

Record News

FALL 1983

Vol. 1 No. 4

Exploring The World Of The "Campagnolo Gruppo"

By: Amos York, Marketing Manager

When you have successfully designed, and manufactured, the world's finest bicycle components, the next step is obvious: tailor a gruppo to satisfy the needs of the individual cyclist. (Campagnolo does make this possible.)

In fitting components to a customer's bicycle you will soon discover that in addition to their individual physical differences and requirements, you must also consider the differences in their cycling objectives. The more you know about the products you sell, and the customer's needs, the greater your sales potential becomes. Throughout the Campagnolo line there exists the potential to design a gruppo to satisfy the needs of almost every cyclist.

The gruppo specification chart(s) that appear in this issue illustrate what Campagnolo refers to as "standard gruppi". You will notice that it is possible to substitute any number of individual components to create an almost limitless number of "specialty gruppi".

Hubs, pedals, cranksets, chainrings, derailleurs and crankarms can be taken from each of the Campagnolo gruppi, and combined to create an individualized gruppo that will fit any high quality bicycle frame.

By utilizing various components from each of the "standard" Campagnolo gruppi, a "specialty gruppo" can be created that will meet the needs of the most demanding cyclist, whether it be road or track racing, touring or pleasure riding.

By studying the chart(s) on pages 3, 4 & 5, you will be able to deter-

mine what components make up a gruppo. Let us examine each of the Campagnolo gruppi starting with the Super Record series.

SUPER RECORD #4000/F

The Super Record Gruppo was designed with the racing, and serious cyclist in mind. Extensive use of special lightweight alloys and of exotic metals like titanium, make this gruppo the finest available — anywhere.

The Super Record Gruppo can be modified to suit the serious touring cyclist by using the #1048/5 Triple Chainwheel Set and 3450 Rally Rear Derailleur. It is also possible to modify the gruppo for fast touring. The Super Record Rear Derailleur can accommodate larger gearing by replacing the Standard Cage Plates with the Rally Cage Plates, #3452 and #3453. (In this instance bolts #3461 are used.)

Thus a "specialty gruppo" can be created to accommodate the serious cyclist who enjoys "state-of-the-art" components, but is not interested in racing.

RECORD #1032/F

This gruppo preceded the Super Record Gruppo, and was also designed for the racing and serious cyclist. Again, this gruppo can be adjusted. To meet the needs of the serious touring cyclist substitute #1048/5, Triple Chainwheel Set and the #3450 Rally Rear Derailleur, or, modify the Nuovo Record Rear Derailleur by substituting longer cage plates.

When financial considerations are a factor, consider the following

option: by substituting a #1049/A Super Record Chainwheel Set and a #4051/1 Super Record Seat Post a "mixed gruppo" can be created that will satisfy the customer that just cannot reach complete Super Record. The more this concept is studied, and utilized, the more "well-rounded" your shop can become.

GRAN SPORT #2240/5F

The use of this third gruppo is an area where many dealers could easily increase in-shop activity. It is still possible to have a 42-tooth to 57-tooth chainwheel spread by using the #0304 Crankset. By the same token, a 35-tooth to 53-tooth chainwheel spread can be obtained in double or triple chain wheels, by using the #0305 or #0306 crankset. In addition, a choice of three rear derailleurs is available: the #3500 and the #990 in standard reach and the #3550 long-reach rally touring.

Since the Gran Sport Gruppo has been designed with consumer cost in mind, it does have certain limitations. For example, it is only available with silver pedals and 170mm crank arms. (However, these components may be upgraded by substitution.)

One outstanding feature of Campagnolo components is the high degree of parts interchangeability. (As much as 70%.) A dealer not only increases sales potential but reduces the need of a larger service parts inventory.

Another sales point, in addition to the interchangeability factor, is the

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The Campagnolo Freewheel Tool Kit



The Campagnolo Freewheel is the ultimate expression of innovation and technology and yet weighs a mere 143 grams. One of its many unique features is that it can be easily serviced by the Campagnolo Freewheel Tool Kit (part #0521/00).

The tool kit is attractively packaged in a wooden carrying case with a built-in tray to securely hold the individual tools. The kit has all the necessary equipment to fully service and maintain the Campagnolo Super-light Freewheel.

Let's take a look at the tools and examine the features of each one. Tool #1. The key feature of this freewheel removal tool is the uniquely patented "helical" design which provides positive engagement of the freewheel body thus eliminating slippage. Tool #2. Campagnolo designed these ultra-light chain tools for threaded cog installation and removal. One pair is supplied in the case. Tool #3 secures the threaded cogs into the foundation tool (#5) for separation of same.

