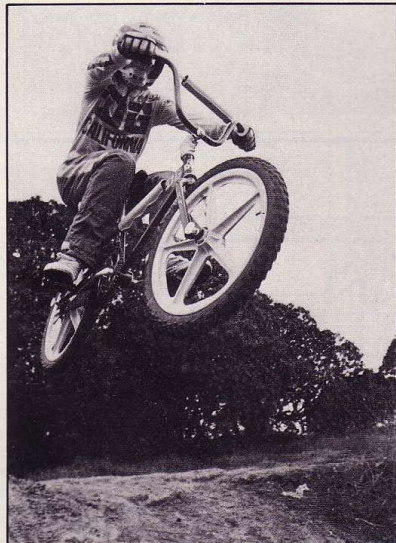


**"When you buy a DG,
you get more than
just a bike . . . you
get a legend, an
aura, a spiritual
racing image . . ."**



DG ROOSTER

Aw yeah! R.L. whuppin' the Rooster up into a classic tabletop. This is a hot jumpin' bike.



DG factory riders Jeff Bottema and Byron Friday, haulin' bazoonies down a fire road in the Angeles National Forest . . . on Roosters, of course.

**BY ALMOST THE WHOLE
DANG STAFF**

FRIDAY: Hey Oz, I know this gnarly place to get some rad photos.

OZ: Wherezat?

FRIDAY: You know the old Yarnell track? It's back up in there.

BOTTEMA: Can you still get in there?

FRIDAY: Yeah, I was riding there last week.

OZ: Hey, I got a DG Rooster to test and get some photos of. You guys want to go up there?

BOTTEMA: For sure!

OZ: Far out! This place is really radical?

FRIDAY: Rad to the max.

BOTTEMA: Awright!

OZ: When can we do it?

BOTTEMA: How about tomorrow?

FRIDAY: First thing in the morning?

OZ: Well . . . uh . . . (At that very moment we were in Indianapolis, Indiana and it was New Year's Eve.) You're sure this place offers the maximum radicalness possible for photos? Absolutely sure?

FRIDAY: Yeah, yeah.

OZ: And tomorrow is the only day you guys can get together for a while? New Year's day?

BOTTEMA: Yeah, yeah.

OZ: Ugh, grunt . . . I was going to kick back and watch football games all day on the boob tube.

But we went anyway.
My snivelling was to no avail.
First thing in the morning.
After getting back from Indy late last night.
On New Year's day.
Ugh.
Grunt.
Gloom and depression.
Oh well . . . the call of duty, and all that crud.

By the time we got there we had turned into a small crowd. Windy had decided to go (it sounded fun), Bottema and Friday had told Guilmette and he jumped in, and then there was yours truly, still mumbling and gnashing my teeth.

And it was cold and very windy when we got there.

And was it worth it?

Did we get some rad pictures?

Is the sky blue?

Does a bear poop in the forest?

Like Friday said:



The DG California Pro

When we buzzed by DG to pick up the test Rooster for this issue, we saw this gleaming black and gold beaut'. A little snooping and we found out that it is the forerunner of a limited edition DG to be called the "California Pro."

One hundred are to be created (we can't quite bring ourselves to say 'produced,' the word is just too common for such class and sophistication as this).

There will be a small brass plaque on each frame to engrave the owner's name on. Everything on the California Pro that is not gold, is gloss black with hand pin striping. The components on this bike represent the current state of

the art: Bullseye hubs, 175mm Dura-Ace pedal arms, Reedy pedals, DG alloy stem, Competition II skinwall tires, the new Bullseye Roller Bracket, a Shimano EX-600 headset. Absolute top of the line gear.

Each California Pro will come with a black and gold Haro number plate, a stand, a DG California Pro jersey, and a DG logo hat.

The weight of this machine, with pads, plate, and everything, is 22 lbs. 4 oz. The price is . . . are you sitting down . . . 550 dollars. That's almost 25 dollars per pound.

Ah but then, what price class?

MAXIMUM RADICALNESS!!!

But that was a couple weeks ago so let's get back to the point. Like how does the DG Rooster (which, by the way, is a pretty cool name) stack up.

The first thing that hits you is color. This is a wild looking bike. Bright red and bright yellow. It's almost a riot all by itself. The frame and bars are candy apple red, the Tuff Wheels and pads are canary yellow. This is class cruising machinery.

The Rooster frame is mild steel with an epoxy finish that is tough. We took



roost • *er, n.* 1. the male of the chicken.
2. an excessive amount of dirt or sand
thrown up by the tires of an off-road
racing vehicle.



Bottema: Jammin' that baby in there.

a couple swipes at it with a hammer and the finish didn't chip or anything. The bars are also steel with the same epoxy finish.

Most of the DG Roosters are equipped with Ashtabula black stems and cranks, but due to the Ashtabula strike, some chrome stems and cranks were substituted.

The Rooster we got to test had the chrome ones and any way you cut it, they're not as good. The chrome stem is less beefy than the black one and can be bent if you really get gnarly. The chrome cranks are not heat treated and they bend, whether you get gnarly or not.

The black Ashtabula cranks are

heat treated and will take much abuse. So, if you buy a Rooster, be sure you get the black Ashtabula stem and cranks with it.

The Tuff Wheels are primo equipment for a cafe racer or thrasher. The Cycle Pro knobbies provided all the necessary grip when things got up to the ragged edge.

