



DIAMOND BACK SUPER STREAK



... Or, how to
buy yourself
a winning
streak!



For our test we took BMX PLUS! test rider Billy Griggs and Diamond Back's Eddy King out to our newest test site, "Colossus." Eddy rode his Turbo for most of the shots while Billy rode the Super Streak. It was a good way to check out the handling—and the Streak handled well indeed!



Riders older than the intended target group (around ten to 14) might want to switch to a taller stem, bigger bars, and a laid-back seatpost for a little extra room. Billy, who is 16 and five-nine, had to switch to a laid-back seatpost for our photo session in order to feel more comfortable on the bike. He tried switching to bigger bars than the 23-inch-wide standard issue, but the Super Streak's stem wouldn't clamp down hard enough on the replacements, so Billy had to ride with the originals.

Way back in December of '82 we tested a bike which was to become a legend in its own time, the Diamond Back Silver Streak. At around \$300 the SS was one of the first of a breed now known as "best-buy" racers. Well, by now we all know about best-buy BMXers. Everybody makes one, and it seems that just about everybody is buying one. Only now, due to fierce competition in the cutthroat best-buy marketplace, these super-affordable bikes have dropped even further in price! Believe it or not, \$199.95 will buy even more bike today than \$300 did back in December of '82! Case in point is Diamond Back's wild new Super Streak—200 bucks' worth of rough-and-tumble, ready-to-race action.

SUPER CHASSIS

If you'll remember back, the ol' Silver Streak frame was what they call a "tri moly" model. This means that the front triangle was chromoly while the rear section was a less expensive mild steel configuration. Not so with the new Super Streak. All chromoly here. Every single tube including the forks. And remember, the price is 100 bucks less!

The loop tail off the old Silver Streaker is gone in favor of a different two-piece setup. Other than that, the new Super Streak will look familiar. Same diamond-shaped head gusset up front and diamond cutouts on the rear drops. Same distinctive fork drops. Same DB attention to detail.

Yes, indeed, you get your money's worth here. Chromoly *everywhere*, nice welding, clean overall fabrication, and flashy white finish.

HOT STREAK COMPONENTRY

No big surprises here. By that we mean that the Super Streak features many of the same components found on other bikes in its price range: Araya rims, Suzue hubs, Cheng Shin skinwall tires, SunTour freewheel, Sugino cold forged stem, mild steel handlebars, Dia-Compe 890 caliper and Tech 3 lever, rear only, and one-piece chromoly cranks. All in all, not too shabby and not too flabby. Put it all together, and the scales will read an impressive 22¼ pounds! That translates into "ready to race" in just about anybody's handbook.

