

Record News

SUMMER 1983

Vol. 1. No. 3.

Campagnolo's 50 Year Anniversary



Farewell Tullio

Speech delivered by Eddie Merckx at
Tullio Campagnolo's Funeral at Vicenza
February 3, 1983

Dear Commendatore Campagnolo,

On behalf of the cyclists of all the world, of those known or unknown, I address to you from the square of this church a touched good-bye.

You deserve to belong to our life's memories because, rider like us, you

have known before us our fatigue and you have helped us.

You have done it with generous intelligence that was the fruit of your goodness as a man and as entrepreneur.

You have been the most faithful and precious of our helpers. You have arrived first for seven time, with me, to the goal of the Milano/Sanremo; you were with me under the snow the day I was climbing victorious, the road of the "Tre Cime di Lavaredo." I shared with you every success.

In telling you good-bye in the name of all the presents and of those who regret not being here, I wish to repeat an act of faith heard in this church. You will remain with us, riders of all ages and of all classes, as a dear and unforgettable road fellow. A good friend.

I tell it to you in a bad Italian, maybe, but with an Italian heart because, thanks to you, there is a piece of Italy with your name on all the bicycles of the world. Your memory will remain always with us.

Good-bye.

I Remember;

Tullio Campagnolo

by Julio Marquovich

We lost the founder of our company, the bicycle industry lost a genius.

I met Tullio Campagnolo for the first time in March 1979. I was immediately impressed by his strength of character, personality, humility but most of all his immense talent.

I didn't speak Italian and he didn't speak English. Tullio Campagnolo spoke several languages and some dialects. I speak only English and Spanish. We tried to communicate anyway, we mixed English, Italian and Spanish. Bingo! We were understanding each other. I felt like a mosquito next to an elephant, but this quickly disappeared. What amazed me most was that this most talented man made me feel relaxed and comfortable. I felt honored by his presence.

In June of 1979 I made my first trip to Italy to visit the Campagnolo Factory. I met the Campagnolo executive staff and spent a great deal of time with Tullio Campagnolo as he personally guided me through his production facility in Vicenza.

I was overwhelmingly impressed to see the stock piles of raw materials, the machinery, the workers assembling the components and the supervisors doing quality control checks.

I was amazed to see each component assembled by hand. There was no rush, each part was checked over and over and over. Quality control checks occurred at every stage of assembly. As I stood in awe I turned to see Mr. Campagnolo smiling. "Here in my factory we work in this way," he stated.

We now have a brand new plant, still in Vicenza, but more spacious and modern than the old building. Tullio Campagnolo saw it completed and fully

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Campagnolo's 50 Year Anniversary

Campagnolo is proud to announce that 1983 marks our fiftieth year of operation. To celebrate and commemorate this event Campagnolo will be offering several unique items that will only be available in 1983 and some will be limited edition.

Campagnolo plans to continue the role of industry leader for the years to come by manufacturing the products that all others are measured by. We would like to thank all those who have supported us in the past and we look forward to another fifty years of your trust.



John Howard, Attempt on the Absolute Speed Record for the Bicycle

What began as a conversation over lunch soon developed into calculations and phone calls. Was it possible for John Howard to break the World Land Speed Record for the Bicycle? Dr. Allan Abbott had set the record at 138 mph. It was still standing after almost ten years. Few people had taken two wheels to 2½ times the national legal speed limit, and information was scarce. Skip Hujsak, a custom bicycle builder in Austin, Texas, was contacted. Yes, he could easily build the bicycle if the correct design was obtained. Several motorcycle dealers familiar with the needs of motorcycle racing gave the needed tire and wheel information. Several telexes were dispatched to the home office of Campagnolo in Vicenza, Italy. Yes, they were interested and would help with any special requests. The 138 mph barrier could be broken!!

The design problems obvious in the Abbott bicycle were overcome by the talents of Skip Hujsak and his diligent research. The result was a strange looking machine which met the needs of a cyclist traveling at speeds in excess of 100 mph. A double reduction drive system was incorporated to adequately gear the bicycle for the 150 mph run. In fact, the gearing could be quickly changed to meet conditions.

Now the draft car, Rick Vesco and the Pepsi Challenger provided the answer. The car had traveled the salt flats at 300 mph! This was more than enough to get John to 150 mph. The car was modified and set up for a run at the record.