DG ROOSTER SPECIFICATIONS

FINISHES: Candy apple red with yellow Tuff Wheels, candy apple blue with yellow Tuff Wheels, white with blue Tuff Wheels, black with yellow Tuff Wheels

WEIGHT: 30 lbs. 8 oz.

RETAIL COST: \$205 with Tuff Wheels, \$185 with alloy rims

FRAME: DG-3 mild steel

FORKS: DG tubular chrome-moly
HANDLEBARS: Aquarian mild steel medium butterfly

GRIPS: Oakley II

STEM: Ashtabula black (usually)

WHEELS: Tuff Wheels

REAR BRAKE: Bendix 76 coaster

TIRES: 20x2.125 Cycle Pro knobbies front and rear.

PEDALS: Cycle Pro with chrome-moly heat treated shaft

CRANKS: Ashtabula black forged heat treated 6½ (usually)

FRONT SPROCKET: Steel 44T

REAR SPROCKET: 15T Bendix

SEAT: Padded

SEAT POST: Steel

EXTRAS: DG frame, stem and bar pads included

One of the codes of the Old West was that when a cowboy rode for a particular brand, he would defend it to the end. The same code of conduct applies to current day cowboys . . . the factory riders.

Like this conversation which occurred during the New Year's day photo session . . .

OZ: How do you guys like the Rooster?

BOTTEMA: Fine.

FRIDAY: Fine.

GUILMETTE: Fine.

BOTTEMA: Just fine.

OZ: No problems?

BOTTEMA: Nope.

FRIDAY: Nope.

GUILMETTE: Nope.

BOTTEMA: None at all . . . nope.

OZ: Aren't those cranks tweaked?
BOTTEMA: Huh? Oh, uh . . . the cranks?

FRIDAY: Um, well . . . I didn't . . . uh . . .

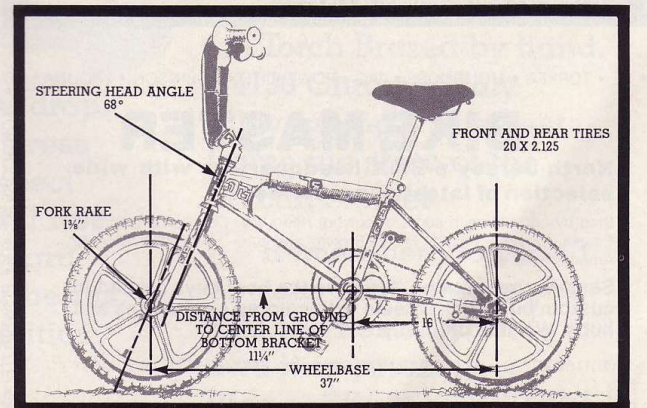
GUILMETTE: Gee . . . uh, maybe just a teensy bit?

BOTTEMA: I couldn't hardly tell.

The Code of the West. However, when the opinionated, narrow-minded, outspoken Fear-some Foursome (R.L., Buff, Haro, and

BOBBY ENCINAS WINS NUMBER ONE PLATE WITH NUMBER ONE GRIP.

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Little Robert . . . the BMXA Test Crew) got a hold of the Rooster later in the week, things were a bit different.

They were not especially tickled with the grip curve of the Aquarian bars. They suggested Red Line V bars which have less curve at the grip.

They were totally zapped on the looks of the Rooster. That bright red and yellow hits you right in the eye.

The rest of the equipment was good cafe racer/thrasher stuff. The Oakley II grips are boss. The Cycle Pro pedals hung in without tweaking . . . probably because they have chrome-moly heat treated shafts. The seat was okay.

Flying through the air was keen fun on the Rooster. There was no inherent tendency to loop or endo or act strange when launched off a jump.

The Rooster steering head angle is 68 degrees and the fork rake is 1 3/4 inches which makes for some unusual front end geometry. The steering head is slow, while the forks are quick. Increasing the steering head angle by three or four degrees would sharpen the cornering tendencies a bit.

And there you have almost all of it. Almost, but not quite. . . One more thing must be added.

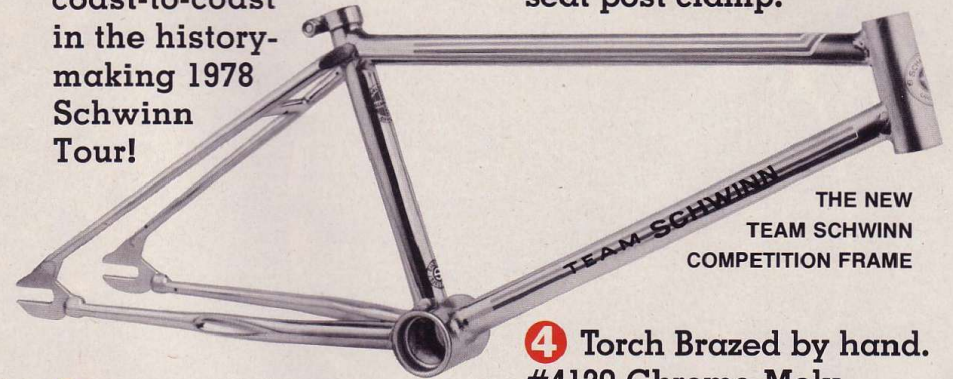
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