

DYNO PRO COMPE TEAM

Bikes don't get much better

□ A couple of years ago, everybody in freestyle was trying to see who could build the cheapest—but still decent—bike. The \$200 price barrier was under constant assault as one manufacturer after another came back from Taiwan with the bike he thought would revolutionize the bicycle industry.

To tell the truth, most of the bikes were surprisingly good. The average kid on the street could get a lot of bike for his money in those days. The manufacturers, however, soon found out the problem with trying to sell those bikes in such a competitive market. In order to make their bikes competitive, they had to have decent components, good materials, good construction and a profit margin so low that it was almost necessary to sell the bikes at a loss.

Another thing the manufacturers realized was that once a kid is interested in freestyle and has a freestyle bike, the next thing he wants is a better bike. And most kids have the brains to realize that the best bikes cost more than the cheapest bikes.

LOOK TO THE PROS

When BMX racing first became popular,

the best way to find out what was good and what wasn't, was to go to the track. It didn't take long for racers to figure out that the guys who were winning races had to have good bikes under them or they wouldn't win. It also followed that people would want to buy the same kinds of bikes and parts that the top riders used so they could enjoy the same equipment advantage. Sponsorships soon followed. Often a company would make a bike and then tell their riders to use it. The problem with that was that if a rider didn't like the bike, he'd either quit the team or get a bike he did like and change the stickers on it. Some of you may recall the year 1983 in BMX, the year the Patterson brothers dominated the Pro ranks. One thing a lot of people didn't know was that many of the other pros were so impressed with the design of the Patterson bikes, they got them for themselves and put different stickers on them so their sponsors wouldn't notice. There are some top racers even today (including one top pro who would kill us if we said who he was) who are still riding those treasured frames.

The people at GT are smart. Rich Long

Gabe took about five or ten minutes to get used to the bike before going for variations such as this downside cancan. Who knows what he would have tried if he'd had it for a couple of weeks?

Do you ever wonder how guys learn tricks such as one-handed no-footers? Having a yard full of ramps probably helps. Gabriel Marroquin, stylin' in the twilight zone. ▶

and Gary Turner, the partners who run GT, know that riders will do anything to ride a top-quality bike. They were the guys who built a lot of the Patterson bikes for the Pattersons in those days, and they saw what lengths guys would go to in order to be able to ride a bike they liked. People were doing the same kinds of things so they could ride GTs, and Rich and Gary knew that was some of the best publicity they could get.

They also knew a lot about building bicycles. Somewhere along the line they realized that if kids who were serious about their racing or freestyle would do almost anything to have a bike as good as the ones the top pros rode, then it

