

GROWING UP WITH AIR UNO

This Ozone
isn't
deteriorating

■ A child was born some years ago—how many is not important. He grew, as most children do, passing through the years of infancy, his preschool and kindergarten days, on into grammar school and then adolescence, where he became interested in bicycle stunt exhibition riding—more commonly referred to as freestyle.

The day came when he needed a new bike. His old one was beyond repair. He lay awake in bed one evening, pondering which bicycle, of the many available, would best suit his needs. *The bike I choose must be strong, he thought. If it is to make my riding easier, it must have all the necessary platforms, and it must be the most beautiful bike in all the community, for I will settle for nothing less than excellence. As an amateur rider, my bicycle must perform without fail and guide me in such a way that tricks may be easily mastered, without hindrance from bad handling characteristics. But which bike is the best for me? Which is the best for me? Which bike? . . . ?* His thoughts for the day ended as he drifted off to sleep.

George on his Ozone, with the addition of different bars, Skyway Tuff Wheels and a snake post for knee room. He blazed on both bikes.

The Ozone is a stable handler and shreddable in the air—even with the funky bars. Holguin helmet-grinder on his home turf. ▶



Mary Schissinger

Look out! Invasion of the editorial lawn mower marauder! The Ozone handles all tricks—easy or hard.

Scott Thwait



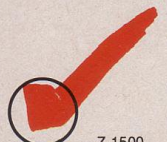
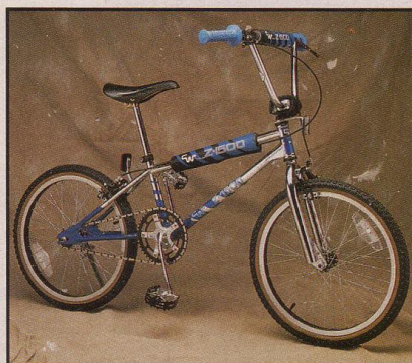
CHOOSE ONE.



CALIFORNIA BOULEVARD



SHAKER



Z-1500

(We knew it wouldn't be easy.)



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◀ George Holguin rides for AIR UNI. He has a cool halfpipe at his house in Vista, California.

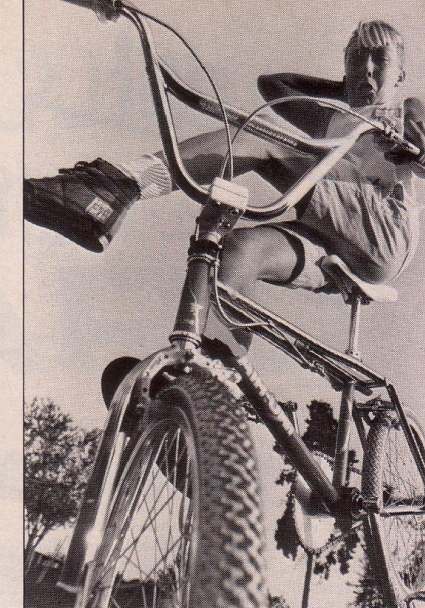
In yo face. Even for smaller dudes, the AIR UNI shreds on the ground. Smaller bars would help all but the biggest goons, though. ▶

began flipping through its pages, looking for bikes. This AIR UNI Ozone looks radical. Its dual color and chrome scheme caught his eye. I'll stop at the bike shop on the way home and check it out.

He went to all his classes but was distracted the entire day by thoughts of that brightly colored AIR UNI bike.

"I can't wait to see if the shop has one," he told his mother, as she chauffeured him to the local shop. "Cool! They have it!" he blurted out loud as they entered the shop.

It looked better in real life than it did in the magazine. Further inspection revealed that the bike had a Dyno Spin Tech detangler system, Anlun three-piece chromoly cranks



with a sealed bottom bracket, alloy 48-spoke wheels and several other features he had never before seen on a bike. "It has a giant top tube platform, and these front and rear pegs are bigger around than those on any other bike," he told his mom. About that time, an anxious-looking salesman appeared from behind the counter.

"It has all-chromoly frame, fork, handlebars, seatpost, cranks, stem shaft and pedal spindles. Best darned stuff, that chromoly—

SPECIFICATIONS:

AIR UNI OZONE

I. FRAME AND FORK

Type: Freestyle, age range 12 and over.