Tests had been run on the bicycle by drafting motorcycles at 60 mph down deserted Texas highways. Next came test runs on the salt . . . unofficial speed — 114 mph! John Howard became one of a handful of men to break the 100 mph barrier!! Just a few months before a Frenchman had died in his attempt to join this exclusive club. Then the rain came and with it went the chance of a new record.

But there came word of a road in Mexico, seven miles of smooth straight pavement. The entire crew made preparations to run on the asphalt. The car was ready, the timing trap was set and the road was clear. No the road was not clear. Several tons of hay had spilled from a broken down truck. Time to wait. Finally word came that the road was clear in the afternoon. The first run was made. The road was straight

but at 100+ mph it was not smooth. The small undulations, unnoticeable by most, played havoc with this auto-bicycle tandem. Having the car bounce in front of you at 120 miles an hour was no one's idea of fun.

Next the wind came up. Time again to wait. A car designed for the salt flats, an undulating road surface and the wind were too much to try and overcome safely. This time the conditions prevailed and the absolute record stood. John Howard and crew had set a new record for pavement, 124.189 mph. This was far short of the 150 mark that he and Rick Vesco wanted. Now they wait for the Salt Flats to dry out. "We're going to set a record. All that holds us back is three feet of water," stated Howard.

John Howard's Record Attempt Bicycle

By Skip Hujsak

Skip Hujsak (pronounced High-Zak) is a custom frame builder in Austin, Texas. Skip along with his wife Vickie has been building frames for the past seven years.

Planning for John Howard's assault on Dr. Abbott's land speed record began at least two years before John got his bicycle. There were many things to consider when rider and machine would be approaching their limits.

By studying pictures of the Abbott bicycle my research team concluded that a riding position as close to that of a normal ten speed was most desirable. Abbott's bicycle restricted rider breathing with its very short top tube. Furthermore, the balance was affected by the bottom bracket being above the axis of the wheels. We had to overcome these problems.

In the beginning we had planned a single chainring bicycle. The single large chainring proved to be a stumbling block due to manufacturing cost, flex of such a large disk and friction. We decided to use a double reduction drive system using two bottom brackets. To test the system I mounted a second bottom bracket above the rear wheel of John's bicycle. The system worked and we decided to go ahead

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operational. It was a great source of pride for him, but no more so than the loving pride that he took in his dedicated workers.

Mr. Campagnolo left us with a legacy that everyone who works for the company will remember and strive to maintain in the years to come.

Tullio Campagnolo is gone, but the man and his quest for perfection will always be remembered.



SPEED ATTEMPT - A Close-up look at the HUJSK Double Reduction Drive System

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with the double reduction drive.

Now that we knew what we wanted to build, I needed the dimensions to plug into my computer program that would provide tube lengths and cut angles needed to construct the frame.

I designed the frame along the lines of a roadracing motorcycle. The head angle is 58.5 degrees with a 45 inch wheelbase. The seat angle was a standard 75 degrees because John would be spinning at approximately 130 rpm.

We wanted to use motorcycle forks but they were too heavy and had too much travel. Custom forks were \$950 to build. I came across a motorcycle fork used in England for short oval track use. These forks matched our needs, they weighed 7 lbs. and had 2 inches of travel. Now I had all the parameters I needed.

Wheel radius: 23.3 cm
fork rake: 1.7cm
head tube angle: 58.5
seat tube angle: 75
top tube length: 57 cm
seat tube length: 59 cm
chainstay length: 50 cm
BB drop: 1 cm

Campagnolo USA sent me the Columbus tubing and Cinelli bottom brackets necessary. I used a nickel-bronze-silver brazing alloy. The main triangle is lugless and uses $1\frac{1}{8} \times 0.35$ chrome moly with extra bands around the head tube to help support the headset. The primary bottom bracket was a Cinelli tandem eccentric to allow chain tightening. A Cinelli rear tandem bottom bracket was used for the secondary bottom bracket, the chain was tightened via the drop outs. The rear triangle was one piece of Columbus tandem transfer tubing for 9 inches, after which it T'd into two PS chainstays. The seatstay used the same T technique with the second bottom bracket supported by a single $1\frac{1}{8} \times 0.35$ tubing on one side and two SP chainstays on the other. The second bottom bracket was braced to reduce flexing. Areas of high stress were gusseted and heliarced.