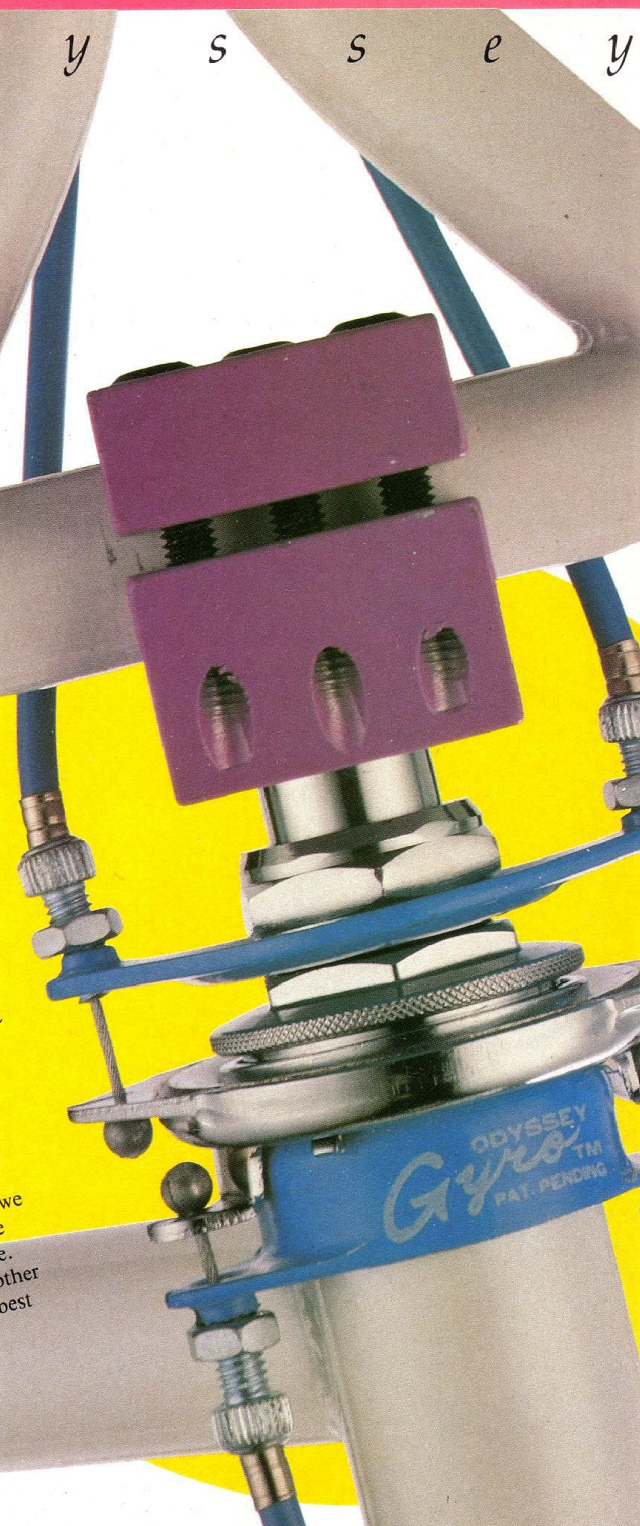


o d y s s e y

ODYSSEY
Gyro™

All spinning devices are not created equal!

In fact, the Gyro is twice as good. It was designed, from the start, with optimal performance as the main criteria. Two pulling cables was the only way to achieve this goal. We knew it then and we did it. The result was the most effective transfer of energy to the brake possible. Today the Gyro still outperforms all other spinning devices. We started out the best and we haven't changed a thing.



DYNO



**OFFICIAL BMX PLUS! TEST BIKE
PRO AND CON LIST
DYNO PRO COMPE TEAM**

| | |
|---|--------------------------------|
| PROS | CONS |
| Excellent handling | Expensive |
| Feels great | Rear brakes are hard to adjust |
| Easy to get used to | |
| Excellent components | |
| Can be used for Pro-level competition with no component changes | |
| Beautiful graphics | |

With a price of \$550, the Dyno Pro Compe Team had better be a fairly decent bike. It proved to be much, much more. Larry Manayan, doing a crossed-up front-brake endo.

made sense to sell them just that. Thus was born the "Team" model concept.

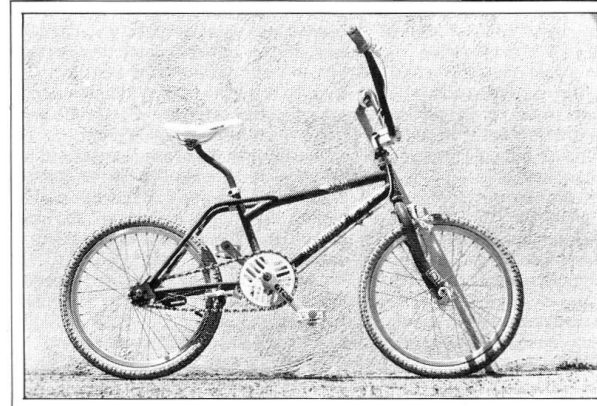
Richard Long told us about their new marketing idea last year: GT, Robinson and Dyno (the latter two are smaller companies GT took over some time ago and now runs as subsidiaries) were all going to offer top-of-the-line bikes whose parts would be chosen according to what their riders wanted to ride. As Richard put it, "If the guys decide they want to use a particular part on their own bikes, even if we don't make it, we'll put it on the Team model."

