



DYNO PRO COMPE: THE TEST

Off to the
future



The built-in frame platform's there for a reason. Ron Camero makes good use of the Dyno's features.

■ It's the future; 2042 to be exact. We're at a very modern plant, a synthetic chicken egg ranch, to be precise. You notice that the grounds are being renovated. Everyone's busy with their work when they suddenly run to a disturbance. Something strange is taking place on the edge of the property. It seems a tractor was doing some grading when a very funny-looking burned object was turned up. First a gasp. Then murmurs and confused discussion by the assembled crowd. They were astonished. Suddenly an old man, Rocky Angleneck, exclaimed: "Holy radness, that's a bicycle!" He could hardly remember what they were. Bikes disappeared when he was but a tiny tot. When he took a closer look he noticed it was a Dyno Pro Compe, 1988 model.

Then Rocky noticed a box lying beside the bike. As the amazed, now speechless crowd looked on, he broke open the box. Inside he found the June 1988 issue of *American Freestyler*. In it, an exclusive test on the Dyno Pro Compe. He began to read the test. Unfortunately, bikes hadn't been made in years, and the Dyno beside him was too corroded to ride. To learn more, all he had was a yellowing, falling apart issue of *AF*. He handled it with care and read with interest. The test went like this:

THE BIKE

We arrived at our offices and the Dyno guys had already dropped our test bike victim...we mean vessel. The Dyno Pro Compe was dialed-in and ready for the Test Society. Ours was painted, a cross between red and orange. A scan of its components and we were quick to spot a freestyler's best friend: chrome—as in a set of chrome plated alloys! Also, their next best friend: brakes. A Dia-Compe Nippon caliper on the front and Axiom U-brakes on the rear with Odyssey RX-3 levers. We didn't understand why the levers weren't Dia-Compes. But we don't spec 'em, we just test 'em.

The frameset is full chromoly. Cool. In fact, there's a whole bunch of high-zoot stuff on the Dyno that we wanted to put to use. We were looking forward to a great test.

THE AIR TEST

It was Thursday. Test Society members Chris Potts and Marty Schlesinger were set for a ramp session at an all new halfpipe in Vista, California. The "Industrial Ramps" owner, Brian Simms, was kind enough to let us borrow it for the morning. During warm-up, Marty and Chris insisted that the GT bolt-on chain stay platforms had to go. Their heels kept catching on the platforms when they worked the ramp. Chris said that was dangerous and it could lead to some serious bails. No more questions: the standing platforms were removed. Ramping continued.

This was the first time Chris had ever ridden a Dyno. After around five minutes he said he liked it a lot. No bad vibes here: Chris felt that it was really smooth and stable. Marty took his time getting used to the bike. But when the ol' Schlesinger radness kicked in, he was also stoked about how it handled in the air. The session lasted longer than planned. Time flies when you're getting rad.

ATTACKIN' THE PACK

1988 FACTORY FREESTYLE TOUR



"HIGH FLYIN' EXCITEMENT"

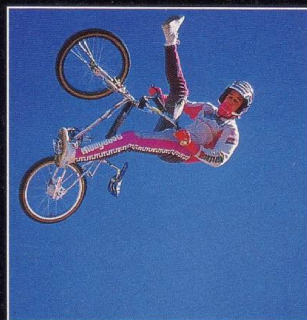
- Clark Kent

"TWO THUMBS UP"

- Hubs & Sprocket

"IT BLEW ME AWAY"