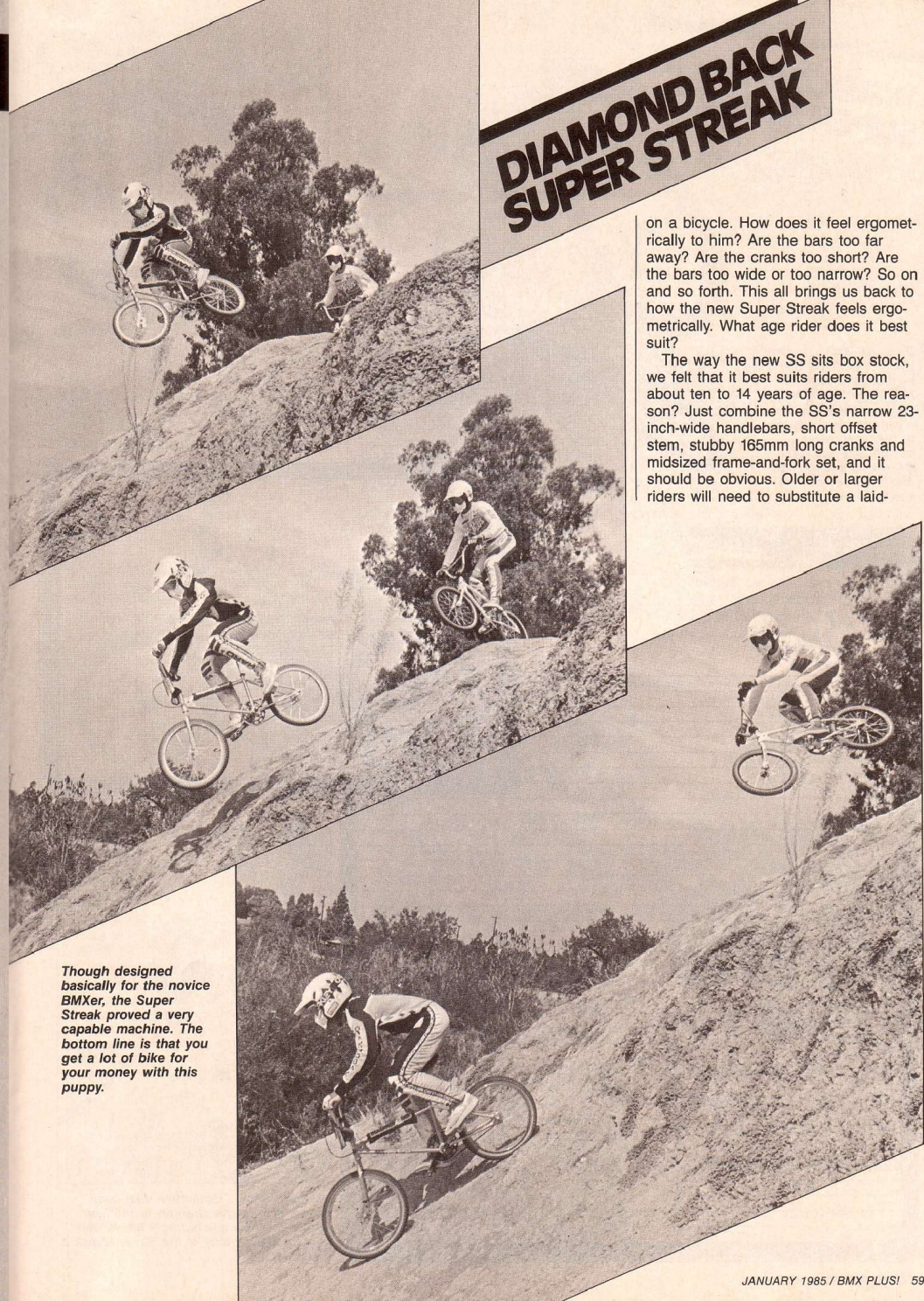
SUPER ERGOMETRICS

If you open up the dictionary to the word "ergometrics," it will tell you that the word means "man's relation to the things around him." Like when he sits

DIAMOND BACK SUPER STREAK

on a bicycle. How does it feel ergonomically to him? Are the bars too far away? Are the cranks too short? Are the bars too wide or too narrow? So on and so forth. This all brings us back to how the new Super Streak feels ergonomically. What age rider does it best suit?

The way the new SS sits box stock, we felt that it best suits riders from about ten to 14 years of age. The reason? Just combine the SS's narrow 23-inch-wide handlebars, short offset stem, stubby 165mm long cranks and mid-sized frame-and-fork set, and it should be obvious. Older or larger riders will need to substitute a laid-



Though designed basically for the novice BMXer, the Super Streak proved a very capable machine. The bottom line is that you get a lot of bike for your money with this puppy.



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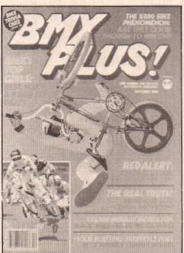
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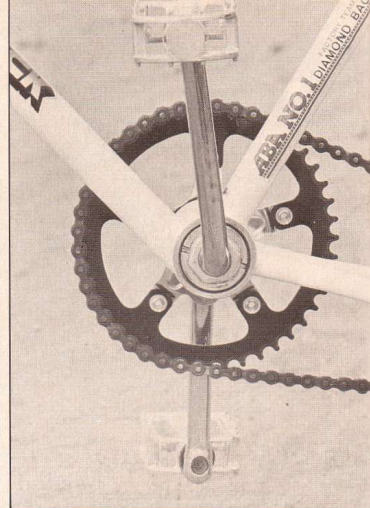
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DIAMOND BACK SUPER STREAK



Diamond Back's original Silver Streak was the first serious BMX bike to break the \$300 price barrier. The Super Streak is an improved version of the same basic design, and the price is an even bigger bargain now than before—just \$199.95.



◀The chromoly cranks were strong but not completely unbreakable. After numerous super-hard landings off the gnarliest jump at Colossus, we were finally able to tweak them a bit—but that was with bigger riders than the Super Streak was designed for. In normal use with riders under the age of 15, they should offer no problems.

back seatpost, bigger bars and longer stem and cranks to feel at home. However, for its target ten-to-14-year-old audience, the Super Streak should be a super fit.

