

# WOODWARD



Tuckin' into the slipstream on the morning ride. Nothing beats the fresh air and scenery of Woodward.

Haro's Joe Gruttola teams up with his New York buddy David Fox for some one-on-one front-yard instruction, but who's teaching who?

This camp is the ultimate place to spend the summer. A couple of the better riders complained because they had to do all the exercises and stuff, but they were babies. I feel so much stronger, both mentally and physically, after being here for not even a week—not to mention how much my riding has improved and that I got to meet some freestyle pros and all the girls that are here and the fun stuff there is to do and... I could go on forever. You have to save up and come here next summer, but make sure you make your reservations early, because they sell out fast. Well, I'll see you in a couple weeks, but I won't be happy when I leave here, so don't expect to see me smiling.

Later,  
Jammin' Dan, the Freestyle Man ■

## GENERAL INFO

### ENROLL NOW!

- The Woodward Camp is owned and operated by Gary Ream and Ed and Beeg Isabelle. The BMX program was started in 1982, with racing instruction only. In the past two years, interest in freestyle has grown so much that 50 percent of the BMX enrollment is now freestylers. For 1988, Woodward plans to build a complete freestyle facility with new ramps and a better flatland area.

The first week-long session of the summer starts in the second week of June, and there is a session every week until Labor Day in September. You can sign up for one session (\$315) and for as many sessions as you want over the rest of the summer (\$275 each week). Try to enroll before April to ensure a

spot in the land of happy campers. You need to have your own bike, but if yours breaks, there are loaners at the camp. If you are interested in both racing and freestyle, you can sign up for both (two different weeks), or even gymnastics for a week if you want. Or, you can split your time on the different areas while you're there. The only age requirement is that you are over seven years old. They also have a weight room, and horseback riding is available for an additional fee. There is a nurse at the camp in case you slam. For more info contact Woodward BMX Training Center, Box 93, Rte. 45, Woodward, PA 16882; (800)247-1134 (Pennsylvania) or (800)USA-FLIP (outside Pennsylvania). •