- Joe Blow

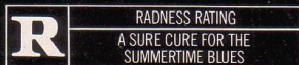


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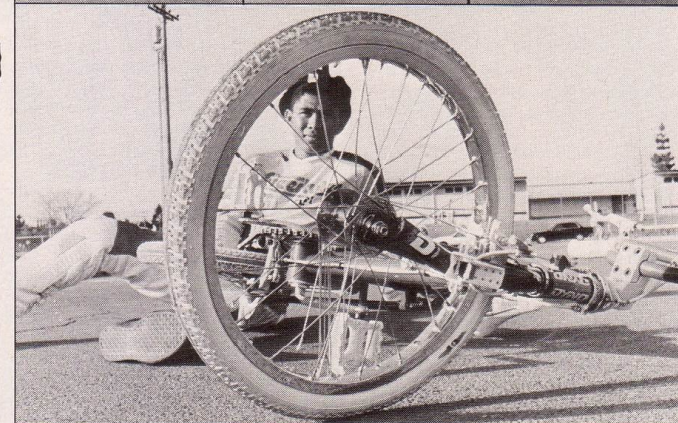
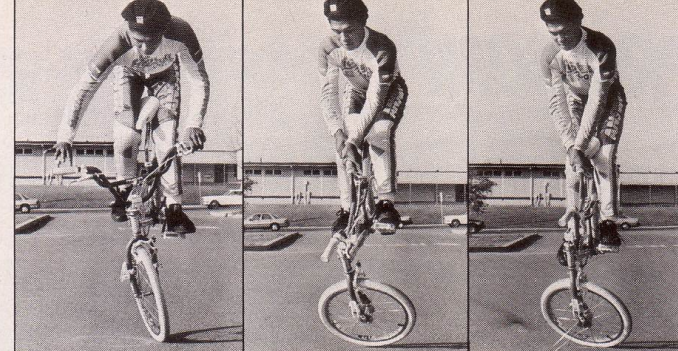
PRO COMPE

Variations executed could be categorized as extremely difficult. The guys were doing some insane things on the Dyno that they barely felt comfortable doing on their personal scoots. Chris' super tweaked lookbacks, top-side no-footed cancan one-handers and one-handed cancans. Marty and his no-footer one-handers and bottom-side no-footed cancan one-handers! What a compliment! A comfortable bike equals radness.

THE PROBLEMS

By the time everything was said and done the ramp test took about three hours. Yes, that's a long time. Some problems that we had with the bike caused delays. First, we removed the standing platforms from the chain stays for our paranoid Chris and Marty. Then, during the session Chris got two rear wheel flats on hang-ups. The hang-ups were light; everyone around felt the flats were odd. The tubes should have easily been able to handle the hang-ups. We figured the tires may have been too thin, allowing the tubes to become pinched a lot easier.

The stem kept slipping, but if we used the Brian Scura technique of scraping the paint off the bars, that problem would have been cured. The pedals didn't grip enough, but what do you expect from plastic cages? Lastly, but most importantly, the biggest problem the Dyno Pro Compe had up to this point



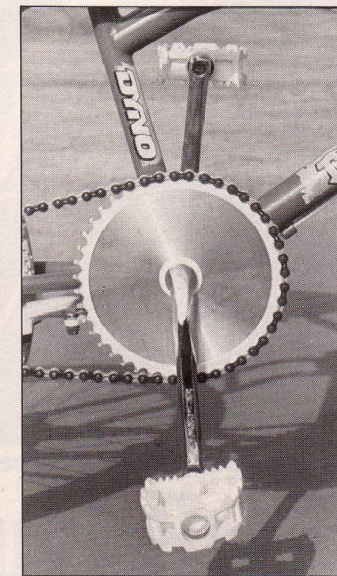
Death of a rim: Ron Camero's Miami hop-hops were a little bit too much for the Axiom chrome-plated rims. Eleven spokes pulled through on this trick. This is where the test came to a sudden stop.



In the rear the Dyno comes complete with GT Steel Tube Rides and GT bolt-on platforms. Check out the knurling and serrated edges; talk about grip!



An Odyssey Gyro does the detangling while GT's forged-alloy stem with chromoly shaft keeps the bars in place. Dia-Compe Nippon brakes were found up front. These come complete with a quick-release and adjusting bolt. ▶



Power Series Cranks weren't too impressive. They didn't survive the test unscathed; note the bend.

COMING THIS SUMMER TO A DEALER NEAR YOU.

PRO COMPE

was a severely bent pair of cranks. Dyno's one-piece Power Series cranks bent more than a few degrees.

THE GROUND TEST

We packed away the bike and cleaned up the trash around the big blue ramp. Now it was time to visit a nearby high school. The now bruised Dyno Pro Compe was turned over to Ron Camero for a flatland session. Ron didn't mind the chain stay platforms and proved it by putting them on. The fork standers can be run at various heights to please even the most finicky freestyler. Ron quickly popped a few rolling tricks with the fork standers and gave them a positive vote. The Dyno was ready for flatland thrashin'.

