



★ T ★ E ★ S ★ T ★ DIAMOND BACK



The Diamond Back Turbo. A cut above the rest.

THE FINAL combination of bike, offered by Diamond Back, is the mixture of perfection required by Harry Leary — Diamond Back's protege. Harry Leary's needs have produced a complete bike — all components have been almost hand picked by the human turbo.

The bikes name was the simplest thing to pick. Their number one boy gave them that, everything else took experience and technology to develop the most prestigious Diamond Back. The whole concept was to build a bike for racing and high performance street riding and has "boosted" the sales of Diamond Back to an incredible level, it's well deserved too.

The bike is exceptional to take from the showroom floor. It's appearance is distinctive, smoke

back. They started with a chrome plated frame, sprayed on six coats of high quality black paint and finished it off with four coats of clear . . . yeah . . . definately smoke black. The black frame is highlighted by chrome components, and the features don't end there.

WHAT'S NEW ON THE TURBO

TO the blue print of the frame, they added Oakley F1 grips . . . in grey and black of course. These grips proved to be very tough and really comfortable with or without gloves. To add to the exclusiveness, they put on a luxurious black suede Kashimax seat, with silver Diamond Back lettering on the side.

The brakes are Dia-Compe 890s with single-bend levers, they felt

great, they were very predictable even when you were haulin' and had to stop real quick. The wheels consist of Araya aluminium chrome 7X rims with Suzue sealed bearing hubs. The chrome spokes with black nipples add a touch of class, and let's not forget the Diamond Back IRCs, excellent handling on both road and track.

Three-piece Sugino turbo cranks are used on the bike and come in two sizes, 177mm and 181mm, the 181s being standard equipment. The cranks are two pieces of chrome-moly tubing welded together to form each crank arm, an el-tricko chromed plate with Diamond Back stamped in it, is welded to each side. A 44-tooth sprocket up front, the DID 3/32 chain and the 16-tooth rear sprocket make for quick gate exits.

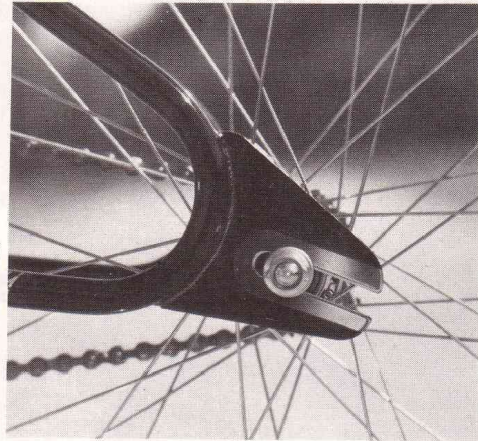
DIAMOND BACK ★ T ★ E ★ S ★ T ★



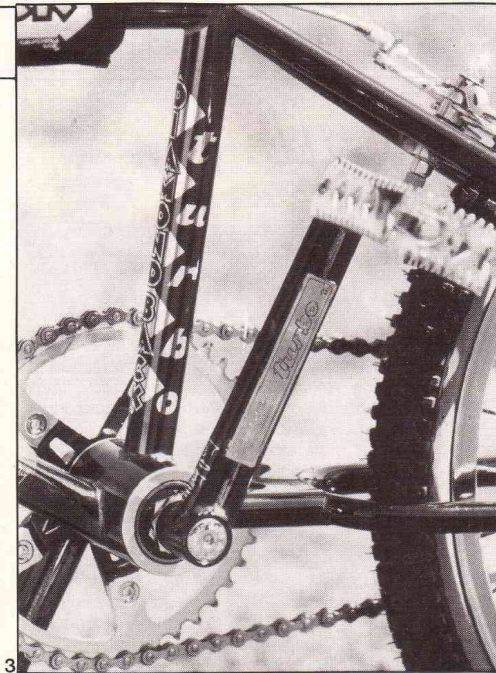
1 Here it is, the ultra luxurious suede Kashimax.
2 Chrome around the rear dropouts protects the black finish.

