 160 Camp 850	
R Derailleur	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	
Shift Levers	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	MA	
Freewheel	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	Sunstar 181	
Chain	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	DMC 171 3.27 CP	
Crankset	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	Program 3 piece CDMs with bars 411	
Pedal	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	Victor SP-500 DX type	
Wheels	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm	Size of 48 sashed with polished high flange hubs with 10x1 CP up to 48 mm
Tire	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	Haro 195/2.0	
Seat	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	Victor Bommer	
Seat Post & Clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	Haro 10x1 CDM straight back with freestyle clamp	
Extras	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	Reflectors, Chainguard and Owner's Manual	
Color:	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	Black/Black/CP	

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Steve had an easy time adjusting to the Hot Streak's aerial traits, but he thought it was best suited to riders who want to do both ramp and ground routines and want just one bike to do them with.

□ We hear a lot about the declining value of the dollar these days. It doesn't mean much to most kids. The truth is, it does affect us. Dollars won't buy nearly as much as they did two years ago, particularly when you talk about bikes made in other countries, such as Taiwan.

The 1988 Diamond Back Hot Streak is a case in point. Two years ago you could buy a Taiwanese-made freestyle bike for \$250 and get a pretty hot machine. However, as the value of the

freestyle frame design. They introduced it as the Woody Itson Strike Zone, and just started selling them in the last month or so. We spent some time with that model a month or so ago when our sister mag, *American Freestyler*, had one for a test. It was an impressive bike.

We here at *BMX PLUS!* heard that Diamond Back was coming out with an

all-new Hot Streak, too, so we called Harry Leary, who now works at Diamond Back (in addition to still racing for them sometimes), and talked him into sending us one for a test.

When the bike arrived, we had our resident freestyle expert, *American Freestyler's* Karl Rothe, fine-tune the bike, take it outside and thrash on it awhile and give us his input. After that, we took it up to Camarillo and met with Steve Broderson and the Camarillo gang and turned it over to them for some more street sessioning and some hard-core ramp abuse.

HOW SHE STACKS UP

First, we'll cover the looks and components. The new Strike Zone frame is copied from the Woody Itson Strike

dollar changed, the price of those Taiwanese bikes rose. The Taiwanese were probably still charging pretty close to the same price for bikes—in Taiwanese dollars. But it took more American dollars to buy them. And it now costs more money to buy a Hot Streak—\$315 to \$335, to be specific.

NEW BIKE

Woody Itson recently worked with Diamond Back to come up with an all-new



1988 DIAMOND BACK HOT STREAK

It isn't cheap



Haro Designs Inc.
6060 Corte del Cedro
Carlsbad, CA 92009
(619) 438-4812

HOT STREAK

Zone. The geometry is the same. The difference is that the Strike Zone is chromoly, and the Hot Streak is part chromoly and part high-tensile steel.

On the ground, Karl used the bike for flail boomerangs, G-turns and ankle-busters to see how it handled. He tried out the platforms and pegs and worked on the brakes. In the process, we found out a lot about the bike and how it handles.

The handling is good. The steering is quick and reliable. The fork pegs are large, comfortable and offer good traction, and the forks have two sets of holes where the pegs can screw into the fork legs. We liked that.

The top tube platform is a tad short for our tastes, but we liked the design of the chain stay platforms. Each chain stay tube bows out sideways about an inch to create a standing area, and a saw-toothed blade of steel (an extension of the rear dropout) runs inside of it to provide sure footing. It's an innovative design and one we liked. It could catch your heel once in a while if your foot positioning is off on your pedals, but it's one of the best rear platform designs we've seen.

Speaking of the pedals, we liked the Victor VP-707s a lot. The shafts are strong and didn't bend, and the roundish alloy cages offer good traction. The 175mm one-piece, forged-steel cranks also held up fine.

We also liked the brakes. The Hot Streak comes with ACS Gripper center-pull calipers in the rear and ACS 860 sidepull calipers up front. Both worked very well in spite of the fact that they were coupled with nylon mags (Diamond Backs), which often give less-sure stopping than alloy rims.

The bike is a bit heavy, we noticed, but not much different from most freestyle bikes with mag wheels. We came up with a weight of 29 pounds when we weighed it.

When we checked on the frame construction, we found out that Diamond Back elected to use chromoly tubing only in the seat tube of the frame. The rest of the frame and forks are made of high-tensile steel. With the bike's suggested retail price of \$315 to \$335, we'd expected more chromoly than that, but the high proportion of high-tensile steel didn't cause us any problems. According to our tech whiz, Rob Lynch, if only one tube is going to be made of chromoly, the seat tube is the one to

◀ Broderson thought the Hot Streak was just that—hot—but the price gave us the chills.