GOOD PARTS DON'T COME CHEAP

For somebody who is really serious about his riding, the fact that a part is expensive usually has little to do with his desire to have that part on his bike. In fact, it sometimes seems that the more

SPECIFICATIONS: DYNO PRO COMPE TEAM

- I. FRAME AND FORK:**
Type: Freestyle, 20-inch, age range 12 and over.
Frame design: Single top and down tubes; top 1-1/4" O.D., down 1-3/8" O.D.; built-in frame platform around seat tube/top tube juncture.
Frame construction: All chromoly.
Fork construction and design: Tubular chromoly, trailing axle design, 1-1/8" O.D.
Wheelbase: 34-3/4" to 35-3/4".
- Bottom bracket height:** 11-1/8" (center to ground).
Chain stay length: 14-7/8" (center of bottom bracket to midpoint of rear dropouts).
Steering head angle: 75°.
Seat tube angle: 72°.
- II. WHEELS**
Rims: Ukal, 20" x 1.75", made in Japan, 36-hole type.
- Spokes: 80-gauge, stainless steel.
Hubs: GT high-flange, race-lace design.
Tires: GT high-relief tread, made in Japan, 20" x 1.75", front and rear.
Freewheel: SunTour 16T.
- III. DRIVE TRAIN**
Pedals: SR SP-474, alloy body, chromoly shaft.
Crank: GT Power Series, alloy arms, chromoly spindle, 175mm.
Front sprocket: GT alloy, 44T.
Bottom bracket: SR, sealed bearing.
Chain: GT, 1/2" x 1/8".
- IV. STEERING**
Grips: AIME II.
Handlebars: Dyno, chromoly, 29" width by 9" rise.
Stem: Dyno Spin Tech made by SR, hollow stem bolt and built-in rear cable detangler device.
- Handlebar: Epoch, self-adjusting.
- V. SEATING**
Seat: Dyno (Viscount), nylon.
Seatpost: Dyno Drainpipe.
Seatpost clamp: GT, alloy.
- VI. BRAKES**
Callipers: Dia-Compe 990s rear, Dia-Compe Nippons front.
Levers: Dia-Compe Aerial.
- VII. ACCESSORIES**
Freestyle platforms: Bolt-on GT Framesanders, screw-on GT alloy Tube Ride axle pegs for front wheel, integral top-tube frame platform.
Rear brake detangler: Included in stem design.
- VIII. WEIGHT**
27-1/2 lbs.
- IX. PRICE**
\$550.
- X. COUNTRY OF ORIGIN**
USA.
- XI. ADDITIONAL INFORMATION**
Dyno
15552 Container Lane
Huntington Beach, CA 92649

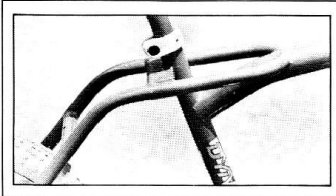


stickers

50¢ Each

Circle the stickers that you want, Send .50¢ for each

DYNO



Innovative frame designs are hard to find. Dyno has one of the best with this cool, top-tube/seat-tube/platform juncture.

expensive a part is, the more some riders are likely to want it. If that's the way you are, then this bike will definitely be a drooler for you. The list price of the Dyno Pro Compe Team model is \$550. If you consider that a lot of money, don't even think about buying the bike component by component and putting it together yourself. We had McGoo figure out that price for us using suggested retail prices on the frame and fork, GT Power Series cranks, Dyno Spin Tech stem, handlebars, rims, hubs, nuts and bolts, spokes, grips and everything else that goes into building a Dyno Pro Compe Team model. When he totaled up the prices of all the parts, it came to \$740! This is not a cheap bike.