## GET YOUR COOL DYNO SHOES AT THESE SHOPS:

- |  |  |   |
|--|--|---|
| River Oak Cycle<br>Birmingham, AL<br>(205) 988-0030              | Tom Lantz Bicycle Center<br>Indropolis, IN<br>(317) 846-1030 | Brunswick Bicycles<br>Brunswick, OH<br>(513) 225-8147           |
| Jimco's Bike Shop<br>Montgomery, AL<br>(205) 272-5071            | Madden Bikes<br>Des Moines, IA<br>(515) 282-3181             | Fairford Bicycles<br>Girdard, OH<br>(513) 545-0392              |
| Bicycle Source<br>Fort Smith, AK<br>(501) 452-4500               | Bicycle Exchange Shops<br>Chicago, IL<br>(312) 262-9878      | Oragon Cycles<br>Wagon, OR<br>(419) 693-1969                    |
| Bicycles of Shenwood<br>No. Little Rock, AK<br>(501) 945-6955    | Scott's Bicycle Shop<br>Wichita, KS<br>(316) 722-2436        | Schwader's Bike Shop<br>Woodstock, OH<br>(313) 631-7147         |
| Bike House<br>Hot Springs, AK<br>(501) 525-4500                  | Skidmore Schwin<br>Louisville, KY<br>(502) 969-4100          | First Class BMX<br>Portland, OR<br>(503) 761-6661               |
| Alan's Bicycle House<br>Tucson, AZ<br>(602) 298-BIKE             | Bicycle Shop<br>Kansas City, MO<br>(816) 781-3233            | Salem Bike and Sport<br>Salem, OR<br>(503) 581-8123             |
| Golden Spoke<br>Gardnerville, AZ<br>(602) 831-8910               | Puddle Power Cycles<br>Riverside, MO<br>(314) 364-2412       | AT's Bicycles<br>Oakhurst, CA<br>(409) 632-9463                 |
| Mr. B's Bike<br>Yuma, AZ<br>(602) 783-2916                       | Whites, West<br>Elizaville, MO<br>(314) 391-8530             | Action Wheels<br>Bethlehem, PA<br>(610) 868-3039                |
| Main Bike and Sports<br>Alhambra, CA<br>(818) 282-7737           | Albee's Cycle Center<br>Alhambra, CA<br>(818) 791-1181       | Dick West Bike<br>Dixie, IA<br>(814) 825-2490                   |
| A and D Bicycle<br>Bakersfield, CA<br>(805) 329-8148             | Dug Out<br>Corvallis, OR<br>(503) 843-1880                   | Folsom Cycle, PA<br>Folsom, PA<br>(717) 843-6523                |
| Blizzard U.S.A.<br>Fort Collins, CA<br>(714) 822-4252            | Freemaster Bike Shop<br>Grand Rapids, MI<br>(616) 451-8011   | Charles's Bike Shop<br>Levittown, PA<br>(610) 946-8289          |
| Bicycles LTD<br>Glenold, CA<br>(805) 984-4913                    | Bike City<br>Highlands, PA<br>(717) 946-7841                 | Moose's Shoe Outlet<br>Highlands, PA<br>(717) 628-5371          |
| Bike World<br>Owens, CA<br>(209) 299-2268                        | Linden Bike Shop<br>St. Paul, MN<br>(612) 777-1323           | Scramion, PA<br>Scramion, PA<br>(717) 544-4456                  |
| South Valley Bikes<br>Morgon Hill, CA<br>(408) 778-6100          | North Cycle<br>Richfield, MN<br>(612) 866-7540               | Bicycle Center<br>Wilmington, PA<br>(717) 323-1153              |
| South Coast Bike Shop<br>Santa Ana, CA<br>(714) 549-3869         | Rockville BMX<br>Rockville, MD<br>(301) 824-7433             | Main Bike<br>Wilmington, PA<br>(717) 824-7433                   |
| Corlie's Bike<br>Stockton, CA<br>(209) 945-2932                  | Full Cycle<br>Sondwich, MA<br>(617) 654-8445                 | Main Bike World<br>West Pittston, PA<br>(717) 654-2107          |
| Bike Room<br>Waterbury, CT<br>(203) 755-0347                     | Jack's BMX<br>Three Rivers, MA<br>(413) 283-2023             | Colton's Bike Shop<br>Austin, TX<br>(512) 454-8887              |
| Route 5 BMX<br>South Windsor, CT<br>(203) 289-3401               | Earl's Bicycle<br>Gainesville, NE<br>(402) 292-2094          | Chaff's Bikes<br>Gainesville, NE<br>(402) 855-4454              |
| Wooden Wheels<br>Newark, DE<br>(302) 386-2453                    | Action Wheels<br>Wenonah, NJ<br>(609) 856-5115               | Evans Brothers Bicycles<br>Gorpus Christi, TX<br>(512) 991-1020 |
| Big Wheel Schwin<br>Hollywood, FL<br>(305) 966-5545              | Carlin's Speed Center<br>Garlin, NJ<br>(201) 778-9002        | Carlin's Shop #1<br>Dallas, TX<br>(214) 343-6646                |
| Orlando's Cycles<br>St. Petersburg, FL<br>(813) 345-4041         | Northfield Cycle<br>Lawrenceville, NJ<br>(201) 992-6449      | Bowling Bicycles<br>Lawrenceville, NJ<br>(201) 992-6449         |
| Flamingo Bike Shop<br>Miami, FL<br>(305) 253-8433                | Bloomer Bikes<br>Northfield, NJ<br>(609) 841-9531            | Portland Bikes<br>Portland, TX<br>(512) 643-3510                |
| Fly's Cycle<br>Little Rock, FL<br>(501) 321-2004                 | Novo Sports<br>Wichwood, NJ<br>(609) 522-7899                | Gobby's<br>Wichwood, NJ<br>(609) 522-7899                       |
| Shoe Shop & Jack Rock<br>Hollywood Springs, FL<br>(954) 629-2392 | Bicycles Unlimited<br>Flemington, NJ<br>(609) 326-3407       | Pro Ride Bike Shop<br>Knoxville, TN<br>(615) 922-1907           |
| Sirency Bicycles<br>St. Petersburg, FL<br>(813) 866-2225         | Cycles Plus<br>Port Washington, NY<br>(516) 944-8567         | Southland Bike<br>Memphis, TN<br>(901) 365-6892                 |
| Bicycles Mario<br>Scottsdale, CA<br>(404) 422-6412               | Danny's Ride World<br>Levittown, NY<br>(610) 579-7770        | Bicycle World<br>Salt Lake City, UT<br>(801) 968-2994           |
| Sports Cycle<br>Scottsdale, CA<br>(404) 968-6161                 | Linda's Bike Loft<br>Syracuse, NY<br>(315) 458-5263          | Conie's Bike<br>Newport News, VA<br>(804) 241-1001              |
| BIKEFACTORY<br>Honolulu, HI<br>(808) 946-8927                    | Long Island City Cycles<br>Long Island, NY<br>(804) 822-5042 | Far Out Bicycles<br>Ringgold, VA<br>(804) 822-5042              |
| Ace Bicycle<br>Springfield, IL<br>(618) 523-0188                 | Potomac Bicycle Center<br>Springfield, IL<br>(618) 289-3636  | Power House Bicycles<br>Springfield, IL<br>(618) 523-0188       |
| Schumberg Schwin<br>Schumberg, IL<br>(312) 882-7738              | West BMX<br>Babine, NY<br>(607) 742-7731                     | Best True Value Hardware<br>South, NY<br>(607) 742-7731         |
| Sundance Cycle<br>Bloomington, IL<br>(312) 980-3136              | Poult's Schwin Cycles<br>Winston-Salem, NC<br>(319) 777-1002 | BIKEFACTORY<br>Bellevue, WA<br>(206) 641-0051                   |
| Cycle Enterprises<br>Indropolis, IN<br>(317) 783-5111            | Bike Shop of Corfield<br>Indropolis, IN<br>(317) 841-6430    | Bike Works<br>Everett, WA<br>(206) 442-2600                     |
| Jeffersonville Schwin<br>Jeffersonville, IN<br>(812) 284-2453    | Breaking Away<br>Toledo, OH<br>(419) 381-7012                | Continental Cycle<br>Renton, WA<br>(206) 226-5670               |