The bumper bar was attached to the headtube. This limited the steering to about 30 degrees, but more importantly it would prevent the bicycle from striking the draft car. Incorporated into this bump bar was a tow cable release system that would allow John to be towed to a predetermined speed and release himself.

In conclusion I found the most difficult part of building this bicycle was convincing myself that it would really be ridden at 150 mph.

Campagnolo Adds A New Dimension To The Technical Support Program

1983 and the Florida Sentinal Safari mark Campagnolo's entry into providing Technical Support for American touring cyclists.

The 1983 Technical Support program includes five major tours in the United States, from the Sentinal Safari in the Southeast to the Tour of the Swan River Valley in Missoula, Montana.

In conjunction with Orange Cycle Works of Orlando, Florida the Campagnolo Support staff was kept busy from before dawn till after dusk. The Tech Support Staff gave advice, physical and moral, in addition to technical service to more than 50% of the 950 participants in the 410 mile tour of central and northern Florida.

Not enough can be said about the organizational efforts put forth by the Tour Committee to make this event a success. But, with all deference to the tour's organizers, the ultimate success of the Sentinal Safari seems to be with the cyclists themselves. Riders from 7 to 70 pedaled, pushed and walked their way over the 410 mile, six day event. We must all recognize the dedication and courage shown by the hundreds of cyclists.

No single event could adequately sum up the Tour, but consider this, Ms. Chris Kline of Melbourne, Florida pedaled the entire route with her pet poodle 'Pepper' perched in a front basket wearing a custom helmet. The last day of the tour was an 80 mile ride to the start finish. Not particularly un-

usual except that the last 60 miles were covered in a torrential down pour and not a single rider asked for a ride in the Campagnolo-Buick.

The Sentinal Safari is over but this is just the beginning of Campagnolo's participation and commitment to touring in the years to come.



The Campagnolo-Buick Technical Support Car came as a welcome sight to many of the touring cyclists during the 1983 Sentinal Safari in Florida.



Campagnolo Technical Support Program for 1983 United States Cycling Federation Races

June 1	National Criterium Championships Women; Central Park, New York City, New York	July 6-17	Coor's Classic; Colorado
June 10-21	Pan American Trials; Austin, Texas	July 24-31	U.S. National Road Championships San Diego, California
June 19-26	Self Magazine World Trials (women); Indianapolis, Indiana	Aug. 2-6	U.S. National Track Championships; Dominguez Hills, California
June 24-30	U.S.O.C. Sports Festival Colorado Springs, Colorado	Sept. 24-25	Atlantic City Race; Atlantic City, New Jersey
July 4-10	L.A.O.O.C. Grand Prix; Dominguez Hills, California	Sept. 28-Oct. 2	Great Coconut Grove Bicycle Race; Miami, Florida

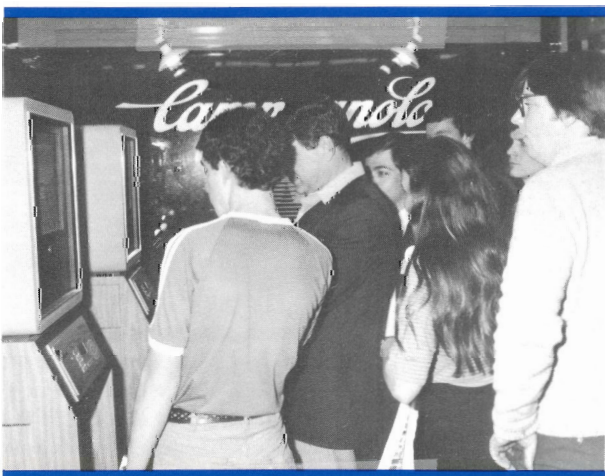
United States Touring Events

July 24-30 R.A.G.B.R.A.I.; Des Moines, Iowa

24th International Cycle Show



'Sam The Eagle', the official Mascot of the 1984 Los Angeles Olympic Games welcomes 11 time National Cycling Champion Connie Carpenter to Campagnolo's Olympic Corner at the recent International Cycle Show in New York City



One of the highlights for visitors to Campagnolo's Booth was the "Campy-Quiz" The machine (left) tests the individuals knowledge about Campagnolo. It will also be featured in September at the Las Vegas Show this year.



