

PHOTO BY WINDY

# DIAMOND BACK STRIKE ZONE

## DOMINGUEZ DESIGNED SURFACE-TO-AIR MISSILE

JELLING BY JENKINS LATE-NIGHT LABOR BY LEWMAN

Back by popular demand . . . this month's cover trick along with this month's cover boy, Pete Augustin. Pretty gnarly looking, eh?

**FREESTYLIN'**  
MAGAZINE  
official Scooter Review

It's 3:12 in the morning; deadline is tomorrow. Make that deadline is today. Uh oh.

Andy's gone getting married, which leaves me in charge of the mag (heh heh) for the entire week. I am solely responsible for turning it in to the art department, too.

"Don't worry Lew, it's really easy. All you have to do is finish up a couple of things . . . write some simple photo captions . . . piece of cake," he told me before he left.

I just found the note buried under the carnage strewn across my desk. It reads:

Lew,  
Didn't have time to write the Diamond Back test, so this one's up to you. All the info you'll need to write the test (spec sheets and stuff) is in my top drawer on the right-hand side. Thanks buddy, I owe you one (two?).

—A.J.

Just dandy. I have no idea how to start writing this test. Hmmm, let's see here. I suppose the best way to start the test is write out all the facts on the Diamond Back. I'll think up a clever intro or something later . . .

I've ridden the bike for the past two weeks, so I know it's an excellent flatland machine. It's got all the hot items on it . . . ACS Rotor, Dia-Compe Tech 6 levers with locking buttons, and well-positioned standing platforms on the frame and fork.

Then there are the brakes. They're the best brakes we've ever gotten on a test bike. Period. The rear ones are SunTour Mountain Bike cantilever brakes and the front brakes are Dia-Compe Nippons. Everybody already knows how good the Dia-Compes work. The mountain bike brakes are so killer—longer brake shoes than normal, beefy brake arms, two individual pulleys for a smooth feel, and mega-tight springs for a snappy feel. From what Don-Boy tells me, the rear brakes alone on this sucker are worth a small fortune. It all adds up to only one thing—a killer flatland machine.

As far as air goes, I saw Mike Dominguez do a 540 five feet or on the very same test bike . . . bc stock. He'd been on it for five minutes. Need I say more about ramp capabilities?

Well, no sense wasting time . . . better go down and check out what's in Andy's drawer. (Rustling papers) . . . Ahh, here we go.

FACTS:

Official name: the Mike Dominguez Strike Zone.

Designed from the ground up by Michael Dominguez. Cool.

4130 chrome-moly frame, fork, bars, cranks, seat post, and assorted other odds and ends.

Authentic Skyway Tuff Wheels with a SunTour 16 tooth freewheel.

An ACS Rotor, Tioga Comp-ST tires, the new Diamond Back extended reach stem, Sugino one-piece cranks, a Tioga Max-Flo spider, Beartrap headset and bottom bracket, Diamond Back's new freestyle bars, and a spiff chainguard are included on the list of components. Not too shabby.

Complete bike price of \$330. That's more than fair.

A steering head angle of 76 degrees. That translates into excellent geometry. Quick, but not erratic. It steers just right.

The wheelbase is 35 3/4 to 37 1/4 inches. I'm six feet tall and the bike feels PERFECT to me. Plenty of room, not too low, and not big to the point of feeling like a tank.

Standing platforms are located on the fork legs, on the top tube near the seat mast, and on the chainstays. Well-placed platforms, I might add. The pegs on the fork legs are flat across the top as opposed to round. Very comfortable. They're positioned fairly low, about two inches up from the bottom of the fork leg. Right where I like 'em.

The rearward standing platforms are well-designed, too. They have just enough room for your feet, but they don't stick out and hack your ankles up. Underneath the platform on the right side, there's a built-in bracket for you coaster brake fans. D.B. did their homework.

The top tube platform is pretty basic . . . similar to the one on the Haro Sport. Also, a small loop is welded over the rear binders so you

don't step on the cable or tweak the brakes.

The bars, pedals, and stem are new ones from Diamond Back.

A nine-inch rise and a 28-inch width on the bars is comfortable, plus the lowered crossbar is knurled for extra traction. On the underside of the crossbar, there are two brazed-on cable guides—one on each side. This way the brake cables are tucked underneath the crossbar so your feet don't get tangled up in the brake cables during bar hops. Good thinking.

The stem has a chrome-moly shaft and a Potts Mod (duh). Like I said before, it's an extended reach model, kind of like a Hutch stem. My knees never made contact with the bars once, proving the extra room provided by the stem is skin-saving.