5422 Commercial Drive  
Huntington Beach, CA 92649  
(714) 891-7451



Brad Blanchard lofted plenty of air time as did several others. All liked the CW tires, the rad graphics, the bars, the handling and the way the rear platforms stayed out of the way.

We took the Ultra to a recent ABA competition for part of the testing. Jeff Rugg (shown cherrypick twisting) had to drop down to the 16 intermediate class due to the lack of experts. We gave him the bike moments before his run. Results? Fourth place with a loose stem!

To some, this is what you feel like when riding the Ultra because of the steep head angle and straight forks. To Derek and many others, this is rad!

# TESTING THE ZERONINE ULTRA

Something new, borrowed & different

■ We were sitting in our office early one day, thinking about this issue and which bike we could test. Suddenly, the silence was broken: "I wonder if Zeronine has that new bike we heard about."

Long-distance calling is amazing. One minute you can be talking to a gorgeous girl from the south of France, only to hang up and get a call from some dude named Rigan, asking how to disassemble a rotor. You can travel the whole world using only your fingertips. And you can find out if a company is ready and willing to make its first serious attempt at dropping into the vast bowl of high-tech freestyle machines.

### READY OR NOT

The people at Zeronine are way cool. They know what's up. We've seen it in their

◀ You can't use rear axle pegs, and it doesn't have fork pegs, but the stock rear standers are hot, and fork pegs cost very little. Besides, stock, the Zeronine Ultra is a ramp terror. Clicked lookback.

products over the years. Trick designs and great-looking graphics are what has made Zeronine successful.

Design, graphics and components usually make or break a bike when you take that first look in the local shop. You will definitely walk over and take a closer look if there's a Zeronine Ultra in town! Those famous Zeronine graphics jump out and grab you with their striking color and style. After drooling over the black-and-white paint and shiny chrome, you'll be drawn to the rear chain stay platforms. Looking sorta like a blend of Haro and Red Line, they wind up being quite unique upon closer examination.

The dropouts wrap out and around the main chain stay tube, giving the bike a different look and, quite possibly, adding more strength to the entire area. We later found that screw-on pegs are impossible to attach, because the rear axle lines up almost even with the chain stay tube. Due to their size and structure, these platforms should work well for almost everyone, especially after the famous "do it yourself grip-tape job. Another interesting but not necessarily grim discovery



The officials at the ABA event allowed us to use their ramp following the contest. Mark Nunley, the Zeronine Ultra, and high airs prevailed the rest of the afternoon.

resulted when we tried to take off the rear wheel. The dropouts' outward curve prevents removing the wheel without first taking the axle nuts completely off.