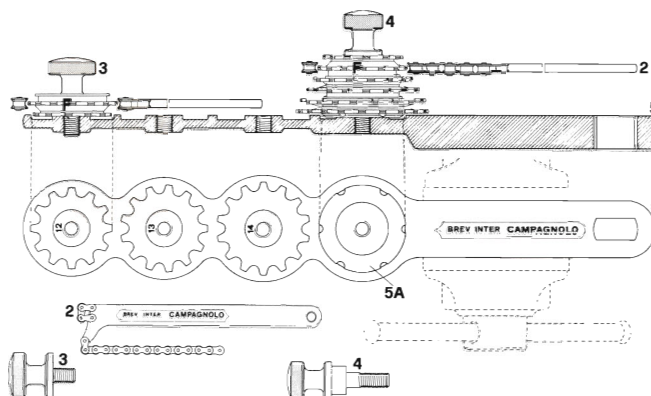
Tool #4 securely holds the body to the foundation tool for threaded cog removal. The foundation tool (#5) mounts in your bench vise and is the key tool in servicing the freewheel. Basically, all the other tools work from this one. Its features include freewheel body and cog assembly and disassembly. Tool #6 is required for the precise installation and/or removal of the threaded race on the freewheel body.

With this complete tool kit the Campagnolo freewheel can be easily serviced in virtually no time at all, thus eliminating that painstaking and

labor intensive experience we've all shared when working on other model freewheels. While it is possible to service the freewheel by other means, the most efficient and economical method is by using the Campagnolo Freewheel Tools. In addition, the

tool kit offers you that "Bicycle Doctor" image thus increasing traffic and profits.

Besides — would you take your Ferrari to a gas station for anything other than petrol?

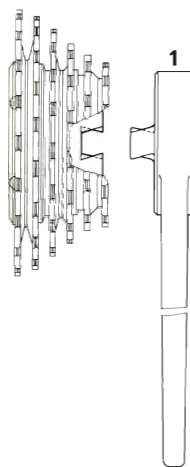


Instructions for unscrewing the first and second sprocket easily

Settle the smallest sprocket in the slot of the fixed key 5 by means of the screw 3, and by the chain-key 2 wind up the second sprocket (F) and unscrew it.

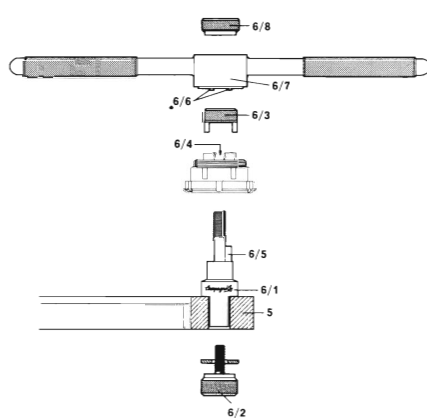
Instructions to easily remove the various sprockets from the body of the Campagnolo freewheel

Settle the freewheel in the suitable seat 5A and fasten it with the screw 4. By the chain-key 2 always wind up the second sprocket (F) and unscrew.



Instructions for the eventual assembling and disassembling of the Campagnolo freewheel body

1. - Insert in the rectangular hole of the key 5 the axle 6/1 and fix it by the screw 6/2.
2. - Insert the freewheel body on the axle 6/1.
3. - Engage the two teeth of the ring nut 6/3 in the slots 6/4 of the



freewheel body and rotate to insert the nut ring 6/3 in the peg 6/5, so that the rotation of the body is prevented.

4. - Insert the two pegs 6/6 of the key 6/7 in the two slots in the adjusting cone.

N.B. - During the disassembling, screw up to left the ring nut 6/8, which assures that the pegs 6/6 of the key 6/7 do not come out of the slots of the adjusting cone.