Next, Ron tried some combos, that's when things started going south. The cable adjuster on the front brake caliper was on its lowest setting, yet was still too high. It hit the Gyro cables running along the downtube, preventing the bars from spinning all the way around. The bike felt roomy and had Ron's approval until he decided to try a few Miami hop-hops. What happened, you ask? Well, on the first attempt Ron didn't even get into the full position and the rim bent badly. On his second attempt Ron managed to get in one hop before 11 spokes ripped through the rim. The spokes didn't break, they just pulled through. Boom. That abruptly ended the test, obviously.

Following the test we talked with Dyno chief, Richard Long. Rich tells us the Dyno Pro Compe should have been equipped with Dia-Compe 880 brakes, but admitted that many—including ours—had 883 Nippons instead. To solve the problem they're modifying the frame to eliminate contact by either brake, 880s or 883s.

Rich is also looking into the rim problem. He suspects the rim manufacturer is using an inferior aluminum. Richard reminds us that the Dyno Pro Compe is also available with mag wheels.

What have we concluded about the Dyno Pro Compe? The bike has major potential; the frame and fork is everything you could want. The chassis of the bike is high quality. But the problem with components remains. The rims and the cranks aren't at the same level as the rest of the bike. The test showed that. With component changes the Dyno Pro Compe could be so good it's scary. . . .

BACK TO THE FUTURE

After finishing reading the test and the specs about the now 54-year-old Dyno Pro Compe, Rocky Angleneck had satisfied his curiosity. The crowd had dispersed, they returned back to work. Rocky proceeded to return the *American Freestyler* issue to its box, the Dyno back to its hole, and the dirt back on top of it. Later that day, Rocky introduced his grandson to a forgotten sport he could barely remember. But his grandson was too busy reprogramming his laser ray attack boots imported from Venus, to listen to a single word he had to say. If Holmes only knew what he was missing.



Aerial abuse aboard the Dyno Pro Compe. Schlesinger busts major one-handed no footed cancan action in Vista, California.

COMMENTS ON THE DYNO PRO COMPE

"It comes stock with chrome rims and sealed bearings?"

"I think Fred Flintstone designed the graphics."

"Man, not another flat!"

"You're catching mega vert smoother than you do on your scooter."

"Jeez, Ron, what was that noise?"

"This thing handles really cool." ■

SPECIFICATIONS:

DYNO PRO COMPE

I. FRAME AND FORK III. DRIVE TRAIN

Type: Freestyle, age range 12 and up.

Frame design: Single top tube with a bend where it connects to the seat tube. The frame-standing platform is welded on top of the top tube. It also has brazed-on cable guides.

Frame construction: Full 4130 Chromoly.

Diameter of top tube: 1-3/8".

Diameter of down tube: 1-1/2".

Diameter of chain stays: 5/8".

Diameter of seat stays: 5/8".

Fork construction: Full 4130 chromoly.

Diameter of fork blades: 1-1/4".

II. GEOMETRY

Wheel base: 35" to 35-3/4".

Steering head angle: 74°.

Seat tube angle: 71°.

Bottom bracket height: 11".

Pedals: HTI-861, one piece, plastic body design.

Cranks: GT Power Series, 175mm (one piece).

Chain wheel: Compact Disc type, 44T.

Bottom bracket: Steel, caged bearings.

Chain: GT, 1/2" x 3/32".

Freewheel: SunTour 16T.

IV. WHEELS

Rims: Chrome-plated Axiom alloys, 36 spoke.

Hubs: GT Super Lace with sealed bearings.

Tires: GT Freestyle II.

V. STEERING

Grips: GT/AME.

Handlebar: Dyno bars, full 4130 chromoly, 28-1/2" width by 9-3/4" rise.

Stem: GT, forged alloy, chromoly shaft.

Headset: Steel, caged bearing.

VI. SEATING

Seat: GT, freestyle design.



Seatpost: Dyno Drain-pipe, 4130 chromoly.

Seatpost clamp: GT, alloy.

VII. BRAKES

Front: Dia-Compe FS 883 Nippon.

Rear: Axiom U-Brake. **Levers:** Odyssey RX-3, locking levers.