Overall, the Ultra's unique rear section is strong, efficient, out of the way and functional. As for the two axle peculiarities, you be the judge. Safe or stupid?

The rest of the frame and fork looks nor-  
NOVEMBER 1987 / AMERICAN FREESTYLER 57

# GET REAL! VANS® BRAKE SHOES



\$5<sup>95</sup>  
Suggested Retail

Made in U.S.A.



The word is out about the raddest new brake shoes ever. Tops in popularity, Vans® shoes have teamed up with Kool-Stop to create the "First Real" brake shoes for bicycles. These great looking guys are guaranteed to be the best shoes available with a perfect fit the first time they're installed. Vans® are all-weather, high-performance brake shoes with Kool-Stop's patented "Pad-Lock" design.

So, "GET REAL" brake shoes — order your Vans® today! Colors: White, black, blue, pink, green, and lavender.



Kool-Stop International, Inc.  
P.O. Box 4363, Fullerton, CA 92634

# ZERONINE ULTRA

mal, with twin top tubes and steep head/seat tube angles. Absent are fork platforms and axle pegs, which are a definite must for the serious freestyler.

## WHAT ABOUT COMPONENTS?

The Odyssey braking system performed well for all our ramp and flatland riders. High praise went to the CW tires, Zeronine bars, Victor beartrap pedals and borrowed Mushroom grips (the bike was shipped without grips). The KMC chain, SunTour 16T freewheel, one-piece chromoly cranks, alloy-disc chain wheel and standard bearing sets all performed error-free.

Two problems were encountered during the time spent assembling and riding the Ultra. We found that one needs to disconnect the front brake cable and use a closed-end wrench to properly tighten the Potts bolt.

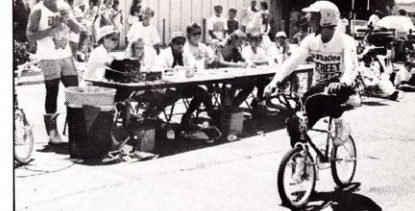
Once tightened, the Altech stem held amazingly well. The other problem was discovered when someone hung up big-time and put a large ding in the rear wheel. This would have happened to nearly any other wheel, so we weren't disappointed with it at all.

## HOW DID IT PERFORM?

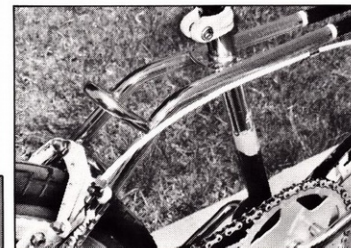
All our flatland testers liked the steep head angle and the short front end. A few thought the forks might need more rake for a bit slower handling. Most felt the rear platforms would be sufficient after adding grip tape, although a few still wanted axle pegs, especially for backyards. The seat seemed to feel flat but was uncomfortable to only a few riders. This flatness was well liked by those doing surfers.

We let quite a few ramp riders take turns sampling the Ultra's design and handling characteristics. Everyone liked the feel in the air, even after mentioning the shortness of

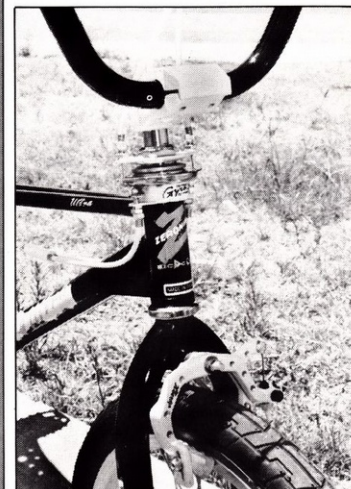
(continued on page 71)



Jeff rode past the judges at the end of his run to give them all one more look at our test bike. They obviously like what they see because most of them are smiling. Even the promoter and announcer look impressed.



Zeronine added a few items to make this medium-priced trickster compare with some top-of-the-line models. Check the chrome top-tube knurling, clean welds, cable guides and stamped-in Zeronine logo.



The bars, brakes and stem (properly tightened) worked great throughout the test.



