

DIAMOND BACK PRO KIT

ONE OF THE BEST RACE BIKES WE'VE EVER TESTED



**BICYCLE
MOTOCROSS
ACTION
OFFICIAL TEST**

Follow us now as we tag along behind a mop top teen in downtown Los Angeles. The subject of our surveillance looks fairly normal. Faded jeans. Bike shop t-shirt. Burrito in his left hand. Oh, yes, he's doing a one hander coaster wheelie on a Diamond Back bicycle, cruising along the city sidewalk. He seems to be singing. Let's listen in . . .

. . . Cats were born to give chicks fever,
Be it farenheit or centigrade,
We give you fever,
Fever, till you sizzle,
But what a lovely way to burn . . .

The young man ends his wheelie with a flourish, gulps down the last bit of his burrito, wipes his hands on his jeans, and rolls the bicycle through the revolving doors of the Towering Impression office building. He heads directly to the elevator and pushes the button for the nineteenth floor.

Nineteen floors above, in the conference room of the Smith, Smith, Smith and Spicklestickle Advertising Agency, a meeting is being called to order. Let's eavesdrop . . .

"Gentlemen, the prime objective of our inter-organizational interface today is developing an advertising campaign for Diamond Back. We're

expecting delivery of a sample racing bicycle any minute. In the mean time, let's get started, if there are no objections."

"Great idea, H.H. I see a panoramic western landscape. A couple of yellow slickered cowpokes riding along. Then, in big bold letters: Come to Diamond Back Country. And down in the corner, a little box that says: Warning—the Surgeon General has determined that rattlesnakes are dangerous to your health."

"I think that one has been used, Limpton."

"Oh, really? How about this one. A long leggy dame and the blurb:



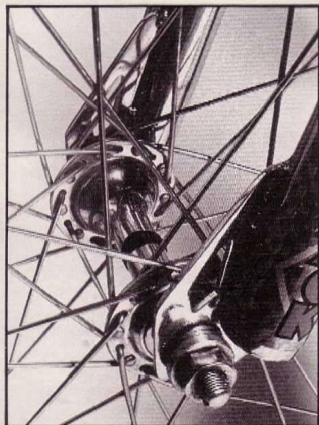
The test bike is a virtual duplicate of the team race bikes. A complete Pro Model is due next year.

DIAMOND BACK

Did you say frame, fork, and bars?"

"Smedley! Come wheel Limpton out of here. He's brain-drained again. Now, then. Any creative ideas?"

"How about a spokesman standing in front of a bike display pointing to the Diamond Back team and saying: Before we can sell you Diamond Back bikes, we have to sell these guys."



The new fork tabs eliminate the double slot layout, move the axle closer to the fork leg centerline.

"Not bad, Wembley. Has a nice ring to it."

"Uh, H.H. Don't you think it's kind of static? BMX is excitement, motion, going for it with all the gusto you can muster."

"Gusto you can muster. Say . . . that's good. Let's use that some time."

"Let's do some brain storming here, men. Just throw out your ideas as fast as you can."

"Lose four to six inches of ugly bulge before we cash your check . . . Guaranteed: A sexier figure in 30 days . . . For every mood, every moment . . . Now science can enlarge your . . ."

"Smedley! I asked you to get Limpton out of here. He's finally snapped. All those women's magazine accounts, no doubt."

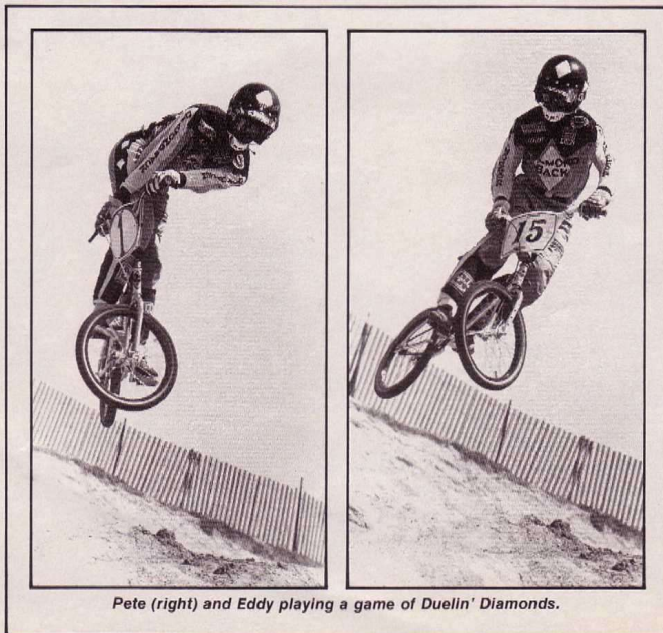
"H.H.?"

