

# JMC & DARRELL YOUNG

Story by Brad Fanshaw

Photos by Brad Fanshaw and Denney Griffiths



"... alright, then I will meet you at Chandler tomorrow morning for the photos."

"Okay, Jim, sounds good. We'll see you there."

It was all arranged. Darrell Young and Jim Melton would meet us in the morning to test the newest frame to come out of the JMC factory, the Darrell Young Design. Darrell has been riding for JMC for three years now and has finally collaborated with Jim on a hot little frame design. JMC has always been known for their top quality frames and this one is no exception. Ever since the first frame came out of Jim Melton Cyclery in 1976, racers have been the ones who help design the frames. What kind of credentials do the racers that have ridden for JMC

have? Just the names tell you that we are talking about experienced riders. Some past JMC members have been Harry Leary, Clint Miller, Rick Webb, Jason Jensen, Jason Wharton, and Lisa Terry. These riders were all on JMC when it was still a bike shop team. Today it is a factory with only one thing in mind - top quality frames, forks, handlebars, and seat posts. Although the bike shop that was opened in 1971 has long since vanished, Jim Melton still runs the show and manages his own team. In fact, the team speaks for itself. Three years in a row they have been the ABA National #2 team, not to mention numerous other awards, which brings us to Darrell who heads up the team.

"Ahh ahh choo, ahh choo! Oh, boy, do I ever have a

bad cold! I probably won't be able to jump as good as usual because of this cold but I'll try." (Just take a look at the pictures because if this is how Darrell jumps when he's not feeling well, I would love to see his style when he is feeling great!)

"Well, Darrell, just do the best you can and we will just work with that, alright?"

"Okay, Brad, let's do it!"

Darrell then proceeded to pull the beautifully painted candy apple red frame out of the car. Darrell felt right at home on the Chandler track as we put the bike through the rigorous paces of our test. Darrell raced around the track so we could get a few shots of him and the bike tooley around.

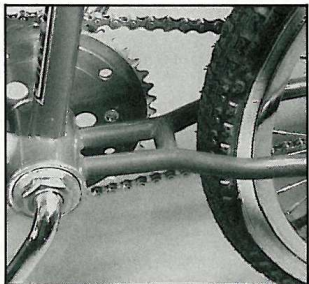
After a lot of riding to determine the handling characteristics of the bike, and quite a few rolls of film, we headed for the greener pastures of El Dorado Park. El Dorado is located in Scottsdale and is a 20 mile long green belt laced with bike paths, dotted with lakes and ponds, and best of all, it contains lots of jumps. Not only is this park great for photography but we can always be assured of drawing a crowd. When you draw a crowd it prompts the test riders to get a little more stylish, or better known as showing off. Now for Darrell the job of getting stylish is no problem. He has been doing that since he started racing some 5 years ago.

Once we were set up, Darrell started showing us what he could do with the frame that bears his name. As I said before, one thing about El Dorado Park is that

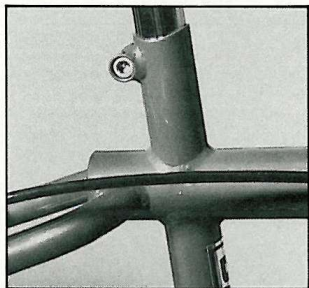


Darrell Young is one of the hottest racers in the nation today, but he began as many racers do. Some five years ago in his home state of Oregon, a friend talked him into trying the sport. As most people are when they try the sport, he was hooked. As Darrell put it, he loved it from the start, and what a way to start - a first place in his first race. From there on it was up, up, up, hitting his first national, the ABA Fall Nationals in Tacoma, Washington, on a PK Ripper at the age of thirteen. He placed third in his class. Then Darrell went on to a first at the NBA Grands. As most hot riders do, he received a sponsorship from RRS but three years ago he went to JMC and that's where he has been since. Today at age 17, he has his own frame and considers his toughest competition to be Charlie Williams.

you can draw a crowd there in no time. With each person who wandered up to watch the action came a little more style from Darrell. Well, I had this great idea of how Darrell could do a curb endo against this brick wall. I could get



One of the most noticeable differences on the Darrell Young Design is the addition of a support behind the bottom bracket.



JMC has always engineered quality into their frames. Just look at this trick integral seat post clamp.



JMC forks now start with round tubing and end as an elliptical fork. This makes them stronger and less vulnerable to flex.



Darrell puts the new JMC through its paces at the famous Chandler track.

below him under this little cement waterfall and take the picture. However I didn't pay any attention to the signs that read NO WADING. Oh, what the heck, I thought. I will just whip off these leather shoes, jump down there, click off a few frames and be out before anyone even see me. Now if you ever see a sign that says NO WADING, don't wade. Trust me. Don't do it. As soon as I jumped down into the water, I found out why you weren't supposed to wade there. You see, people throw empty beer bottles down there and my feet don't get along too well with glass, so after a few choice words, I took the picture and jumped out to hear a few chuckles.

Because of the quick steering characteristics built into the Darrell Young Design, it makes the bike perfect for a little freestyling, which Darrell gladly demonstrated for us and the onlookers. His specialty is rear wheel hops and he made them look easy. Not only is he good on a bike but he isn't too

bad on a skateboard either. Boy, what a ham!

#### DARRELL YOUNG ON THE DESIGN

The Darrell Young Design is basically a JMC Pro, which is a hot bike to begin with. Darrell and Jim have gone one step further and improved on a flawless design. What they have done is added an inch to the length of the frame, and improved the head tube angle to make it a quick handling machine. In addition to that, a gusset has been added behind the bottom bracket. Not only have they added to the technical aspects of the bike but it has the nicest paint I have ever seen on a bicycle!