3 The new Turbo cranks, available in 177mm and 181mm, 177s are optional and will take about three weeks to order in.

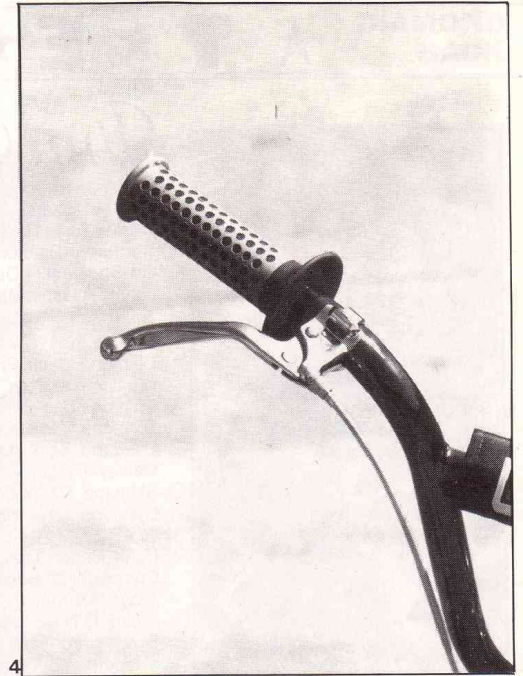
4 Dia-Compe single-bend levers and Oakley F1s, an excellent combination.



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The bike was developed with the taller rider in mind, even though it's tall and has a steep head angle, it's very predictable and very forgiving, it won't spit you off, if you don't make a too big a mistake.

The bike Diamond Back rate as their top notch effort, is sure to put pressure on the other manufacturers. If the look of the bike doesn't get you, the performance of it won't let you go. The bike is a bit expensive at \$600, but then that's the price of turbo trickery . . . The Diamond Back Suffers No Turbo Lag.



The ARAI open face CHALLENGER-R



The Arai Challenger-R is Arai's best selling model that features many of the same luxurious appointments found in other Arai-brand helmets. Edged with the same simulated vinyl leather with the stitched diamond pattern, the Arai Challenger-R has laminated fibreglass shell and over 1" thick styrofoam liner. This 37 ounce helmet is upholstered with black nylon while the inner crown is lined with rich black satin.

Also available is the Challenger-T full face model.

Aust. Standard 1698 Approved.



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**DIAMOND
BACK**



Jim O'Neill

Age: 17 years.
Home Turf: Ruse, NSW.
Sponsor: Diamond Back.
Co-Sponsor: Oakley, Kashimax, Johar, Asashi, MKS, Aero Premier.

VEHICLE:

Diamond Back Pro bars.
Dia-comp brakes.
Diamond Back turbo 181mm cranks.
Diamond Back turbo forks.
Diamond Back turbo frame.
Oakley F1 grips.
Shimano DX pedals.
Diamond Back (Kashimax) Five-star seat.
Pana Racer tyres.
Campagnolo Record hubs.
Araya 7X rims.

Jim O'Neill lives south west of Sydney in Ruse and is currently attending St Greg's College at

Campbelltown. He plays a lot of sport including surfing, squash, motocross and of course BMX. Jim's been riding BMX just on four years now and has recently struck up an impressive score card. 1st Open, Quicksilver Grand Nationals 1982, 1st Pro and Open, Big M Nationals 1982, 1st Pro, Red Centre Championships 1982, 2nd Pro, Duel of Champions 1982, 1st Open CRC Fishers Ghost 1982, 1st 16 years, Healing BMX Series in New Zealand 1982, 1st Pro, Northern Beaches Championships 1982, and 1st Open Summernationals 1983. (Phew!)



The turbo . . . turboin'.

Why OAKLEY? Because it's almost an unfair advantage.



TECHNICOMPS PTY. LTD., P.O. BOX 174, MARRICKVILLE, N.S.W. 2204. Ph. (02) 517-1677

SPECIFICATIONS

Frame:	Diamond Back Turbo 4130 chrome moly.	Brake Lever:	Dia-compe single-bend.
Fork:	Diamond Back Turbo 4130 chrome moly.	Pedals:	Diamond Back SRs.
Handlebars:	Diamond Back Turbo 4130 chrome moly.	Cranks:	Diamond Back, Turbo, three piece, chrome moly, 181mm, 177mm.
Grips:	Oakley F1.	Spider:	Sugino aluminium.
Stem:	Diamond Back (Sugino).	Front Sprocket:	Sugino 44T.
Headset:	Tange MTX.	Rear Sprocket:	16T.
Rims:	Araya 7X (aluminium).	Seat:	Kashimax suede.
Hubs:	Suzue sealed bearing.	Seat Post:	SR aluminium.
Tyres:	Diamond Back IRC.	For more information:	See your local Diamond Back dealer.
Brakes:	Dia-compe 890s, front and rear.	Distributor:	Technicomps, 31 Sydenham Rd., Marrickville 2084, NSW.