"Yes, Fensters."

"Maybe we should talk to some



Loncarevich eatin' dirt. You could call this crunch and lunch. Testing is a tough job!



Pete (right) and Eddy playing a game of Duelin' Diamonds.



Buff will bunnyhop anything, even 500cc National Motocross champion Broc Glover's mo'cycle.

of the kids who race BMX. Ask them what catches their eye?"

"Preposterous. What could any tiddly wink teenager tell me . . . ah, us. I'm . . . ah, we're giants, I tell you. Giants of the industry."

"Mr. Smith? I hate to interrupt, but a young gentleman is here with the bicycle."

"Well, show him right in, Miss Poodle."

"Hey, how ya doin'. I'm droppin' off this Diamond Back. It's really hot stuff. No wonder the race team's been burning up the tracks lately . . . Say, what are you doin'?"

"Working on the advertising for Diamond Back."

"Oh, yeah. I bet that's neat. I'd like to try that someday."

"Yes, isn't that interesting?"

"You know what would be hot? Play up Diamond Back like it's contagious or an epidemic or something. A fever raging all over the nation. You could show all the team guys smokin' on their bikes, just blistering, maybe racing for water to cool down because they're so hot. I think that'd be slick."

"A charming idea, I'm sure, but . . ."

"Well, it's been nice. Be rad, dad. See ya."

"What an absurd idea. A fever epidemic. Let's get back to work. Come to Diamond Back Country. That just might work . . ."

When we first tested Diamond Back's complete race bike in the January, 1981 issue, they had just added their sixth team crankster, Pete Loncarevich. Since then, Dustin Drumm and John Copeland have joined the fold.

The entire eight rider team was involved in development of the new Pro frames and forks. But principle chores fell to team manager Sandy Finkelman and Pro Harry Leary.

The Pro kit, available in Mini, Medium, and Large, came out last June. It includes frame, fork, and bars. If you want the new Pro geom-



Sugino makes the stem for Diamond Back.

etry, you have to buy the kit. A complete bike won't be available until some time next year.

DEVELOPMENT GOALS

Diamond Back had four major goals when they set about developing the Pro series more than a year before it was released.

Get out of the gate faster. Jam on the straights.

DIAMOND BACK

Handle the jumps.

Turn with more stability.

To achieve these goals, they made changes in the seat post and steering head angles, the fork drop-outs, and the crank hanger location.

CH...CH...CHANGES

Get out your notepads, crime-fighters, 'cause here's the rundown on the geometry changes pumped into the Pro kit.

The crank position was lowered about a half inch. That drops the bike's center of gravity, making it

more stable when leaned into a turn.

The crank position was also moved forward. At first, Diamond Back tried a quarter inch. Then they nudged it forward another quarter inch. This was done to bring the rider more over the center of the bike for starts. This move simultaneously created a longer rear section. It was felt this would improve rear tire traction.

The wheelbase was not changed.

The seat tube was brought forward about $\frac{3}{4}$ " or five degrees. The new angle is 73 degrees. This mod

matches the forward move of the cranks. The more forward location of the seat creates better front wheel weighting for turns and also allows the rider to slip back and spin more easily.

The steering head angle was de-steepened from 75 to 74 degrees. It's still one of the steepest going. The head angle adjustment was necessary to maintain the same overall front wheel geometry as the old bike. Harry felt this was spot on. The new fork tabs which bring the axle in closer to the fork tubes made

DIAMOND BACK PRO KIT SPECIFICATIONS*

FINISH: Triple high-lustre chrome.

WEIGHT: Bike as tested—24 pounds, 9 ounces, (including pads and number plate).

Frame—4 pounds, 4 ounces.

Fork—1 pound, 9 ounces.

RETAIL COST:

Approximately \$450 for complete bike as tested. Pro frame, fork, and bars set—approximately \$180-200.

FRAME: Diamond Back Pro Large, 4130 chrome-moly.

FORK: Diamond Back Pro Large 4130 chrome-moly.

HANDLEBARS: Diamond Back Pro, 4130 chrome-moly.