Darrell's personal machine is a bit out of the ordinary. Of course it features a DYD frame, fork, and handlebars, but it is set up with the original style Araya rims, Carlisle Aggressor tires, Campagnolo hubs, one piece cranks, KKT pedals, and

Quality and Performance from JMC

# Darrell Young

DESIGN

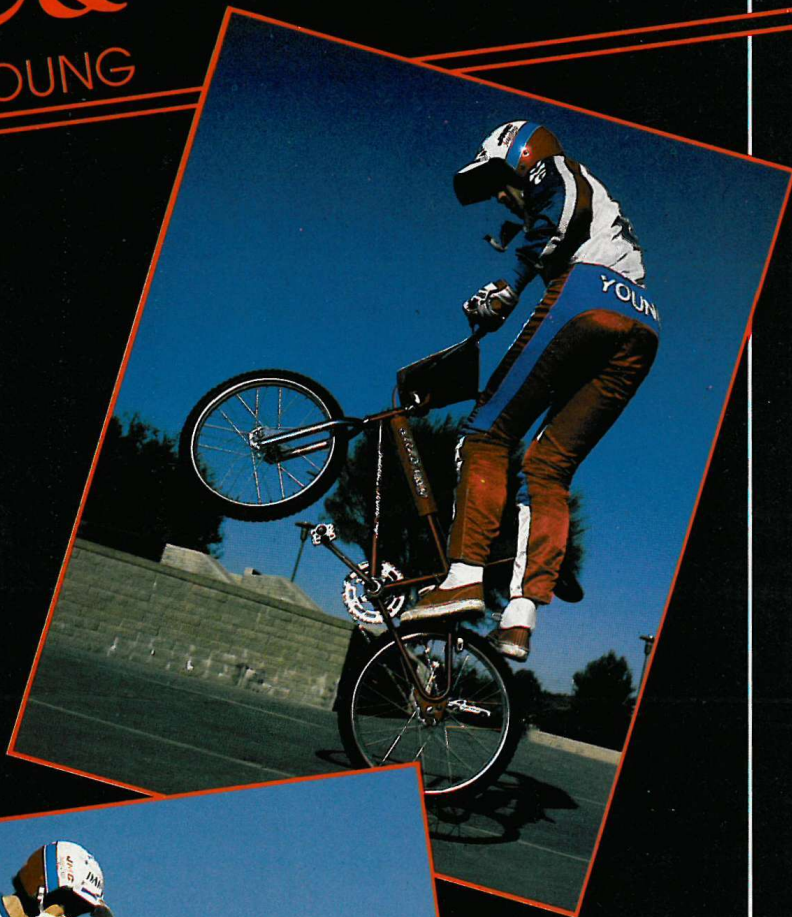


DEALER INQUIRIES INVITED  
JMC Racing - 164 S. Irwindale Ave., Azusa, CA 91702, 213-969-1915, 213-334-7415

#### DISTRIBUTORS

Bike Brokers - 2140 Littleton Road, N. Ft. Myers, FL 33903, 1-800-237-7084  
Seattle Bike Supply - 1109 Andover Park West, Seattle, WA 98188, 800-535-6006, 206-575-4715  
TIP Distributing - 3164 S. Country Club, Suite 13, Mesa, AZ 85202, 602-892-8510

# JMC & DARRELL YOUNG



Darrell is a jumper, a trickster and a racer. The JMC frame that is named after him will perform all of those tasks.



## COMPONENTS:

- Frame:** JMC (Darrell Young Design)
- Forks:** JMC (Darrell Young Design)
- Bars:** JMC (Darrell Young Design)
- Grips:** A'me
- Stem:** DK
- Cranks:** Takagi
- Pedals:** Shimano DX
- Seat:** Kashimax Aero
- Rims:** Araya
- Hubs:** Suzue
- Tires:** Carlisle Aggressor R-A  
20 X 1.75 rear and 20 X 1.25 front
- Brakes:** Dia Compe MX

## SPECIFICATIONS:

- Weight:** 25 pounds
- Wheel Base:** 35 1/4 inches
- Rear Triangle Length:** 14 1/4 inches
- Crank Hanger Height:** 12 inches
- Head Tube Angle:** 75°
- Seat Post Angle:** 70°
- Down Tube Angle:** 35°
- Handlebar Width:** 28 inches
- Handlebar Rise:** 9 1/4 inches
- Colors:** Red frame, chrome forks

Available at your local JMC Dealer

motorcycle style brake handles. You may think this is strange and definitely not competitive. Darrell seems to like it just fine, so why change a winning combination. As for Jim Melton, he doesn't want to change a winning combination either. What combination is that? Darrell Young and JMC, of course!



While Darrell gets the most out of his JMC, we get the most out of our photography by having three cameras shooting the action.

## EVALUATION

All in all I would call the Darrell Young Design an excellent bike from the paint to the workmanship. I can't say enough about the paint. It is beautiful and just shows the quality standards that JMC upholds. The welds are finished off nicely and the past record of other JMC frames is testimony of how well they are built. The frame we tested was a definite sprinter that came out of the hole fast and handled superbly in the corners. It is a super fast bike in the turning department and is not sluggish like some long frames. Because of the length, it makes it great for larger riders who want quick handling, good looks, and superior quality.