The pedals. Your basic aluminum bear claw type . . . nothing new here, but they're still highly functional. The chrome-moly spindle didn't give me any problems, either.

The Strike Zone is available in two colors. One is sky blue, the other is magenta. The magenta is

surprisingly similar to the color of Michael's mini-truck. White had better be your favorite component color 'cause that's the only choice you get.

The seating arrangements are provided by a chrome-moly lay-back seat post, a Diamond Back aluminum seat clamp, and a weird-but-comfortable Diamond Back padded seat. No complaints here, except the seat is a little scratchy. Filing the edges quickly took care of that.

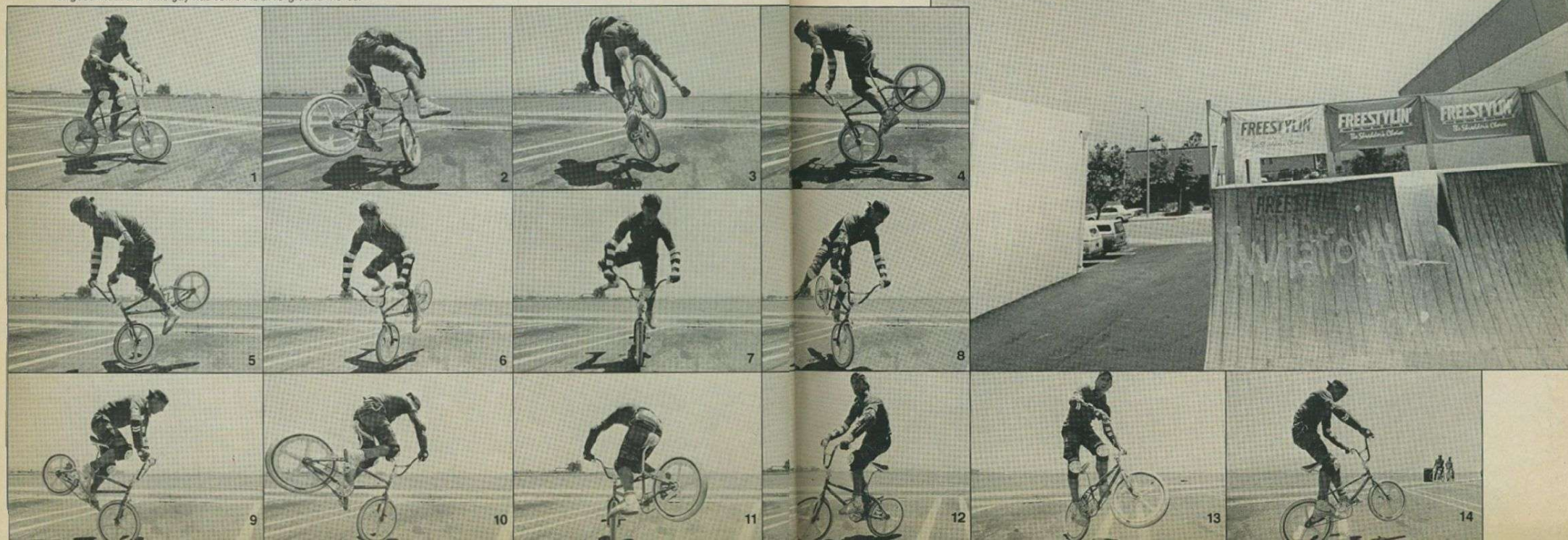
The grips are Fuan mushroom-type. Not the real McCoy's, but not necessarily hideous imitations. It looks like Taiwan has figured out how to make semi-decent grips. About time, too. Finally, the headset, bottom bracket, tires, spider, and chainwheel are originated from Tioga. Trustworthy stuff.

Well, (sigh) that's all there is on the spec sheet. The rest is going to be up to me. Hmmm, what kind of angle could I use to start the test? Maybe if I started it with something about how Andy cruised to get married, leaving me in charge of the mag. Naaa, that'd NEVER work . . .



Write your own caption here: \_\_\_\_\_  
 \_\_\_\_\_

Augustin. One-footed front wheel 360 with a few pogos thrown in for good measure. This guy has some AGGRO ground moves.





From the coping to 12 feet out is the strike zone for Michael Dominguez. One footed inverted, eight feet up. That's a stock bike, folks.

**FREESTYLIN'**  
M A G A Z I N E

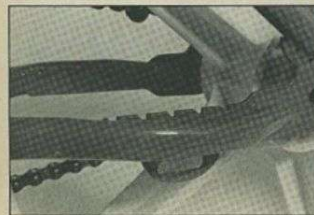
*The Shredder's Choice*

**FREESTYLE**  
M A G A Z I N E

*The Shredder's*



These are THE brakes. SunTour XC Mountain Bike brakes. Yeah, we know they look funny, but they work sooo good. Check the standing loop/brake guard thing.



