



BMX ACTION
OFFICIAL TEST

DIAMOND BACK SUPER STREAK



Comfy seating. Surprisingly, the fluted aluminum seat post didn't even bend.

RIDIN' AND ROOSTIN' ON ANOTHER DB MID-SIZE GOOD-TIME MOTO-MACHINE



Dia-Compe 890 caliper, Araya 7X aluminum rims, and Cheng Shin knobs. The brakes work good, the rims stayed round (even after MUCH abuse), and the tires grip passably well.



When we tested the DB Super Viper back in the February '85 issue, we let Cosmo have the bars 'cause they fit him purr-fect. Well, he's got another set of bars to add to his collection 'cause we replaced 'em with a set of Galindos that are much wider than the 22 3/8 inch width of these dudes. His new pair will definitely last longer than the previous set, though. These 'uns are totally chrome-moly.

Sometimes the BMXA test heroes are so cruel they can hardly stand themselves. For example: Our latest BMX ACTION official torture-test victim comes from the factory honchos at Diamond Back. It's the Super Streak, and right this second the Nerd Herd is over in R.L.'s corner of the warehouse, deviously plotting all sorts of fiendishly clever ways to abuse, beat on, and just generally mega-fly on it.

Meanwhile, we sit here in the spacious, comfortable, and tastefully decorated BMXA editorial offices, pounding away at our faithful Kaypros in our never-ending quest to bring you more wonderfully warm-hearted yet highly informative pearls of moto-wisdom.

Well, it looks like the Nerd Herd has finished their poking and prodding. Now it's our turn.

TRUCKIN' FORWARD

Visually this lean, mean moto-machine is a whole lot like the Super

Holy kowabonzical radness, Batman! Is that Capt. Kirk flyin' the Super Streak over one of the jumps at Mike Miranda's secret thrashing grounds in Riverside? You bet it is. The SS proved to be an able flier — after we changed the too-small bars, that is.

Viper that we ran through the mill a few months back. There are a couple of other similarities, too — it's built for the same size riders as the SV, and the frame and fork geometry is in the same ballpark. But other than that we're talkin' a whole 'nuther enchilada. Let's start the dissection.

SCOPIN' AND MEASURIN'

Like the Super Viper, the Super Streak's frame is made in Taiwan, but UNLIKE the SV, it's constructed of 4130 chrome-moly from one end to the other. That's cool. The frame checks in on the scales at a respectable four pounds, seven and a half ounces.

The forks on both the Super Viper and the Super Streak are totally chrome-moly, but the Super Streak's legs measured out with 1/8 inch more rake than the SV's. Weight is one pound, nine ounces.

HOW 'BOUT THE COMPONENTS?

Glad you asked. There's a fair number of qual goodies here. Top drawer stuff like Araya 7X aluminum rims, Suzue high-flange hubs, and

the Diamond Back aluminum and chrome-moly stem that's made by Sugino.

The braking is taken care of by a Dia-Compe Tech 3 lever and 890 caliper. The 890 is fairly good, and with some careful dialin' you can get it to bring you back down from Warp speed fairly rapidly.

The knobs are Cheng Shin copies of Tioga Comp IIIs, and the performance from 'em is commendable. But if you're aggressive you KNOW how they compare to REAL Comp IIIs. Nada.

Max power transmission for racing is somewhat hampered by the 165mm cranks. They're fine for thrashin' around the neighborhood, goin' for vacant lot kamakazi action, and serious curb jumping, but they're too short for racing. They're also heat-treated, so they're fairly durable.

The drivetrain is rounded out by Diamond Back spider and a 44 tooth Sugino Duralumin chainwheel. Duralumin? That means ultra-tough aluminum. Good stuff. The pedals are Taiwanese HTIs, which are a bit small, but they'll do fine 'til you can scrape up some bucks to replace 'em with some platform jobbers.

Moving straight up from there we find the seating accommodations —

Not too shabby for just under \$200.00. Dudes in the eight to twelve year old range will be happiest on this pup. Anybody bigger than that will find the Super Streak is just too small for 'em.

a comfortable Diamond Back seat with a fluted aluminum seat post and an aluminum seat post clamp. Both the seat post and seat post clamp are Factory Generic, but they're both cool.