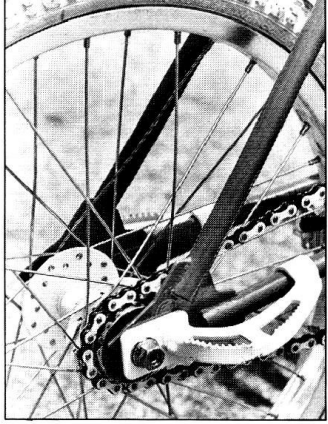
TEST SESSIONS

We decided to pick up our test bike from the Dyno/GT offices and build it up ourselves. Associate editor Gary Walton has put together a lot of bikes in his years of racing and working in a bike shop in his native Minnesota, so he volunteered to turn the wrenches.

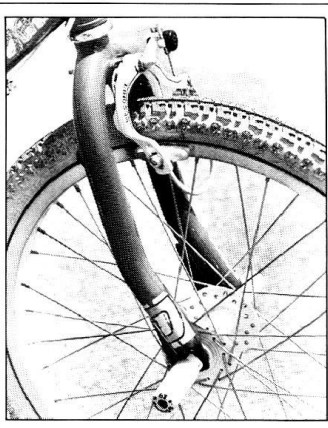
The bike went together like a charm. The construction and finish quality on everything was top-notch. The only component that was hard to put together was the rear brake system. It was the first time Gary had ever tried to put together one of the new Dia-Compe 990 centerpull brakes, and it wasn't easy. The front brake was the more conventional Dia-Compe Nippon model, and that one was a cinch by comparison. Our advice is to have your local bike shop mechanic set up your bike for you and show you how the rear brake adjustments are made. McGoo says that once you know how to adjust 990s, you'll find they're great brakes, but until then you could have a hard time of it.

Once we had the bike put together, we gave it the ol' once-over. Sure enough, it was absolutely beautiful. The distinctive Dyno frame design looked great. The cranks and components looked beautiful. The color and graphics were outstanding. The handlebars were as cool as they come. Everything looked the way it should on a top-of-the-line bike.

Riding came next, and it more than confirmed our initial impressions. On the



It's a shame to show the close-ups in black-and-white, because the bike's color scheme is killer. Note the beefy race-lace-type hubs and rear frame standers—all standard equipment.



With all the weird bends in the frame and forks, the Dyno looks as though it could be a gimmicky bike. It isn't. It's one of the best freestyle bikes we've ever tested.

ground, the bike is a dream. The geometry is great. "The head-tube angle is perfect," was one comment. The steering is quick and predictable. The bike has every conceivable accessory you could want, including a rear cable detangler (a built-in feature of the Dyno Spin Tech stem), bolt-on fork pegs, rear frame standers and a pair of GT alloy Tube Ride axle pegs—and they all worked great.

Once we got the brakes adjusted, they worked fine. The new Dia-Compe Aerial brake levers are good; the cranks are superb, the grips feel great, and the seat is excellent. The whole bike is super-easy to adjust to.

It was just as easy to get used to it on the ramps at Gabriel Marroquin's house as it was on the ground. With Rich Sigur on tour and Steve Broderson nursing another injury, we drafted Gabriel as a test rider for this month and had him give us his input on the bike. Aerial radness