Frame design: Twin top tubes with a third tube, pierced by the seat tube, that extends from the midway point of the top tubes past the seat tube. Welded-on 1-3/4" O.D. platforms at the rear dropouts.

Frame construction: 100-percent chromoly.

Diameter of top tube: Twin tubes are 3/4" O.D., third tube is 1-1/4" O.D.

Diameter of down tube: 1-3/8" O.D.

Diameter of stays: 3/4" O.D.

Fork construction and design: Tubular, dual dropouts with 1-3/4" O.D. platforms welded on.

Diameter of fork blades: 1-1/8" O.D.

II. GEOMETRY

Wheelbase: 35-1/4" to 37"

Steering head angle: 74°

Seat tube angle: 69°

Bottom bracket height: 11-1/2" (center to ground).

III. DRIVE TRAIN

Pedals: Victor VP-707, alloy body, chromoly shafts.

Cranks: Anlun, chromoly, three-piece, 180mm.

Bottom bracket: Anlun, sealed bearing, alloy cups.

Chain: KMC, 1/2" x 1/8", chrome plated.

Freewheel: SunTour, 16T.

IV. WHEELS

Rims: Generic, alloy, 48-hole

Hubs: JI, alloy, high flange, loose balls.

Tires: Cheng Shin, 20" x 1.75", front and rear.

V. STEERING

Grips: UNI Hot Dog, vinyl.

Handlebars: UNI, chromoly, 28" wide x 9-1/2" high.



Stem: SR Spin Tech, alloy clamp, chromoly shaft with integral detangler system.

Headset: Steel, re-tainered ball.

VI. SEATING

Seat: Viscount Dominator, nylon.

Seatpost: Chromoly, straight.

Seatpost clamp: Alloy, drilled.

VII. BRAKES

Front: Odyssey 2000, alloy.

Rear: Odyssey 2000, alloy.

Levers: Odyssey RX-3, alloy, locking mode.

VIII. ACCESSORIES

Detangler: SR Spin Tech.

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

IX. WEIGHT

28 lbs.

X. PRICE
\$365

XI. COUNTRY OF ORIGIN
Taiwan.

XII. ADDITIONAL INFORMATION

UNI BMX, Inc.

P.O. Box 23893
San Jose, CA 95153

AIR UNI

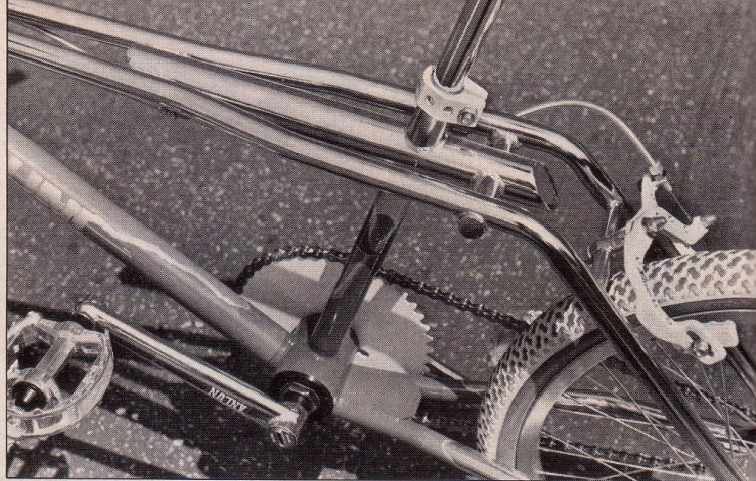
stronger than a workhorse!" the salesman quipped. "It also has these dual fork dropout thingamajigs, so you can make it handle slow or fast, dependin' on your style of ridin'."

"That's killer, dude, can I take it out for a test ride?"

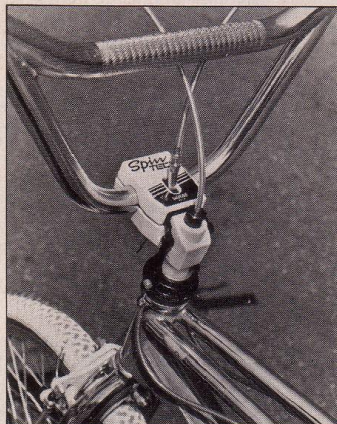
"Sure ya can, but don't go gettin' it all dirty," said the salesman, with a bit of hesitation in his voice.