STRANGE AND UNUSUAL STUFF

The Super Streak has a plastic sleeve that slips snugly into the bottom bracket shell (between the bearing races) that prevents dirt, glop, scum, and miscellaneous sludge from finding its way through the frame tubes and into the bottom bracket bearings. It's no big deal, but it IS nice — and effective.



If the handling of the Super Streak had been less than spot-on, Kirk wouldn't have EVEN attempted stuff like this. He never ceases to amaze us.

CALLING ALL TESTERS . . .

We don't have to yell twice to get the test woobies onto an official test scoot. They're ALWAYS willing to thrash and trash machinery. The Super Streak was no exception — so we loaded it into the Wiz Pubs factory van, packed the cameras and a cooler of Pepsis, grabbed Capt. Kirk, and hit the road. Destination? Mike Miranda's secret practice grounds, rumored to be incredibly gnarly.

Two hours of horrendous traffic, five wrong turns, and two totally dusted six-packs of pop later, we rolled up to Miranda's secluded hideaway. There was Doug Davis, Diamond Back factory 'shoe and this month's rippin' guest tester, waitin' to start the action.

So we did. Kirk jumped on the Super Streak, pedaled a few feet, and stopped . . . the bars and gooseneck were WAY too small for him. A little searchin' through the trusty van uncovered a pair of Galindo GX bars with Oakley B-1B grips, and a Hutch Pro stem. Perfect. 'Course we had to pull 'em off Gibey's bike, but hey, the



Doug Davis cruised on up from San Diego to spectate during the testing activities and do a little riding for our cameras himself. High speed berm blur.

Price & Specs

COMPLETE BIKE PRICE: \$199.95 in chrome, and \$189.95 for the painted finish.
FINISHES AVAILABLE: Chrome with black or blue components, and white with black components.

COMPLETE BIKE WEIGHT (without pads or plate): 23 pounds.

FRAME WEIGHT: 4 pounds, 7 1/2 ounces.

FORK WEIGHT: 1 pound, 9 ounces.

HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area): 7 1/2 inches.

HANDLEBAR WIDTH: 22 3/8 inches.

TOP TUBE O.D.: 1 1/8 inches.

DOWN TUBE O.D.: 1 1/8 inches.

FORK LEG O.D.: 1 inch.

Components

FRAME: Diamond Back Super Streak, chrome-moly.

FORK: Diamond Back Super Streak, chrome-moly.

HANDLEBAR: Diamond Back, chrome-moly.

HANDLEBAR STEM: Diamond Back, aluminum and chrome-moly.

GRIPS: Fuan F-1 type, vinyl and rubber.

HEADSET: Diamond Back.

RIMS: Araya 7X, aluminum.

SPOKES: 36, .080, with brass nipples.

HUBS: Suzue, high-flange, aluminum bodies.

TIRES: Cheng Shin.

BRAKE: Dia-Compe 890 caliper, rear only.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 3.

BRAKE CABLE: Dia-Compe.

CRANK: Diamond Back, one-piece forged steel, heat-treated, 165mm.

PEDALS: H.T.I., aluminum and chrome-moly.

BOTTOM BRACKET SET: Diamond Back.

FRONT SPROCKET: Sugino duralumin chainwheel, 44 teeth.

SPIDER: Diamond Back, chrome-moly.

REAR SPROCKET: SunTour, 16 teeth.

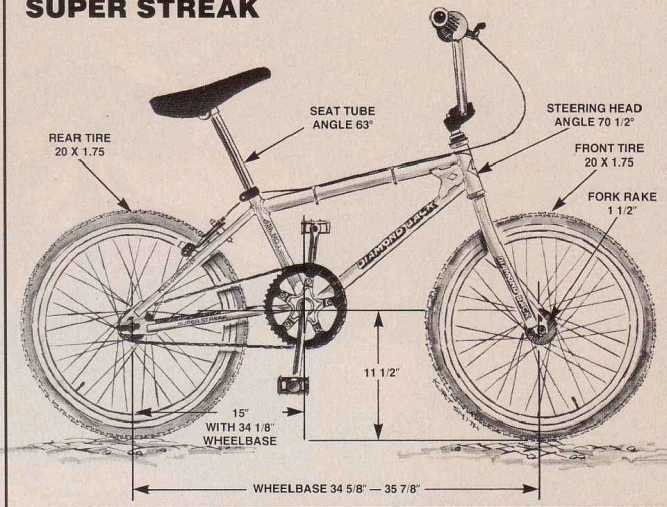
CHAIN: KMC, 1/8 inch.