Rear platforms don't get much trickier than this. Too bad you can't add axle pegs.

## SPECIFICATIONS:



## ZERONINE ULTRA

### I. FRAME AND FORK

**Type:** Freestyle, 20"

**Frame design:** Twin top tubes, single down tube.

**Frame construction:** 100% chromoly.

**Diameter of top tubes:** 5/8" O.D.

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

**Diameter of chain stays:** 5/8" O.D.

**Fork Construction:** Tubular, 100% chromoly

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

### II. GEOMETRY

**Wheelbase:** 36-1/2 to 37-1/2"

**Steering head angle:** 75°

**Seat tube angle:** 68°

**Bottom bracket height:** 12-3/4"

### III. DRIVE TRAIN

**Pedals:** Victor VP-707, alloy with chromoly shaft.

**Cranks:** Chromoly, 170mm.

### Front sprocket:

Alloy 43T.

### Bottom bracket:

Tioga quick-adjust, steel, retained ball.

**Chain:** KMC, 1/2" x 1/8".

**Freewheel:** SunTour, 16T.

### IV. WHEELS

**Rims:** Generic, alloy, 48-spoke.

**Hubs:** Generic, alloy, low-flange loose ball bearings.

**Tires:** CW, 20" x 1.90", freestyle tread.

### V. STEERING

**Grips:** N/A.

**Handlebars:** Zeronine, freestyle, chromoly, 28" wide by 8" high.

**Stem:** Altech/Zeronine/CW, alloy clamp, chromoly shaft, hollow Potts bolt, adjuster for rotor.

**Headset:** Tioga bear-trap, retained ball.

### VI. SEATING

**Seat:** Velo/Zeronine, freestyle, finger grip under front.

**Seatpost:** Chromoly, straight.

**Seatpost clamp:** Generic, SR-type, alloy.

### VII. BRAKES

**Front:** Odyssey 2000, RX3 locking lever, alloy.

**Rear:** Odyssey 2000, RX3 locking lever, alloy.

### VIII. ACCESSORIES

**Bolt-on platforms:** None.

**Cable detangler:** Odyssey Gyro.

### IX. WEIGHT

29 lbs.

### X. PRICE

Under \$300.

### XI. COUNTRY OF ORIGIN

Taiwan.

### XII. ADDITIONAL INFORMATION

Zeronine International

2160 Stonington Ave.

Hoffman Estates, IL

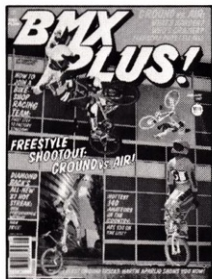
60195

At PEREGRINE when it comes to building scooters we're not monkeying around, so we introduced both the 16" RANG-A-TANG and the 14" PERFECTIONIST. Both scoots are newly designed for aggressive riding performance, and the 12" standard street scoot just for swinging in the concrete jungle.

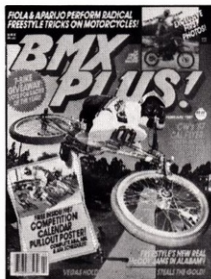
PEREGRINE PEREGRINE PEREGRINE

# BMX PLUS! BACK ISSUES

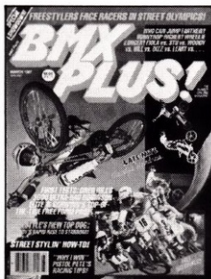
DON'T MISS ANY OF THE RADDEST MAGAZINES IN THE WORLD  
Check out back issues of *BMX PLUS!* for: bike tests, product evaluations, freestyle tricks, riding tips, race coverage and more! Complete your *BMX PLUS!* library today.