ONCE IN MOTION

He was out the door in a matter of seconds, feverishly cranking the pedals. He ceased pedaling and started to coast, turning back and forth to get the feel of the bike. *These handlebars feel weird*, he immediately noted, dismayed by the awkward upward bend of the grip area and the extreme height of the bars. He slowed to a stop to check out the front dropouts. *They're in the quicker of the two dropouts; this should be good for flatland*, he assured himself as he broke into a twisting, spinning frenzy of tricks. *This handles great*, he thought, as he went into some of his favorite framestand variations. *The huge top-tube platform works killer*, but it could use some grip tape. He dropped back to the pedals and then onto the rear platforms for a rear wheelspin. *These big rear platforms are totally comfortable, and the grip tape works great*. He felt happy about the rear platforms and moved to the front ones. *They're the same — great*, he thought, as he bounced some fork hops. He then gave the rear Odyssey brake lever a hard squeeze. *Man, these brakes are totally hard to pull*, he thought as he examined the cable routing of the Spin Tech system. *This routing is bogus*.



Plenty of room for standin' on this platform, and it looks clean, too. The Anlun chromoly cranks and Victor pedals hung tough.



The bars don't look bad, but they need to be about an inch lower and to have less upward bend. The Spin Tech worked okay, but the cable routing has to go.

He was disappointed in the design of the cable guides. *Oh well, at least the front brakes work*. He decided that the bike, with the front wheel mounted in quicker dropouts, some lower bars and a better rear brake setup was exactly what he wanted for flatland. It handled quickly and controllably, and he felt very comfortable on it.

These UNI Hot Dog grips are terrible — and they're slipping on the bars. He decided right then and there that different grips and bars were in order. He also thought that with the front wheel in the slower dropouts, the bike would be stable on ramps. *This bike would be hot on a ramp*. The way the seatpost and head-tube angles are set up gives me plenty of room to get contorted in the air, he thought, as he eyed the roomy front triangle of the bike. He pedaled back to the shop and wheeled the bike through the doorway.

THE BIG DECISION

"Mister, if you change the grips and bars, and get this Spin Tech dialed in, I'll take it.



We had no problems with the alloy 48s or the Chang Shin tires, but the wheel did slip out of the dropouts on one occasion. Fortunately, the platforms kept the wheel intact, and they work good for standing, too.

It's a hot bike — it handles great, and I dig the dual fork dropouts, the platforms, and the chrome and two-tone paint job."

He had made up his mind, the AIR UNI Ozone, with the necessary changes, was the bike for him. He handed the salesman \$399 (after the cost of new bars and grips were added to the \$365 price tag), and gleefully rode away.

"I am so stoked!" he said aloud, as he broke into a bold maneuver on his new bike. ■

COMMENTS ON THE AIR UNI OZONE

"These bars are cheesy."
 "It needs a laidback seatpost."
 "It feels as good as my bike."
 "I hate these grips."
 "The cable setup is lame."
 "It feels really stiff."
 "It handles cool."

ALBE'S FREESTYLE SUPPLY

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DA' PLACE for HARO

THE '88 BIKES ARE HERE!

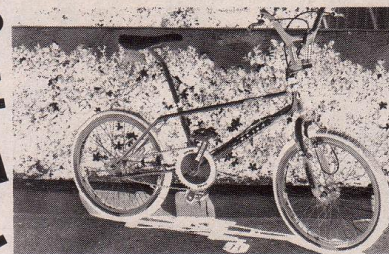
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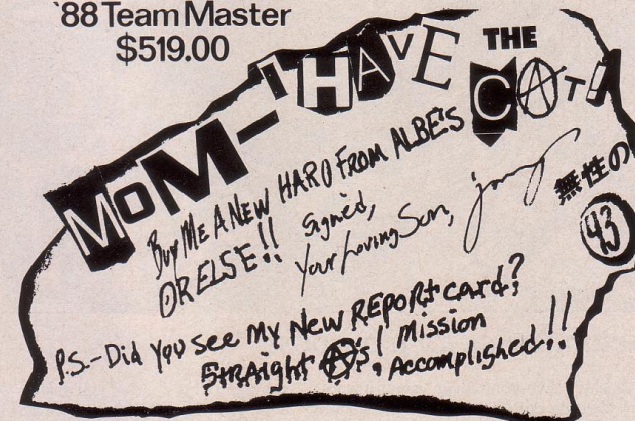
OTHER STUFF

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