Mr. Valentino Campagnolo (right) Managing Director of Campagnolo SpA. and Julio Marquovich, President of Campagnolo USA welcomes Jim Knaub to the Campagnolo Family of Athletes. Jim recently became the fastest wheelchair racer in the world with his record time of 1:47:01 in the 1983 Boston Marathon.

Tour of America



For the Tour of America many former World Class Competitors were on hand, like Felice Gimondi checking the support bikes before the start of the second stage.



The world's most renowned cycling champion Eddy Merckx "shows his stuff" at the Tour of America. Merckx believes that America will become the Mecca for professional cycling in the years to come.



Jacques Boyer, member of the U.S. Pro team stays warm prior to the second stage of the Tour of America.

Tour of America Con't.

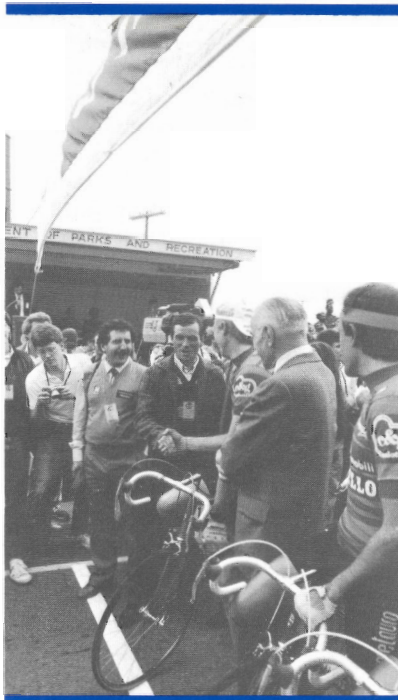
Final Results

Place	Name	Team
1	Ooster Bosch, B.	Raleigh/Camp.
2	Anderson, P.	Peugeot
3	Pedersen, D.E.	Bianchi
4	Grezet, J.M.	Sem
5	Bauer, S.	Canada - (Amateur)
6	LeBigaut, P.	Mercier
7	Peiper, A.	Peugeot
8	Poisson, P.	Renault
9	Gisiger, D.	Bottechia
10	Milant, S.	Bottechia

Raleigh/Campagnolo Team



Left to Right - Henk Lubberdina, Leo Van Vliet, Ad Wijnands, Hugh Walton, Bert Ooster Bosch.



The start of the Tour of America, pictured here is champion cyclist Bernard Hinault (center) wishing the members of the Pinarello/Campagnolo good luck. While Hinault did not race he did bring a lot of attention and excitement to the race.



Leo Van Vliet, a Dutch professional member of the winning Raleigh/Campagnolo team

Marketing Update:

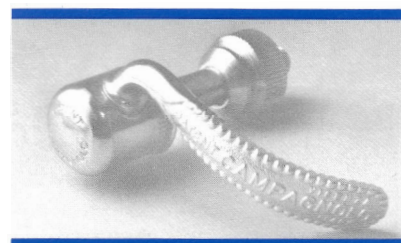
Amos York

Having just completed a trip through the mid and southwestern United States I am happy to report that the bicycle business is again on the upswing. Distributors and dealers are reporting strong sales in the months from January through April. Bicycles in the \$300 and up category have shown strong performances, there have also been many people bringing in bicycles for spring 'upgrading'.

The big problem seems to be availability. Most distributors allowed their inventories to dwindle to bare minimums because of a slow 1982 and were unprepared for the sudden burst of business in early 1983. Campagnolo is proud to announce that our sales are again strong and that we are doing all that we can to meet the demand.

"Dealers Beware" of non-authorized Campagnolo distributors selling Campagnolo products at bargain prices. These products can be differentiated from the Campagnolo products imported by Campagnolo USA and are not covered by our Warranty Agreement with Campagnolo Spa, nor are they covered by our product liability policy. Campagnolo will be inspecting all warranty items closely and will

reject all such claims. Should a consumer be injured while using this equipment Campagnolo USA will not be responsible. If you have any question as to whether or not a distributor is authorized please contact Campagnolo USA and we will send you the current authorized distributor list.