SEAT: Diamond Back.

SEAT POST: Fluted aluminum.

SEAT POST CLAMP: Aluminum.

DIAMOND BACK SUPER STREAK



Performance Evaluation

PURPOSE: Racing (up to and including novice), thrashable and stylin' street bike.

AGE RANGE: 8 to 12 racing and street, maybe up to 13 or 14 with a different set of bars.

QUALITY OF FINISH: Excellent.

QUALITY OF WELDING: Fair to very good.

The beads truck along just fine in some spots, and then suddenly they'll look like the dude doin' the welding sneezed — they get a little jagged.

QUALITY OF COMPONENTRY: Fair to excellent. We'd have to pick on the bars and

the cranks as the components that rank in the fair territory. Everything else is pretty sano.

GEOMETRY: Excellent for beginners.

HANDLING: Very neutral. No surprises.

MISCELLANEOUS COMMENTS: "These bars feel like they should be on a tricycle."

Seriously, a wider, and somewhat flatter set of bars would be good for any size rider . . .

The sleeve that fits inside the bottom bracket shell to keep mung and drool from the tender bottom bracket bearings is cool . . . Both wheels slip into place nicely, and the cups and races all fit fine . . .

The spokes stayed nice and tight — no loosening at all . . . Keep an eye on the chainwheel bolts. All five were loose on our test bike when we were done.

TEST INPUT: Capt. Kirk, Gibey, Doug Davis, A.J., Don-Boy, Windy, Harry Leary, and Cosmo.

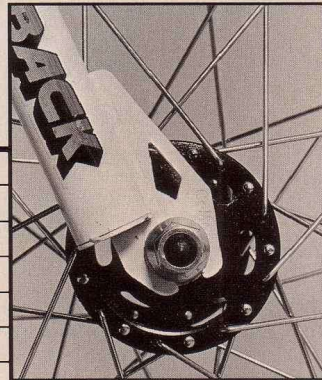
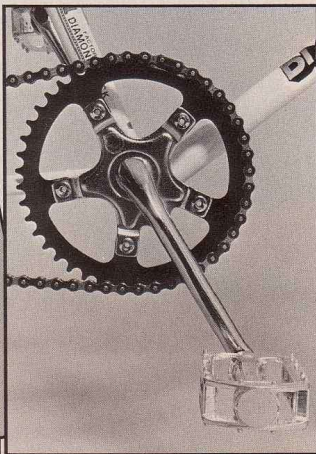
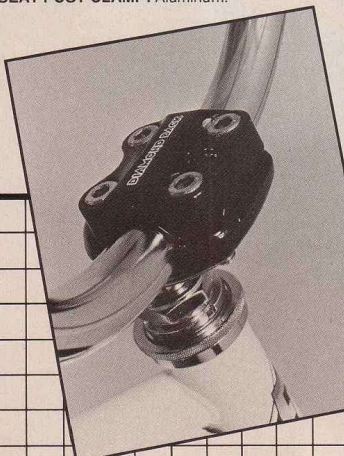
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Whoop-ee! Is this classic stylin' or what?

test must go on, right? Now Kirk was ready.

He put the Super Streak through some heavy-duty flight maneuvers and sure enough it took it all in stride. Almost. He did manage to tweak the forged steel cranks. Of course, not

Kicked out and crossed up in the midst of another hazy Riverside day. Any higher and Mr. Chrisco would have been permanently lost in the smog.



Did having a broken thumb slow Kirk down? Is Christie Brinkley ugly? (He broke it on his driveway trying to learn how to do a boomerang on his race bike. Stick to racing, Kirk.)

many people abuse bikes the way Capt. Kirk does.

Any comments, Kirk?

"It's a bit on the small side for me, but the bike should be about right for kids 8 to 12 years old. The steering is kinda slow — it's a lot more forgiving in the corners than a full-on race bike, which is cool for beginners. Overall, it's a good bike for someone who's getting started."

WHAT'S THE DAMAGE TO YOUR WALLET?

Actually, it's quite minimal. Right in the neighborhood of \$199.95 for the chrome model, and a mere \$189.95 if you opt for the painted version like our test unit. For that you get a raceable scooter that'll easily see you through the novice class (as long as you change the cranks and bars) and possibly up into expert. In other words, the Super Streak is definitely worth checkin' out. ■