GRIPS: Oakley II.

STEM: Diamond Back (by Sugino) aluminum alloy clamps with chrome-moly shaft.

RIMS: Araya 7X with polished sides.

SPOKES: Double-butted stainless steel with alloy nipples, 80/60.

HUBS: Sunshine Pro-Am track hubs.

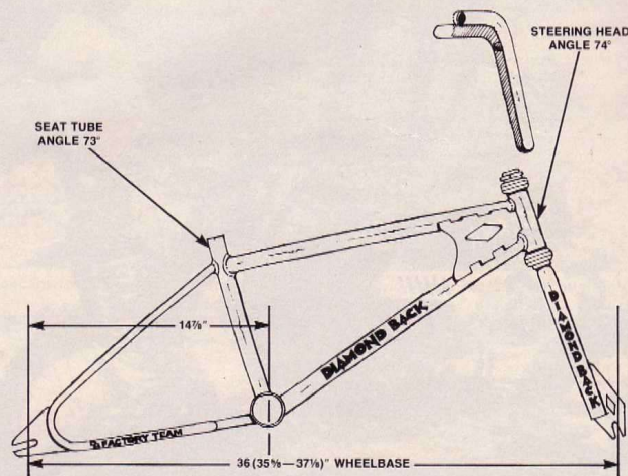
BRAKES: Dia-Compe 890 quick-adjust sidepull rear calipers. Dia-Compe two-finger brake lever. Kool-Stop International air-cooled brake pads.

TIRES: Diamond Back (by IRC) skinwall knobbies.

TUBES: 16 x 1.75.

PEDALS: Diamond Back BM10 (by MKS).

CRANKS: Sugino one-piece



chrome-moly, chromed, 175mm.

BOTTOM BRACKET: Tange.

FRONT SPROCKET: 44T, Diamond Back (by Sugino) chainwheel. Phil Woods spider.

REAR SPROCKET: 16T SunTour.

CHAIN: Sedis Sport 3/32"

SEAT: Diamond Back (by Kashimax).

SEAT POST: 7/8" fluted aluminum alloy.

SEAT POST CLAMP: SunTour, aluminum alloy.

NUMBER PLATE: Diamond

Back (by Haro).

PADS: Diamond Back.

OPTIONS: Diamond Back

Pro kits also available in Mini

and Medium sizes.

MORE INFO: Write for info packet. Full color fold-out brochure of all bikes, components, and accessories with action shot of Harry Leary is \$2.50. Full color Harry Leary poster, 17" x 22" is \$2.50.

MANUFACTURER:

Diamond Back
A Division of Centurion Bicycle Company
1837 DeHavilland Drive
Newbury Park, California 91320
Tel: (805) 499-2603

*Components chosen by Diamond Back for the most part duplicate factory race team bikes.



Mike and Harry one-upping each other. Harry encors his creation, the peace sign slider. Mike goes thumbs up and then hangs it out and wins with a no-hander!

the handling a bit too quick. To counter this, Diamond Back kicked the head angle out a degree.

Diamond Back felt the new fork tab design offered a happy medium to their old pick-your-poison double slot dropouts.

Development continues. Diamond Back is experimenting with a new refinement of rear end geometry involving power-to-the-ground leverage ratios. Leverage was also considered with the fork re-design to achieve easier front wheel lift.

TESTING A HIT KIT

Our test bike, built around the Large Pro kit, was displayed at the Rancho San Diego NBA Summer-



Pete Loncarevich, Harry Leary, and Eddy King joined us at Saddleback. That's a lot of hot race flesh.

nationals sponsored by Diamond Back, and then turned over to us at day's end. The components selected by Diamond Back in building the bike, for the most part, duplicated team rider setups. For instance, the only major differences between our test bike and Harry's racer were the cranks and brakes. Our bike had a Sugino one-piece chrome-moly crank and just a rear caliper. Harry's had Flite cranks and front and rear calipers.

Missing from the bike were the brand new super trick three-piece chrome-moly cranks developed by Diamond Back and built by Sugino. We'll be getting them for a looksee as soon as they're ready.

TRACKIN' THE 'BACK

"It accelerated really fast."

DIAMOND BACK

"It slid really good."
 "It was easy to get used to."
 "It was well balanced in the air. Nothing funny happened."
 "Power position is excellent."
 "I have no complaints at all."
 "The front end felt real light when cranking."
 "It belongs right up there with the P.K. Ripper."
 "It's in the top whatever of our top test bikes."