VIII. ACCESSORIES

Detangler: Odyssey Gyro.

Rear Platforms: GT bolt-ons.

Pegs: GT Steel Tube Rides in rear and GT fold-ups on forks.

C.P.S.C. equipment: Reflectors and chain guard.

IX. WEIGHT

28 lbs.

X. PRICE

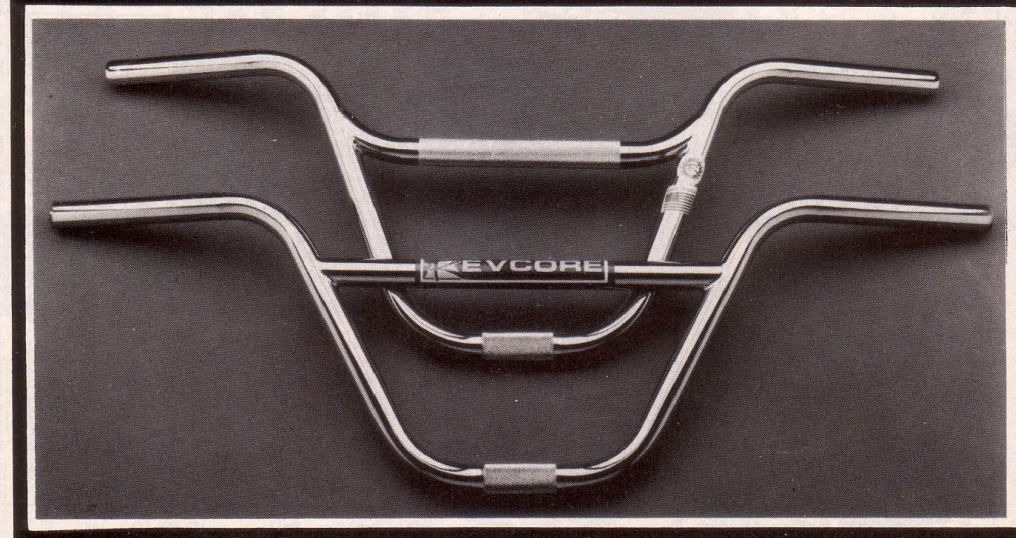
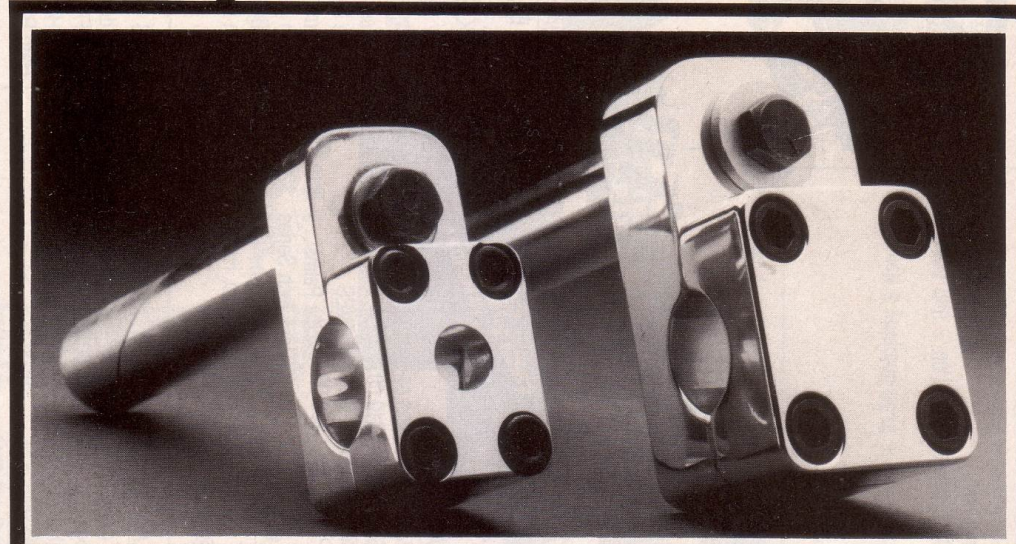
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XI. COUNTRY OF ORIGIN

USA

XII. ADDITIONAL INFORMATION

Dyno Bicycles, Inc. 15552 Container Lane Huntington Beach, CA 92649



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