DYNAMIC BMX

P.O. Box 67218

Rochester, NY 14617

| COMPLETE BIKES | | FRAMES & FORKS (Con't) | | TIRES & TUBES (Con't) | | CHAINS & FREEWHEELS (Con't) | |
|---------------------------|--------|----------------------------|--------|-------------------------------------|--------|-------------------------------------|-------|
| GT JR Performer 16" | 114.95 | Boss | Call | Compe III | 9.95 | Chain Breaking Tool | 4.95 |
| GT Performer | 229.95 | Elit | Call | Compe IV | 11.95 | Suntour | 4.95 |
| GT Pro Performer | 279.95 | Free Agent | Call | Haro | 12.95 | Shimano DX | 5.95 |
| GT Pro F/S Tour Mags | 329.95 | Profile | Call | GT | 10.95 | F/W Removing Tool | 5.95 |
| GT Pro F/S Tour Wire | 359.95 | Titan | Call | GT | 10.95 | SEATS | |
| GT Pro F/S Tour Team | 359.95 | SE Quadangle F/S | 189.95 | GT | 10.95 | Shotgun III | 8.95 |
| GT Pro Series | 359.95 | SE Quadangle Racing | 189.95 | GT | 10.95 | Dominator | 5.95 |
| GT Pro Series Team | 459.95 | SE Pk Ripper | 199.95 | GT | 10.95 | Kashimax F/S | 8.95 |
| GT Match One | 219.95 | Skyway Street Beat | 129.95 | GT | 10.95 | Hutch | 8.95 |
| Haro FST | 239.95 | Skyway TA | 109.95 | GT | 10.95 | Hutch | 6.95 |
| Haro FSX | 239.95 | Robinson | Call | Hutch F/S | 21.95 | Viscount Aro | 4.95 |
| Haro Sport Mags | 339.95 | MINI SCOOTERS | | Dymo F/S | 23.95 | Uni Turbo | 19.95 |
| Haro Sport 48's | 349.95 | GT 12" | 109.95 | Redline F/S | 36.95 | SEAT POSTS & SEAT CLAMPS | |
| Haro Master Mags | 339.95 | GT 14" | 119.95 | Redline Racing | 36.95 | GT Laid Back & Straight | 8.95 |
| Haro Master 48's | 489.95 | Mongoose | 99.95 | Haro F/S | 23.95 | Trioga Snake | 7.95 |
| Haro Team Master HP 48's | 489.95 | FREESTYLE EQUIPMENT | | Haro Racing | 23.95 | Tioga Snake | 7.95 |
| Haro Team Master HP 48's | 489.95 | GT Steel Pegs | 7.95 | CW Racing | 21.95 | TK | 4.49 |
| Haro Group 1 RS1 | 484.95 | GT Alloy Pegs | 9.95 | CW F/S | 23.95 | Tuffneck | 2.95 |
| Haro Group 1 RS2 | 239.95 | GT Forkstanders | 14.95 | Skyway F/S | 29.95 | Hutch | 9.95 |
| Haro Group 1 RS3 | 189.95 | GT Framestanders | 13.95 | Hutch | Call | Tioga | 3.95 |
| Dymo Compe | 154.95 | GT Frame Extenders | Call | STEMS | | Tioga QR | 9.95 |
| Dymo D-Tour | 209.95 | Skyway Pegs | 8.49 | Hutch F/S | 23.95 | PEDALS | |
| Dymo Pro Compe Mags | 329.95 | Odyssey Fork Standers | 12.95 | Haro F/S | 23.95 | Suntour XC-Z | 23.95 |