Steve Broderson isn't exactly renowned for his flatland skills, but he can pull off a few moves.

OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST DIAMOND BACK HOT STREAK

PROS

- Good handling on ground
- Good handling on ramps
- Excellent brakes
- Good platforms
- Innovative frame design

CONS

- Expensive
- Too little of bike is chromoly



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springs maintain uniform tension. Pitbull is possibly the most powerful, trouble-free braking system ever created.

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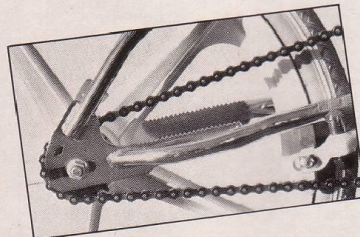
HOT STREAK

choose, but even Rob was surprised at how little chromoly tubing was used in a bike that sells for \$315 to \$335.

As we said, though, the bike impressed us with its ground abilities, and we were eager to test it on a ramp next. **ONWARD AND UPWARD**

We met Steve in Camarillo at the now-famous Dunman halfpipe. Steve isn't much of a flatland rider, but he tried the bike in the street and gave it the thumbs up after a few minutes of fooling around. Then we headed for the ramp.

Steve started working the bike on the ramp, getting used to it, and then started working on his airs and varia-



Among other things, the 1988 Hot Streak features a slant-head Altech stem, ACS Rotor, welded-on cable guides and ACS 860 calipers.

tions. "It has good angles," said Steve. "It feels good right away. It's an easy bike to get used to."

Steve had no trouble whatsoever with the rear platforms getting in the way of

◀ The innovations in the back triangle were introduced on the Woody Ison Strike Zone and then passed down to the Hot Streak. Note the saw-toothed dropout extension that helps make up the rear platform. Check out the bowed-up seat stays, too. Nice stuff.

SPECIFICATIONS: DIAMOND BACK HOT STREAK

- I. FRAME AND FORK**
Type: Freestyle, age range 13 and over.
Frame design: 1-1/4" O.D. top tube, 1-3/16" O.D. down tube; welded-on cable guides; bowed-up chain stays serve as rear platforms.
Frame construction: High-tensile steel except for chromoly seat tube.
Fork construction and design: High-tensile steel, 1-1/8" O.D. fork legs, leading-axle design, dual-position fork-pag holes.
Wheelbase: 35-1/4" to 35-1/4".
Bottom bracket height: 11-1/2" (center to ground).
Chain stay length: 15-1/4" (center of bottom bracket to midpoint of rear dropouts).
Steering head angle: 75-1/2".
Seat tube angle: 75°.
- II. WHEELS**
Rims and spokes: Diamond Back five-spoke nylon mags.
- III. DRIVE TRAIN**
Pedals: Victor VP-707, alloy platforms, chromoly shafts.
Crank: Lun Chi, 175mm, forged steel.
Front sprocket: DB, alloy, compact-disc type, 44T.
Bottom bracket: Tien Hsin, loose ball.
Chain: KMC, 1/2" by 1/8".
- IV. STEERING**
Grips: Fuan, Mushroom-type.
Handlebars: Freestyle-type, steel, knurled crossbar, 28" width by 9-1/2" rise.
Stem: Altech slant-head design, alloy clamp, chromoly shaft, hollow stem bolt.
Headset: Tien Hsin, steel.
- V. SEATING**
Seat: Diamond Back, nylon.
- VI. BRAKES**
Calipers: ACS 860, front; ACS Gripper centerpull, rear.
Levers: ACS, alloy, locking mode.
- VII. ACCESSORIES**
Freestyle platforms: Screw-in fork pags, top-tube platform around seat mast, built-in rear platforms.
Rear brake detangler: ACS Rotor.
- VIII. WEIGHT**
29 lbs.
- IX. PRICE**
\$315 to \$335.
- X. COUNTRY OF ORIGIN**
Taiwan.
- XI. ADDITIONAL INFORMATION**
Western States Imports
1837 DeHavilland Dr.
Newbury Park, CA 91320



stickers

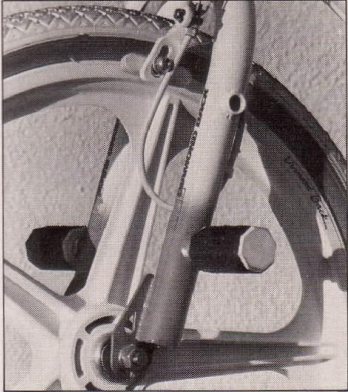
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HOT STREAK



The octagonal pegs work well at whatever height you want to set them.

his heels (something Karl was concerned about). We all agreed, however, that the handlebars were a bit too tall, probably an inch or an inch and a half.