Part No. 1240 Quick-Release Seat Post Bolt
Now Available

Campagnolo 50th Anniversary Clock

Designed and made exclusively for Campagnolo USA, Inc., this unique clock commemorates the fiftieth anniversary of Campagnolo SpA., Vicenza, Italy. The clock is manufactured from a solid piece of Redwood carved with a laser beam process that makes each clock unique due to the differing densities and specific grain of the Redwood blanks. Campagnolo seat post binder bolts (part number 1072) are brass plated and are used to designate the 3, 6, 9 and 12 o'clock positions. The clock is battery powered to allow easy placement.

The Campagnolo 50th Anniversary Clock is available through all authorized Campagnolo distributors.



1983 Ruffles Tour of Texas



Ray Hayman (center) and Davis Phinney (right) both of 7-ELEVEN/Campagnolo, and Doug Shapiro (left) Schwinn/Campagnolo salute the crowd in the "thrill of victory" during the Austin Stage of the Tour of Texas. Davis Phinney ultimately went on to win individual top honors for the tour.



Stage winners Marianne Berglund (Raleigh/Campagnolo) and Harvey Nitz (G.S. Mengoni/Campagnolo) received special awards from Campagnolo USA, after the Tullio Campagnolo Memorial Stage in Houston, Texas during the 1983 Ruffles Tour of Texas.



Some of Campagnolo's guests during the Bar-B-Que dinner after the Houston Stages of the 1983 Ruffles Tour of Texas. See anyone you know?

1983 Looks Like A Banner Year

The 1983 United States Cycling Season began with the Ruffles Tour of Texas. The 18 stage event started March 4 and ended a month later on April 2.

For Campagnolo, and the fans of competitive cycling, '83 looks to be a great year with the level of competition and race organization higher than ever before.

Race director Ricard DeGarmo is establishing himself as one of the premier organizers in the United States. Overcoming the huge logistical problems the great state of Texas provides, DeGarmo made the event one of the best organized events on this continent.

During the Houston stage, the Tullio Campagnolo Memorial, riders were hosted by Campagnolo USA at a Bar-B-Que dinner. More than 350 riders, managers and coaches visited the Campagnolo facility to enjoy the food and festivities of the evening.

DeGarmo received a Campagnolo Limited Edition Belt Buckle Set for his outstanding work organizing the race. The presentation was made by Julio Marquevich, President of Campagnolo USA.

During the 18 stages, over 150 cyclists were provided with technical assistance by Campagnolo. This included 30 bicycle changes and more than 100 wheel changes.

If the results of the 1983 Ruffles Tour of Texas are any indication, this will be a great year for cycling.

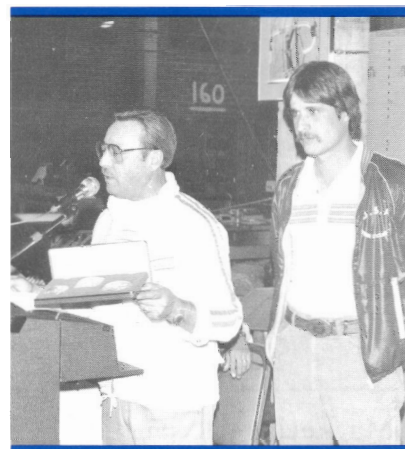
General Classification/Men

1. Phinney, Davis 7-ELEVEN
2. Nitz, Harvey Mengoni
3. Shapiro, Doug Schwinn
4. Bradley, Jeff 7-ELEVEN
5. Rogers, Thurlow Raleigh
6. Steida, Alex 7-ELEVEN
7. Keifel, Ron 7-ELEVEN
8. Hayman, Ron 7-ELEVEN
9. Whitehead, Mark Murray
10. Weaver, Andrew 7-ELEVEN

Note - 9 out of 10 race on Campy



On hand for the Tour of Texas was the United States Cycling Federation National Team Vehicle joining forces with the Campagnolo Technical Support Staff providing assistance to all participants of the event.



1983 Ruffles Tour of Texas Race Director Richard DeGarmo receives the commemorative Campagnolo Limited Edition Belt Buckle Set from Julio Marquevich at a Bar-B-Que hosted for the riders by Campagnolo in the CUSA facility.