Buff, in particular, commented about the extreme light feel of the front end. Harry calls it light, but good light. "When you're gassin it, it's easy to get the front end up, but it won't pivot, loop out on you."

The change in the crank position contributed to the development of a new starting technique by Harry and some of the other team members. (Read the full scoop on Team Diamond Back starting tips in a future issue.)



Diamonds, stars, and five whipped whoopers in hundred plus heat . . . still shuckin' and jivin' about racing.

THE KING IS BACK

"Lately, I've been trying to put things together in a big streak and it's been going pretty good."

Yeah, you could say that. The speaker, Eddy King, charter member of Team Diamond Back. All of a sudden last summer, Eddy became the sprocket rocket of 16 Expert, turning in performances rivaling those from the good daze when the King was king.

"After I got those first two back-to-back wins I figured that I could come back the next weekend and do it again. I trained and got my head straight and things went my way. I won both days again."

Eddy had his victory string up to six race days in a row when we talked to him shortly after the NBA Summernationals in his backyard at San Diego.

"Coming back to Rancho, I was so fired up. I felt good physically. It was probably my best day all summer."

At Rancho Eddy powered a devastating pull-from-behind victory, passing Lee Medlin and Shawn Texas to win at the wire. "Sometimes I can get into a race

and do stuff like that. I'm so determined to get there first. The one thing on my mind was to get to that finish line first."

What fueled the sudden surge? Climbing on the new Pro kit bike



Eddy started winning when he got those referee shoes. Could they be the new hot tip?

helped. There are other reasons. "I've been riding more every day, plus I've been on the tour rather than flying back and forth. I've been mostly staying at someone's house instead of going from motel to motel. I could rest and ride and get my head straight,

knowing that I didn't come out there to play, I came to race."

Eddy also feels that giving up football helped his racing. His training as a right corner back conflicted with BMX race conditioning.

A typical week for Eddy is rest on Monday, hill riding for an hour or two on Tuesday, about twenty miles of street or strand riding on Wednesday, lots of starts on Thursday, and light street riding on Friday.

Eddy has a few favorite weight exercises too. Pullovers, lying on a bench to strengthen the back. Curls. Dips wearing a weight belt. Butterflies to build up the chest.

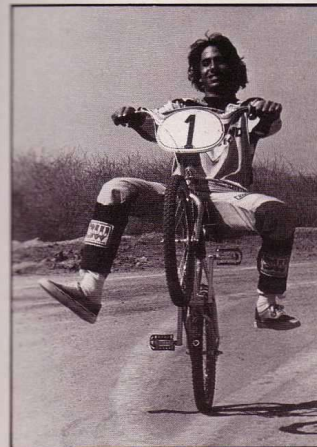
Eddy's bike is pretty close to the Pro Large unit built for us by Diamond Back. Here's what's different on the King cranker. Flite cranks, 180mm. Competition III front tire. 45/17 gearing.

A quick look at his personal gear reveals Bill Walters pants and jersey, Diamond Back gloves, Riddel referee shoes, Premier helmet, Oakley goggles, Joffa mouth guard, and Moto Peak five-snap visor. ■

Eddy King mentioned that the steep head angle of the bike helps make it one of the quickest out of the gate. He refers to his starts as more of a lunge than a wheelie. Eddy feels the forward move of the cranks allows the rider to flex his elbows some so he doesn't pull up on the bars as he starts.

DYNO-MIGHTY DIAMONDS

Recently, Diamond Back teamsters have been blazin' like crazy.



Pete L. hot doggin'. Pete just launched his own business with his dad and another partner, Loncarevich Racing Products. He's selling five ounce (that's light, Dwight) titanium straight and pre-bent seat posts, stainless steel super jaws pedal cages, t-shirts, and posters.

In fact, the results perked up shortly after the new Pro frame became available. Could there be a connection?

Eddy King has come storming back to kill the compo like he did in younger days. Harry Leary suddenly activated the victory button. So did Pete Loncarevich, after a bit of a slump. Doug Davis, he's been a triple-threat all year long. Yeaaaah, the Pro Kit just might be helpin'.

Without a doubt, the Diamond Back Pro, set up to match team bikes, is one of the best race bikes we've ever tested. One of the very best. It's easy to understand why so many of the Team Silver Streakers are grabbing the gold. ■

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