| Dymo Pro Compe Spokes | 114.95 | Odyssey Frame Standers | 8.95 | GT F/S | 24.95 | Shimano DX | 24.95 |
| Dymo Dinky 16" | 114.95 | Odyssey Bullets | 8.95 | DK F/S | 26.95 | Shimano SX-15 | 11.95 |
| Kuwahara Hopper | 139.95 | Tioga Pegs | 13.95 | DK Pro & XL | 21.95 | Victor XC-2 Type | 10.95 |
| Kuwahara Magician EX | 199.95 | Tioga Frame Standers | 9.95 | DK Mini | 22.95 | Hutch | Call |
| Kuwahara Magician Pro | 249.95 | Dymo Alloy Pegs | 9.95 | SR Spintech | 36.95 | GRIPS | |
| Kuwahara Bravo Pro | 324.95 | Haro Pegs | 11.95 | ACS 55 | 21.95 | Ami Tri | 3.49 |
| Kuwahara Bravo Team | 449.95 | Skyway Platform | 22.95 | ACS 45 | 19.95 | Ami Unicorn | 8.49 |
| Redline 600 CXC | 209.95 | ACS 30's Bolt | 17.95 | Redline | 22.95 | Mushroom I | 5.49 |
| Redline RL-20-A Mags | 229.95 | Skyway Spinnmaster | 24.95 | Tuffneck F/S | 17.95 | Mushroom II | 6.49 |
| Redline RL-20-A Spokes | 224.95 | Skyway Spinnmaster II | Call | HEADSET & LOCKS | | Donuts | 1.75 |
| Redline RL-20 Mags | 249.95 | Odyssey Gyro | 14.49 | GT Epoch | 11.95 | PADESET | |
| Redline RL-20 Spokes | 244.95 | Odyssey Gyro Cables | 3.95 | Tioga Beartrays | 5.95 | GT | 10.95 |
| Redline RL-20 HP 48's | 389.95 | Up or Low | 3.95 | Tioga MX 402 Sealed | 12.95 | Redline | 10.95 |
| CW Flyer Mags | 154.95 | SR Spintech | 36.95 | DK Lock | 11.95 | Mongoose | 10.95 |
| CW Flyer 48's | 144.95 | WHEELS | | Hutch ZN1 | 13.95 | Flite | 9.95 |
| CW Shaker | 219.95 | Skyway Mags | 49.95 | Hutch Lock | 8.95 | NUMBER PLATES | |
| CW Cal Freestyler | 279.95 | Peregrine Mags | 59.95 | CRANKS & BOTTOM BRACKETS | | Haro Flow | 6.95 |
| CW 2-1500 | 159.95 | Peregrine 48's | 79.95 | Redline | 134.95 | Haro Circuit Board | 12.95 |
| CW 2-2000 | 184.95 | Peregrine 48's HP | 89.95 | GT Power | 129.95 | Dyno UL | 9.95 |
| Skyway Street Styler | 204.95 | Peregrine 48's HP Sealed | 124.95 | Haro 3-Piece | 94.95 | Uni Crosstire | 9.95 |
| Skyway Street Beat | 329.95 | GT Mags | 54.95 | Sugino (Redline Type) | 89.95 | Redline | 9.95 |
| Hutch Evel | 189.95 | ACS Z-48's | 69.95 | Peregrine | 94.95 | BRAKES & LEVERS | |
| Hutch Windstyler | 219.95 | ACS Z-48's Freecoaster | 79.95 | Profile | 134.95 | Dia Compe 833 | 21.95 |
| Hutch Trickstar | Call | Araya 7X Rim W | Call | Sugino Cro Mo 1 Pc | 9.95 | Dia Compe 901 | 14.50 |
| Mongoose M-1 | 139.95 | GT Sealed Hub | 99.95 | Redline Sealed | 49.95 | Dia Compe 1000 | 14.50 |
