

THE BEST BUY EVER?

KUWAHARA NOVA TITLIST

Cheap, light & racable



With a neutral 71-degree head angle, the Nova rips through turns and down straights, as well. ▶

□ Are you down on your luck? In desperate need of a good racing bike? Out of money? Ugly? Well, we can't help you with the ugly part, and we're not going to give you any money, but we can give you a hint on where you can get a good racing bike that won't cost you a lot of dough. Kuwahara has a new bike they call the "Nova Tittlist," and it's dirt cheap. A mere 199 greenies will get it out the door of your local Kuwie dealer. Kuwahara tells us the frame is tri-moly (chromoly front triangle, mild steel rear) and the forks, bars, seatpost, cranks and stem shaft are chromoly. What they didn't have to tell us is that it has Ukai alloy rims, Suzue hubs, Dia-Compe 901 brakes and a bunch of other cool stuff; we could tell that just by looking the bike over. We could also tell it was designed for bigger guys with its laid-back seatpost, wide bars (28½-inch) and 180mm cranks. The cool looks of the bike are also something we noticed. The frame, forks, rims, bars and seatpost are all a killer shade of blue. The other components are either white or silver, and the combo looks great. About the only problem with the looks of the bike is that it resembles a freestyler (especially the white tires), and a few guys might have some kind of identity crisis. Well, we know the bike has cool parts on it and looks excellent, but does it perform?



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"Shortie"
Brett Hernandez
Team Dyno

Brett will put on a show, whatever we put him on, but he really comes to life when we build a **CUSTOM DYNO** just for him. We took your basic "Totally Insane" DYNO Frame and Fork, threw in a little "GT" this and mixed up a lot of "GT" that, and finished with a DYNO that blew "Shortie" away.

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KUWAHARA

One other thing noticed was that the pedals seemed slick. It was later established that the problem was caused by Scott Towne's wornout Vans rather than the pedals, because no one else who tried out the bike complained about them.

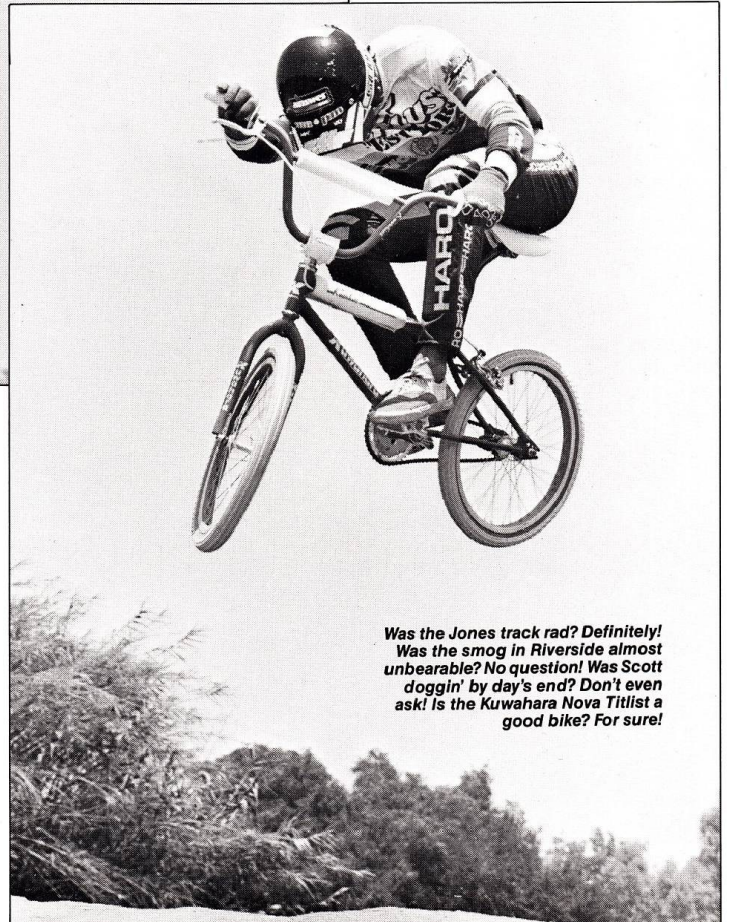
MR. JONES GOES TO RIVERSIDE
For the second day of testing, we headed for the Jones Street track in Riverside for some heavy thrashin'. The jumps built by the locals here are some of the steepest and gnarliest we've ever seen. This is one of the ultimate local riding areas, for sure. Once again Scott T. did most of the riding, but we also had input from the locals, plus Kuwie team terrors Randy Tischmann, Chad Henderson and Mike Loveridge. The Nova was given a thorough beating. Amazingly, the cranks didn't bend anymore. The seatpost, however, wasn't quite as fortunate. A couple of no-footer landings, and it was hatin' life. Major bending occurred, but the test raged on. After John's usual "Uh, Scott, could you do that one more time, and could you get



With its wide bars and long wheelbase, this bike is fully controllable in the air.



GETTIN' DOWN
For our first test session we headed to Farnum BMX Raceway in Saticoy, California, for some real race action. Actually, it was only a practice night, but the gate was in the function mode, and all the locals were ready to do battle. After a few laps around the track, a couple of things became obvious: 1. This bike jammed out of the gate, handled well in the air and carved the turns better than a Ginsu knife. 2. The cranks were slightly wimpish. A couple of jumps and those babies were tweakin'.
We called Howie at Kuwahara's Everything Bicycles headquarters in Torrance the next day to find out what the deal was. Howie said they were probably not heat treated and would be replaced by better ones in the future. He sent us replacements for our test vehicle, but we opted to continue our testing with the original models.



Was the Jones track rad? Definitely! Was the smog in Riverside almost unbearable? No question! Was Scott doggin' by day's end? Don't even ask! Is the Kuwahara Nova Tittlist a good bike? For sure!