**JANUARY '87**  
Diamond Back Hot Streak, Free Agent Racer, Ground vs. air, hot new amateurs, Aparijo interview, AFA Long Island event



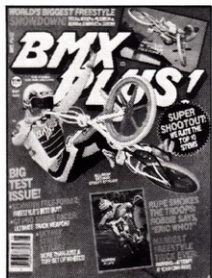
**FEBRUARY '87**  
CW California Flyer, Cycle-Craft XL Racer, ABA Gold Cup, AFA Masters/Alabama, Building the ultimate halfpipe, Ramp how-to's



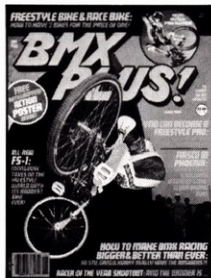
**MARCH '87**  
Schwinn Free Form Pro, Robinson Elite, ABA Fall Nationals, King of Vert contest, Street style how-to, Dennis McCoy interview, Race tips



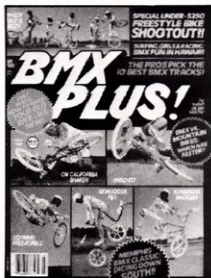
**APRIL '87**  
GT Pro Series, Dyno D-Tour, ABA Grands, AFA Finals, How to table-top, Ultimate Halfpipe Part II, Wilkerson ramp jam, Scooters



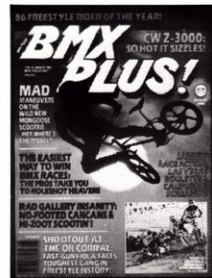
**MAY '86**  
Skyway Street Styler, GT Pro Series, Schwinn Free-Form Z, Backwards infinity-roll how-to



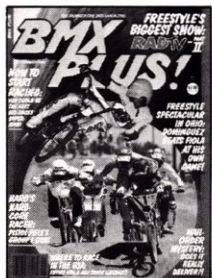
**JUNE '86**  
Hutch Pro Raider, Mongoose FS-1, Freestyle- and racing-bike conversions, FREE ROY poster



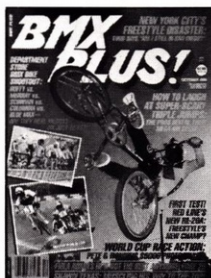
**JULY '86**  
Top 5 freestyle-bike shootout, 10 best tracks in U.S., Rad Gallery, revamp old bikes



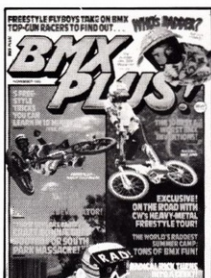
**AUGUST '86**  
CW Z-3000, SE Trickmaster, Mongoose Mini Scoot, FREE Freestyler of the Year poster



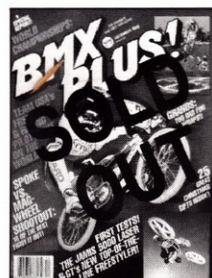
**SEPTEMBER '86**  
Hanter Attack, Haro Group 1 RS-1, How to start racing, How to mail order parts, How to Randy Roll



**OCTOBER '86**  
Bargain-bike shootout, Red Line RL-20A, Freestyle's hot new tricksters, Bike-size tips, Double jumps



**NOVEMBER '86**  
Diamond Back Strike Zone, Kuwahara Nova Tittits!, CW Tour tales, BMX training camp



**DECEMBER '86**  
Jamis Laser 5000 Terminator, GT Pro Freestyle Tour, Wheel shootout, Life on the Road II

## ORDER YOUR COPIES NOW!

Make check or money order payable to: **BMX PLUS! BACK ISSUES**  
P.O. Box 9502, Mission Hills, California 91345-9502

Please check the magazines you would like and enclose \$2.50 plus 75 cents postage and handling for each issue ordered. Canada add \$1.50; all other foreign add \$2.50 additional postage and handling for each copy ordered. All Canadian and other foreign please use international money order in U.S. dollars only. Thanks!

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_  
STATE/ZIP \_\_\_\_\_

## READER'S RAP

(continued from page 10)  
riders to hotel property. I see nothing amusing about riders throwing firecrackers into restaurants, intentionally breaking beds and fixtures in motel rooms, riding on top of cars in parking lots, destroying shopping carts in shopping centers, and doing a few other things too disgusting to mention. I know for a fact that all the things I listed happened. This does nothing for the image of the sport, but some team managers seem to find these things amusing. How sad. The owners of the factories should be concerned about this, as it does nothing to enhance the sport.

As a promoter, my main interest is holding quality contests for the riders. Freestylers are my favorite people. Most of the riders are polite, friendly and offer constructive suggestions for improvement of contests. We are always open to suggestion, but we'd appreciate being given the same treatment when we make requests of riders and team managers. All of us want the sport to advance. If we work together we can make that happen.