| Mongoose Expert | 179.95 | Suzue Sealed Hub | 74.95 | Skyway Sealed | 16.95 | Odyssey 2000 | 12.95 |
| Mongoose Californian | Call | Hutch Alloy Sealed Hub | 99.95 | Skyway Pads | 3.95 | Skyway Pads | 3.95 |
| Mongoose Decade Mags | 219.95 | Hutch Mag Sealed Hub | 139.95 | Hadley Sealed (Redline Type) | 39.95 | Skyway F/S Pads | 4.95 |
| Mongoose Decade 48's | 209.95 | Bullseye Sealed Hub | 109.95 | Suntour Sealed (Redline Type) | 24.95 | ACS-2 Pads | 1.95 |
| Mongoose Decade Pro 48's | 279.95 | GT Race Luce Hub | 129.95 | Tioga | 5.95 | Odyssey RX3 | 12.95 |
| Uni | Call | HUBS | | Hutch BB Lock | 9.95 | Dia Compe Tech 6 | 11.95 |
| FRAMES & FORKS | | GT | 59.95 | SPROCKETS & POWER PLATE | | Dia Compe Aerial | 17.95 |
| GT Pro Performer | 149.95 | GT Race Lace | 69.95 | ACS Lock | Call | ACS Lock | 13.95 |
| GT Pro F/S Tour | 159.95 | Bullseye | 69.95 | Tuffneck | 7.95 | CLOTHING | |
| GT Pro Series | 159.95 | Suzue | 49.95 | Tuffneck Sawblade | 7.95 | Haro Pants & Jerseys | Call |
| Dymo Pro-Compe | 149.95 | Profile | Call | Redline | 21.95 | Haro Knee Pads | 30.95 |
| CW California F/S | 159.95 | Surney Archer Drum Brake | Call | Tioga CD | 12.95 | Haro Elbow Pads | 21.95 |
| CW Racing | 239.95 | Asaki Chrome Spokes | 15.95 | Peregrine CD | 13.95 | GT & Dyno Jerseys | 19.95 |
| Redline RL-20-II | 239.95 | RIMS (each) | | Tuffneck PP | 7.95 | Haro Cloth Gloves | 7.95 |
| Redline RL-20 | 159.95 | Araya 7X 24 x 1.75, 1 3/8 | 21.95 | Tioga CD P/P | 10.95 | Haro Leather Gloves | 7.95 |
| Hutch Pro Racer | 149.95 | Araya 7X 24 x 1.75, 1 3/8 | 21.95 | GT Bolt Set | 3.95 | Haro Tech Gloves | 26.95 |
| Hutch Judge | 139.95 | Ambrosio 24 x 1.75 | 21.95 | Tioga | 3.49 | JT Cloth Gloves | 4.95 |
| Hutch Trickstar | 159.95 | TIRES & TUBES | | CHAINS & FREEWHEELS | | Pacific Palms Leather Gloves | 19.95 |
| Hutch Hollywood | 149.95 | Compe Stadiums | 8.95 | Tioga Crazy | 7.95 | Echo Helmets Open | 59.95 |
| Haro Sport | Call | Compe Ramp | 8.95 | Izume | 6.95 | Echo Helmets F/F | 69.95 |
| Haro Master | Call | Compe Pool | 10.95 | GT | 7.95 | Bell Open or F/F | 39.95 |
| Haro Group I | 129.95 | Cyclecraft All Types | Call | DID | 6.95 | JT Mouth Guard | 9.95 |
| | | | | Sedis | 6.95 | GT Dyno AXO Tee Shirts | 8.95 |
| | | | | Sedis Nickel | 8.95 | Haro, Motives Tee Shirts | 10.95 |