General Classification/Women

1. Berglund, Marianne Raleigh
2. Novara-Reber, Susan Raleigh
3. Twigg, Rebecca 7-ELEVEN
4. Davis, Betsy 7-ELEVEN
5. Deluca, Debbie Schwinn
6. Bradley, Jacque Texas Metros
7. Carpenter, Connie Raleigh
8. Golay, Jeanne Paris Sport
9. Daughton, Rebecca Raleigh
10. Bowen, Sheri Schwinn

Note - all race on Campy

Introduction to the Campagnolo Freewheel

By Amos York

Recently at the New York Bicycle Show, many people asked me questions about the Campagnolo Freewheel. This short article will answer most of the common questions.

The Campagnolo Freewheel is the culmination of many years research in special alloys and innovative engineering. After years of thorough testing by the world's finest cyclists the unit is now available to the public.

The freewheel body is aluminum alloy. The cogs are aluminum alloy or titanium alloy depending on the position. The alloys are formulated and specially treated to provide high wear resistance and high strength. The only steel components are the pawls, the pawl springs, ball bearings, special spacer washer and the outer adjusting cone. The freewheel incorporated the patented helical removing system that is slip proof. The Campagnolo freewheel uses three pawls instead of two, this provides better load transfer and extends the life of the body. Each Campagnolo freewheel is assembled and checked by hand to insure that they are perfect before leaving the factory.

The Campagnolo freewheel cogs are made of alloy, these cogs will last longer than the alloy cogs on any other freewheel. The alloy cogs will not last as long as steel cogs and should not be expected to.

From my rides with the units and talking to racers the following benefits can be expected.

1. Faster acceleration
2. Cruising is quite often in a gear one tooth higher than normal
3. Smooth and positive shifts.

The maintenance of the freewheel is extremely simple when using the Freewheel Tool kit. In the past I have always dreaded opening a freewheel. With the special Campagnolo tools a freewheel overhaul is as simple as a hub overhaul. Like all things mechanical this freewheel should be serviced, the innovative freewheel and tool design make it a pleasure to work on.

In all, the freewheel is magnificently designed and executed. The performance cannot be compared. Those who use this freewheel will find that it gives a definite advantage.

Missing Links

By John Campbell

Are you restoring an antique bicycle or just interested in assembling a unique track bicycle? Well, if you are or if you just want to display unique

cycling components, we may have what you are looking for. Campagnolo USA has a limited supply of chainrings and cogs for use with 1" x 3/16" block style chain.

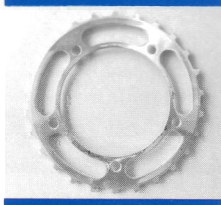
These chainrings and cogs are sometimes called 'alternate tooth' chainrings and cogs because they have half the number of teeth as the standard 1/2" x 1/8" chainrings and cogs of comparable size. These 'alternate tooth' chainrings use the old style Record crank arms with the 151mm bolt circle and cannot be used with the currently available Nuovo Record Special crank arms. Campagnolo also has a supply of these right hand crank arms.

Chainrings: Part number 759 Record Track Chainrings 151mm bolt circle, 1" x 3/16" pitch. Available in sizes of 22 through 29 teeth.

Right hand crank arms: part number 757, Record 151mm bolt circle crank arm. Available in lengths of 172.5mm, 175mm and 177.5mm.

Track Cogs: Fits all standard English threaded track hubs. Available in steel only. Part number 764. Available in sizes of 6, 7 and 8 teeth.

Chains for these components are still available. Contact your Campagnolo distributor or write direct to Campagnolo USA Inc. Department "Missing Links".



Campagnolo Technical Seminar

In what was considered a bold move Campagnolo USA began its series of Technical Seminars in Houston on April 17 and followed with a second on April 21 in Dallas. Many area dealers attended with a few individuals coming from Denver, Colorado, Duluth, Minnesota, and Shreveport, Louisiana. Some dealers arrived 45 minutes early to assure good seats.

The first seminar was held in the Houston facility of Campagnolo. This allowed the staff of Campagnolo to more fully participate. Six members of the Campagnolo staff were present, normally there will only be two. The in-house seminar also allowed the dealers to see the central importation point of Campagnolo Products for the US. Several of the dealers reported being dazzled by so much equipment.

Being the first seminar several rough spots were encountered but the dealers

were patient and the seminar proceeded. The second seminar proceeded more smoothly than the first due to the questionnaire filled out by the Houston dealers.