Steve loved the pedals, the stem and the brakes, but he didn't like the levers, finding them too big and awkward to put in a good power position.

Steve did have a little trouble adjusting the seat position. When he tightened down the seat hardware with a small wrench to lock the seat in position, he still couldn't get it to stay in place. He finally tried tightening the nuts with a ten-inch crescent wrench. That stripped the threads on the bolt. We weren't sure what the source of the problem was, but we replaced the hardware with that of another seat and went on with our test. We had no more trouble with the seat after that.

Except for his complaints about the brake levers and the seat hardware, Steve was highly impressed with the bike. It has all the makings of a hot ground bike and handles well in the air, too. "There's not one thing on that bike, you don't really need," said Steve afterward. The platforms and pegs all worked well on the ground and didn't get in his way when doing airs. The frame design was innovative, clean, simple and non-gimmicky. Steve thought it was one of the best all-around ground-and-ramp bikes he'd ever tested. Karl liked it too, but not as much as Steve.

We jotted down the last of our notes, went out for a burger and fries with Steve and the other Camarillo guys and thought it all over. It's an impressive bike, but it isn't perfect; it has its drawbacks. Still, it's pretty hot. Maybe that's why they call it the Hot Streak. □

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(919) 777-1002 | Conte's Bike
Newport News, VA
(804) 595-1333 |
| South Coast Bike Shop
Santa Ana, CA
(714) 549-3869 | Peddle Power Cyclery
Rolla, MO
(314) 364-2412 | Bike Shop of Garfield
Cleveland, OH
(216) 441-6430 | Far Out Bicycles
Ringold, VA
(804) 822-5042 |
| Nighthawk BMX
Santa Rosa, CA
(707) 576-7622 | Wheels West
Ellisville, MO
(314) 391-8530 | Breaking Away
Toledo, OH
(419) 381-7012 | Lifespots
Virginia Beach, VA
(804) 424-0819 |
| Pedal Power
Santa Rosa, CA
(707) 528-0461 | Albe's Cycle Center
Mt. Clemens, MI
(313) 791-1181 | Brunswick Bicycles
Brunswick, OH
(216) 225-6167 | Power House Bicycles
Hampton, VA
(804) 851-3219 |
| Carl's Bike
Stockton, CA
(209) 948-2932 | Dug Out
Germess, MI
(313) 640-1880 | Frankford Bicycles
Girard, OH
(216) 545-0392 | Best True Value Hardware
Seattle, WA
(206) 772-1010 |
| Bike Rack
Waterbury, CT
(203) 755-0347 | Fraewheeler Bike Shop
Grand Rapids, MI
(616) 451-8011 | Oregon Cyclery
Oregon, OH
(419) 693-1969 | BIKEFACTORY
Bellevue, WA
(206) 641-5435 |
| Route 5 BMX
South Windsor, CT
(203) 289-3401 | Bike City
Highland, MI
(313) 946-7841 | Schneider's Bike Shop
Cleveland, OH
(216) 631-7187 | Bike Works
Everett, WA
(206) 742-2600 |
| Wooden Wheels
Newark, DE
(302) 368-2453 | Park Schwinn Center
St. Paul, MN
(612) 777-1323 | First Class BMX
Portland, OR
(503) 761-8661 | Twin Lakes Cycle Sport
Federal Way, WA
(206) 838-8176 |
| Big Wheel Schwinn
Hollywood, FL
(305) 966-5545 | Penn Cycle
Richfield, MN
(612) 866-7540 | Salem Bike and Sport
Salem, OR
(503) 581-8123 | Continental Cycle
Renton, WA
(206) 228-5670 |
| Crossroads Cyclery
St. Petersburg, FL
(813) 345-5401 | Rockville BMX
Rockville, MD
(301) 424-3177 | Al's Bicycles
Oklahoma City, OK
(405) 632-0483 | |



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solid white



dyna/dyna black



dyna/dyna blue



dyna fish

-- Be CAUSE I SAID SO! !*

* low markman: original homeboy (t.d.#0000)



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