EASY RIDER

Before we ride any of our test bikes, we take a quick glance over the specs, break out the measuring tape and angle finder, and try to make some educated guesses as to how it will handle. The new Super Streak, for example, has a somewhat short 34-3/4-inch to normal 36-inch wheelbase combined with an average bottom-bracket height of 11-5/8 inches and easygoing 70.5-degree head and 64.5-degree seat tube angles. What does all this mean? Let's head out to the track...

Since the angles (head and seat tube) are by normal standards laid back (kinda like a chopper), the SS is what we like to call an easy rider. No sudden surprises here, just slow and predictable handling. And while we do feel that the Super Streak will make a great entry-level racer, we also feel that



The Super Streak was a blast to slide. The most noticeable handling difference between it and the more expensive Turbo is that the Turbo is larger and features a steeper head angle for quicker steering. The slightly more laid-back head angle of the Super Streak gives that bike a slightly more forgiving feel.

it makes a good around-the-town BMXer. Good geometry. Not full-on race stuff, but, as we said, novice, easy-to-ride-and-race angles.

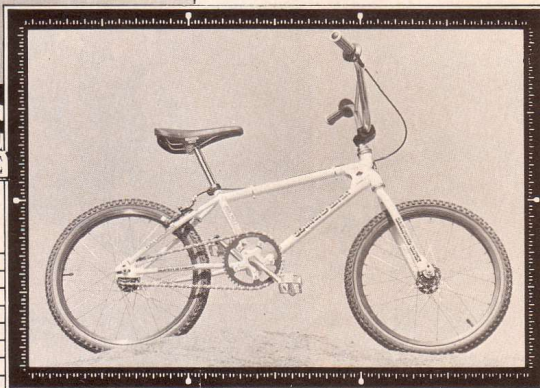
IS THIS YOUR LUCKY STREAK?

If you've always liked Diamond Backs but have never known which was the right one for a "ready to try

racing and mainly ride to school" kind of guy like you, here it is—the Super Streak. For \$200 on the hoof, the SS is the best buy Diamond Back has ever offered, period. It's a great entry-level racer that should offer seasons of trouble-free performance. We liked it. We think you will too. □

BMX PLUS!

1. Bike: Diamond Back Super Streak, 20-inch, complete bike.
2. Age range: Ten to 14 years old.
3. Country of origin: Japan.
4. Intended use: Racing/street/trail.
5. Wheelbase: 34-3/4" to 36".
6. Bottom-bracket height: 11-3/8".
7. Chain stay length: 15".
8. Steering head angle: 70.5°.
9. Seat tube angle: 64.5°.
10. Frame: Diamond Back, chromoly throughout. Features: 1-1/8" top and down tubes, 4" head tube, American bottom bracket, chrome finish.
11. Fork: Diamond Back, chromoly throughout. Features: 1" diameter legs, leading-axle design, chrome plated.
12. Rims: Araya 7X, alloy, 20" x 1.75", 36-hole.
13. Spokes: 36/080 cadmium plated.
14. Hubs: Suzue, alloy, high flange, loose ball.
15. Tires: Cheng Shin skinwalls, 20" x 1.75" front and rear, 35 psi.
16. Cranks: Diamond Back, one-piece, chromoly, 165mm.
17. Pedals: HTI-A4 alloy platform.
18. Chain: KMC 1/2" x 1/8".
19. Bottom bracket: Steel, retained ball.
20. Front sprocket: Alloy, 44T.
21. Freewheel: SunTour 16T.
22. Brakes: Dia-Compe 890 caliper and Tech 3 lever, rear only.
23. Headset: Steel, retained ball.
24. Stem: Sugino, cold forged alloy, 4-bolt design.
25. Handlebars: Diamond Back high-tensile steel, 7-1/4" rise x 23" width.
26. Grips: Fuan, F-1 type.
27. Seating: Diamond Back plastic, aero-style saddle; Diamond Back fluted alloy post and alloy clamp.
28. Miscellaneous: Full C.P.S.C. reflector kit.
29. Overall weight: 22-1/4 lbs. without pads or plate.
30. Approximate retail price: \$199.95.
31. For additional information contact: Diamond Back, A Division of Western States Import Co., 1837 DeHavilland Dr., Newbury Park, CA 91320; (805)499-2603.



Diamond Back's distinctive dual head gusset gives extra strength to the front end of the now all-chromoly frame. The construction quality of the Super Streak is first-rate.

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