### Lynn Swoope

2331 Riviera Dr.  
Miramar, FL 33023

We'd say something Lynn, but you've pretty much said it all. If any one has any comments or suggestions, write to Lynn at the above address, or to us at the magazine. ■

## TESTING THE ZERONINE ULTRA

(continued from page 57)  
the frame and the steep head angle. In addition, the CW tires, Victor Beartrap pedals and the handlebars were well liked by all. We thought the rear platforms were going to get in the way, but they were never a problem.

### SUMMARY

The Ultra's great looks, handling and functional design, along with its low-cost but good-performing components, make it a surprisingly good bike. It's a little short but still works well as an overall (ramp/flatland) bike for a beginner to intermediate-level rider. It could be more useful for flatland with the addition of bolt-on fork platforms or front axle pegs. The fact that you cannot install rear axle pegs might bother some riders. With grip tape, however, the larger-than-normal chain stay platforms should work fine.

We feel Zeronine has made an excellent debut in the freestyle scene. ■

## COMMENTS ON THE ZERONINE ULTRA

"Those pedals really grip!"  
"It's short."  
"Can I have those tires?"  
"I like the stem now that it's tight."  
"Whoa... this is killer."  
"I can't believe I took fourth with these bars loose!"  
"Can I try it?"  
"That's rad. Where'd you get it?"  
"This seat feels like a board!"

## PEREGRINE

(continued from page 30)

### SUMMARY

There are a few other features that make the Peregrine Perfectionist different from the rest of the scooters on the market.

The steep kicktail on other scooters is almost useless. The Perfectionist's kicktail is great—slightly longer and at less of an angle than most other decks. In addition, the front of the deck goes under the oval top-tube brace and curves upward. Both ends are useful in foot positioning and overall control.

The Peregrine "wing" grips fell apart. The GT-type bars and forkfliter-type stem worked great. The frame is a little on the heavy

side, but if you plan to leap tall buildings, jump herds of elephants or simply be the best all-around thrasher, the Perfectionist (with better wheels and brakes) can fit your needs. It's not perfect, but it's darned close. ■

## COMMENTS ON THE PERFECTIONIST

"The axle pegs hurt my feet, but the rear standers make up for it."  
"No way! This is cool!"  
"The grip tape just came off!"  
"Head bangers will like these decals."  
"Take off these brakes, and I'll go even higher."

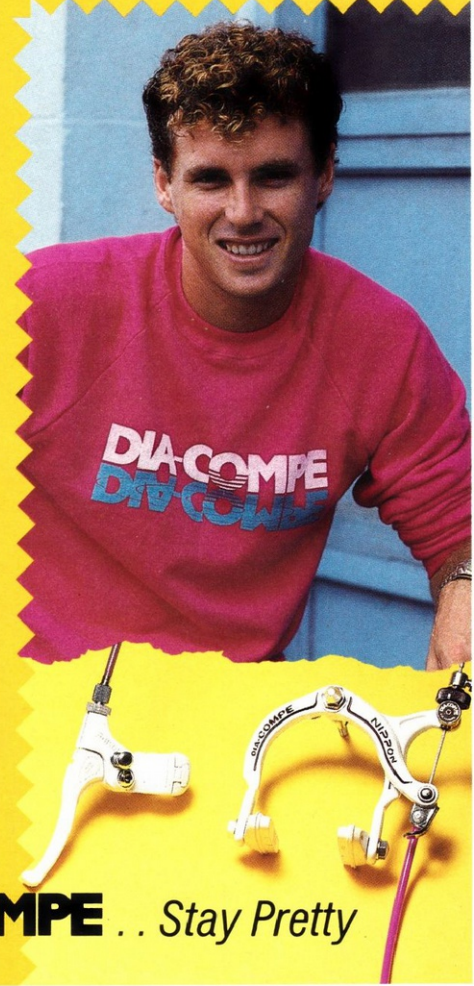
## An Interview with R.L. Osborn

**Q.** "What's the most important part of your bike?"

**R.L.** "The brakes and levers."

**Q.** "Why?"

**R.L.** "Because I make my living doing Squeakers, Nose Wheelies, Front Wheel 720s, and 2nd Generations. And I like my face the way it is."



**DIA-COMPE** . . Stay Pretty