Coaster brake bracket and slim platform with serrated teeth to keep your feet on.



Round axle pegs have a tendency to rip a hole in the sole of your shoe after long-term use. Not these. And the height is great—not too low, not too high.



## SPECIFICATIONS:

**COMPLETE BIKE PRICE:** \$330.00.  
**FINISHES AVAILABLE:** Sky blue or magenta with white components.  
**COMPLETE BIKE WEIGHT:** 31 pounds, 3 ounces.  
**FRAME WEIGHT:** 6 pounds, 5 ounces.  
**FORK WEIGHT:** 2 pounds, 10 1/2 ounces.  
**STEERING HEAD TUBE LENGTH:** 4 inches.  
**HANDLEBAR RISE:** 9 inches.  
**HANDLEBAR WIDTH:** 28 inches.  
**SEAT TUBE ANGLE:** 75 degrees.  
**STEERING HEAD ANGLE:** 76 degrees.  
**FORK RAKE:** 1 5/8 inches.  
**BOTTOM BRACKET HEIGHT:** 11 1/2 inches.  
**WHEELBASE:** 35 3/4 to 37 1/4 inches.  
**TOP TUBE O.D.:** 1 1/4 inches.  
**DOWN TUBE O.D.:** 1 3/8 inches.  
**FORK LEG O.D.:** 1 1/16 inches.

## COMPONENTS

**FRAME:** Diamond Back Strike Zone, 4130 chrome-moly.  
**FORK:** Diamond Back Strike Zone, 4130 chrome-moly.  
**HANDLEBAR:** Diamond Back Freestyle, 4130 chrome-moly.  
**HANDLEBAR STEM:** Diamond Back Freestyle, aluminum and chrome-moly.  
**GRIPS:** Fuan, Mushroom-type.  
**HEADSET:** Tioga Beartrap.  
**WHEELS:** Skyway Tuff Wheel II, Zytel nylon.  
**TIRES:** Tioga Comp-ST.  
**BRAKES:** Front Dia-Compe FS 883, rear SunTour XC Mountain Bike.  
**BRAKE PADS:** Front Dia-Compe, rear SunTour.

**BRAKE LEVERS:** Dia-Compe Tech 6 with locking buttons.  
**BRAKE CABLES:** Dia-Compe.  
**CABLE DE-TANGLER:** ACS Rotor.  
**PEDALS:** Diamond Back Beartrap, aluminum and chrome-moly.  
**CRANK:** Sugino, 175mm, 4130 chrome-moly.  
**BOTTOM BRACKET SET:** Tioga, quick-adjust.  
**SPIDER:** Tioga Max-Flo, aluminum.  
**FRONT SPROCKET:** Tioga, aluminum, 44 tooth.  
**REAR SPROCKET:** SunTour, 16 tooth.  
**CHAIN:** Izumi, 1/8 inch.  
**SEAT:** Diamond Back Freestyle.  
**SEAT POST:** Lay-back, 4130 chrome-moly.  
**SEAT POST CLAMP:** Diamond Back, aluminum.

## OVERALL EVALUATION

**QUALITY OF FINISH:** Excellent.  
**QUALITY OF WELDING:** Excellent.  
**QUALITY OF COMPONENTS:** Excellent.  
**ASSORTED COMMENTS?** "I can't believe what a good buy this is for the price. It's not a buy, it's a steal!" . . . "Nothing broke during the two-week period that Lew was riding it. Quite an achievement." . . . "A.J., you owe me one." . . . "Those are THE best brakes I've ever seen (or used) in my entire life. No lie." . . . "The bars were okay for me, but I could see where a little kid might have some problems with the height." . . . "The Rotor was a nice treat." . . . "I was scathed and scratched by the seat until I filed down the rough edge underneath it." . . . "All the platforms are totally comfortable and they don't get in the way. Good features indeed." . . . "I want one." . . . "When Dominguez pulled that 540, I went into shock. NOBODY does that on a stock test bike, especially if they've only been riding it for five minutes. Jeez, Michael." . . . "The guys at DB spent months and months working on the Strike Zone, making sure everything was just right before they started producing them. They did a good job—everything is just right." . . . "This bike is as cool as their ads." . . . "I haven't seen the blue one yet, but the magenta is as sharp as they come. It reminds me of Michael's truck."

**TEST INPUT:** Lew, Andy J., Augustin, Dominguez, Windy, and Don.

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