DYNAMIC BMX CALL 716-467-1851

HOURS: (Eastern Time) MON.-FRI. 9-9, SAT. 9-5, SUN 12-5

ORDERS SHIPPED SAME DAY We will assist you in ordering and RUSH your order.

We accept VISA, MASTERCARD, PERSONAL CHECKS, BANK CHECKS.

CERTIFIED CHECKS or MONEY ORDERS! NO COD'S!

Please specify: Color, Size & Amount. NY Residents please add sales tax.

Minimum Phone Order \$15.00

GROUND SHIPPING CHARGES

| | |
|----------------|---------|
| up to \$50.00 | \$4.00 |
| up to \$100.00 | \$5.00 |
| over \$100.00 | \$6.00 |
| Complete Bikes | \$11.00 |

CALL FOR 2ND DAY AIR PRICES!!

APO ADD \$11.00 - All foreign orders will be sent out same day!!

Please call on price. Canada add \$9.00

Prices are subject to change without notice.

All returns are subjected to 15% restocking fee.

| QTY. | DESCRIPTION | AMOUNT |
|---|---------------------------|--------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| *PERSONAL CHECKS TAKE 2-3 WEEKS TO CLEAR | | SUBTOTAL |
| **IMPROPER USE OF A CREDIT CARD NUMBER IS A FEDERAL OFFENSE | | TAX NYS ONLY |
| | MASTER CARD VISA PER. CK. | SHIPPING |
| | BANK CK. MO | TOTAL |
| CARD NO | | |
| CARDHOLDER SIGNATURE | | |
| NAME | | |
| ADDRESS | | CITY |
| STATE | | ZIPCODE |

CALL DYNAMIC BMX 716-467-1851 NOW!

BOSS "TEAM MODEL" F/S FRAME
100% CroMo

16" SEAT POSTS
Heat Treated

BOSS "TEAM MODEL" F/S FORK - 100% Cro-Mo

STAR BURST SPIDER
Rad Design For 3-Piece Cranks

"COMpetition FREESTYLER"
Odyssey Equipped and Designed For Serious Freestylin!

BOSS RACING PRODUCTS

COMING SOON

BOSS "PRO FREESTYLER" Frame, Fork & Bar Kit!

BOSS 12" Standard & 14" F/S SCOOTER

(A) BOSS CroMo CRANK SET
(B) CroMo RACING FORKS — All Sizes
(C) HI-PERFORMANCE BARS — All Sizes
(D) CroMo RACING FRAMES — All Sizes
Designed & Built For Performance & Strength

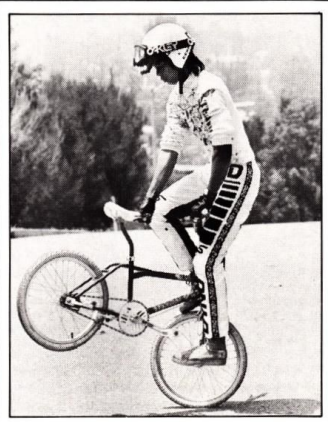
BOSS RACING PRODUCTS

DISTRIBUTED BY:
PANDA BIKE CO.
1035 Shary Court
Concord, CA 94518
(415) 798-3950

CUSTOM DESIGNED IMPORTS
3115 Garden Brook
Dallas, TX 75234
(214) 620-0124

Team Co-Sponsors: ECHO, M&M APPAREL, VANS, G.A. RACING

DYNO



Funky chicken footwork in Mission Hills, California. Larry said the Dyno was the best test bike he's ever ridden. We'd put it right up there with the General R.L. Osborn Pro, the Haro Master, the GT Pro Performer Team and the Red Line R.L. 20 II. Bikes don't get any better.

proved as easy to achieve as flatland mastery. "It's easy to get used to, easy to ride," Gabe told us after his first few minutes on the bike. The photos should prove that. Gabriel was really impressed. It handled great.

Other than the fact that the rear brakes were hard to properly adjust, there weren't many other negative criticisms about the bike. Virtually every part of the bike our guys either loved or liked a lot. We've never heard a pair of tires get as much praise as the GT tires on this bike received. Tester Larry Manayan spent three days riding the bike and told us afterwards, "I'd die for these tires." Gabriel said simply, "These are the best tires ever made."

The only criticism Gabriel could offer us was that the pedals could use more studs for the times when only part of his feet are on the pedals, during lookbacks and other contorted aerials. Otherwise, he loved the bike.

Larry couldn't find much fault with it, either. He thought the bars could be a tad lower, however, and he pointed out that the front brakes would barely miss the bottom detangler cables, but miss they did. He also noted that it was hard to adjust the rear brakes, but once he got them dialed in, they worked fine. Larry's been helping us with our bike tests for almost a year now, usually giving us behind-the-scenes input on the freestyle bikes tested in both *BMX Plus!* and *American Freestyler*. Larry put it simply when he told us after three days of heavy riding, "This is the best test bike I have ever ridden."

Bikes don't get much better than this. □

CHOOSE ONE.



CALIFORNIA BOULEVARD



SHAKER



Z-1500

(We knew it wouldn't be easy.)



731 S. Melrose, Placentia, CA 92670 (714) 996-6800