The technical part of the seminar was presented by Jeff Davis, the Technical Advisor to Campagnolo. Mr. Davis covered the technical aspect of the Campagnolo components as well as their installation and maintenance.

The dealers were provided with a catered lunch between the morning and afternoon sessions.

The afternoon session began with Pat Clay, Campagnolo's Sales Manager, giving a sales presentation. Some of the areas covered were sales promotions, store layouts and aftermarket sales. Most dealers never thought that Campagnolo was interested in the day to day activities of a bicycle shop. "Campagnolo depends on the professional bicycle dealer and we want to help any way that we can." Mr. Davis concluded his presentation by covering the care and use of the Campagnolo Tools.

Both seminars ended with mechanics taking the Technicians Certification Test. Most found the questions far more detailed than they expected. Between the two seminars 55 mechanics were certified. From the 100 tests given there were only 3 perfect scores.

As a bonus dealers were given the opportunity to purchase unique items and tools at promotional prices through the distributor of their choice. Some of the more popular items were the fiftieth anniversary clock, the Campagnolo headband and the Campagnolo shop apron. Several dealers invested in tool kits after seeing the profit potential of specialized tools.

Overall dealers felt that their day was well spent.

Comments on the Seminars

From McDowell's Bike Shop
Houston, Texas.

'I think having these seminars shows a lot of respect for the small businesses.'

From Twin Ports Cyclery
Duluth, Mn.

'I was very happy with the material presented and felt the trip was worthwhile. Please do this again as new products come out. Thank you for the interesting and informative day.'

From Denton Bicycle Center
Denton, Texas

'I appreciate Campy's attitude. For years your company has been something akin to God. It's nice to know you are living breathing people.'

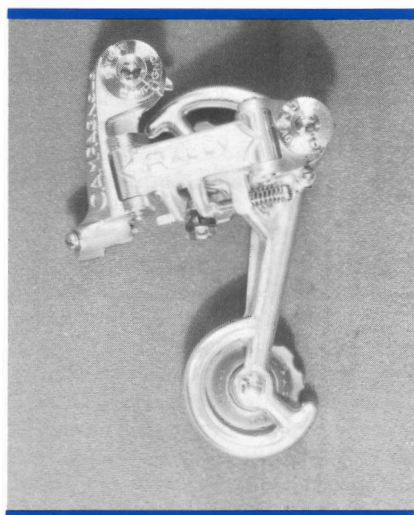
Back By Popular Demand

Campagnolo Re-introduces the Rally 3450

After being absent from the Campagnolo line for several years, the original Rally 3450 has been re-introduced. The overwhelming requests from cyclists and dealers prompted Campagnolo to again manufacture what many perceive as the finest and most beautiful touring derailleur in the world.

The performance and the serviceability of the Rally 3450 has made it one of the most desirable sport/touring derailleurs ever manufactured.

The first shipments should be available for distribution by the latter part of May, 1983. For more information please contact your Campagnolo distributor.



Campagnolo Record News

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This special limited edition 24 karat gold vermeil and silver plated buckle set commemorates Tullio Campagnolo's eightieth birthday. Tullio Campagnolo is probably the single most influential individual in the history of bicycling and the high quality bicycle components he manufactures are held in the highest esteem around the world.

This limited edition collectors item consists of only 1000 sets and each buckle set is individually numbered.

Also enclosed is a numbered certificate of authenticity which is suitable for framing.

The set consists of three magnificent 24 karat gold vermeil and silver plated buckles, one each as follows:

1. A 2½" circular buckle with the "Campagnolo Wings" Logo —



the symbol of unexcelled quality in bicycle parts.

2. A 3¾" oval buckle with the "Prodotti Campagnolo Speciali" Logo — the world renowned symbol of quality.

3. A 3" x 2½" rectangular buckle of an exquisite reproduction of a picture of Tullio Campagnolo competing in a cycle race on the Aune Cross pass on November 11, 1927. It was during this race that Tullio Campagnolo conceived the ideas that would change the mechanics of the world of bicycling.

The tempered steel dies for the buckles were designed by internationally known die sculptor, Mr. Klaus Marschel. Each buckle is embellished with gold and silver adding a dimension that no other metal can duplicate.

The collector series is elegantly packaged in a royal blue case. The custom designed insert holds each buckle in place. The insert is made with an easel on the back so that the buckles can be elevated for display.

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