SUPER RECORD GRUPPO SPECIFICATIONS

SUPER RECORD ROAD: TITANIUM 4000/F

Component	Part No.	Description	Specifications
Hub Set	1034	Record Road	Small Flange, English, French, or Italian 24, 28, 32, 36 or 40 drill 5 or 6 speed
	or 1035	Record Road	Large Flange, same as 1034
Brake Set	4061	Super Record	Regular Reach, 52mm, Also in Recessed Allen, 4061/A
	or 4061/1	Super Record	Short Reach, 47mm. Also in Recessed Allen, 4061/1A
Head Set	4041	Super Record Road	English, French, or Italian
Pedals	4021	Super Record Road	9/16 x 20F see note #1
Bottom Bracket	4031	Super Record Road	English, French, or Italian, 68 or 70mm bottom bracket, shell width see note #1
Chainwheel	1049/A	Super Record Road	Chainrings 42/52 or 42/53. Replacements 42 through 57 165mm through 180mm by 2.5mm increments
Front Changer	1022/00	Super Record	Clamp-On
	or 1023/00	Super Record	Braze-On, requires Braze-On Hanger
Seat Post	4051/1	Nuovo Super Record	25.0, 25.8, 26.0, 26.2, 26.4, 26.6, 26.8, 27.0, 27.2, 27.4mm
Rear Derailleur	0102018	Super Record	Mounting Bolt, 10mm x 26 TPI, 28 teeth capacity
Toe Clips	0990/06	Super Light	Alloy, small, medium, or large

SUPER RECORD ROAD: STEEL 4000/F

This Gruppo has the same specifications as the Super Record Road: titanium except the titanium pedals, #4021 and bottom bracket #4031 are replaced with their Steel Record counterparts.

Pedals	1037/A	Record Super Leggeri Road	9/16 x 20F
Bottom Bracket	1046/A	Nuovo Record Road	English, French, or Italian 68 or 70mm bottom bracket shell width

CLAMP-ON FITTINGS FOR ROAD GRUPPOS SEE NOTE #2

606	Rear Gear Cable
608	Front Gear Cable
622	Rear Derailleur Casing
626/A	Twin Downtube Cable Guides
636	Chain Stay Cable Guide
649	Brake Cable Clamps, Set of Three
1014	Dual Control Lever Set
1030/2	Pump Head Silca
1072	Seat Pin Binder Bolt 8mm

BRAZE-ON FITTINGS FOR ROAD GRUPPOS SEE NOTE #2

606	Rear Gear Cable
608	Front Gear Cable
617	Rear Derailleur Casing
1013/5 & 6	Dual Control Lever Set for Braze-On Boss
1030/2	Pump Head Silca
1072	Seat Pin Binder Bolt 8mm

SUPER RECORD TRACK: TITANIUM

Hub Set	1036	Record Track	Large Flange, English, French, or Italian 24, 28, 32, 36, or 40 Drill
	or 1036/2	Record Track	Small Flange, Same as 1036
Head Set	4141	Super Record Track	English, French or Italian
Pedals	4121	Super Record Track	9/16 x 20 F, see note #1
Bottom Bracket	4131	Super Record Track	English, French, or Italian 65, 68, or 70mm bottom bracket shell width, see note #1
Chainwheel	4151	Super Record Track	165mm through 180mm by 2.5mm increments, chainrings 42 through 57, see note #3
Seat Post	4051/1	Nuovo Super Record	25.0, 25.8, 26.0, 26.2, 26.4, 26.6, 26.8, 27.0, 27.2, or 27.4mm
Toe Clips	5990/06	Super Light	Alloy, small, medium, or large
	1072		Seat pin binder bolt

SUPER RECORD TRACK: STEEL 4100

This Gruppo has the same specifications as the Super Record Track: titanium except the titanium pedals #4121 and bottom bracket #4131 are replaced with their Steel Record counterparts.

Pedals	1038/A	Record Super Leggeri Track	9/16 x 20F
Bottom Bracket	1046	Record Track	English, French, or Italian 65, 68, or 70mm bottom bracket shell width

Notes: #1 Super Record pedal and bottom bracket axles are titanium and have a recommended rider weight maximum of 160 pounds

#2 For Super Record and Nuovo Record Gruppings

#3 Larger sizes available by special order

NUOVO RECORD GRUPPO SPECIFICATIONS

NUOVO RECORD ROAD : 1032/F

Component	Part No.	Description	Specifications
Hub Set	1034	Record Road	Small Flange, 24, 28, 32, 36 or 40 drill. 5 or 6 speed English, French, or Italian
	or 1035	Record Road	Large Flange, same as 1034
Brake Set	2040	Record	Regular Reach, 52mm. Also in Recessed Allen, 2040/A
	or 2040/1	Record	Short Reach, 47mm. Also in Recessed Allen, 2040/1A
Head Set	1039	Record Road	English, French, or Italian
Pedals	1037	Record	9/16 x 20F
	or 1037/A	Record Super Leggeri Road	9/16 x 20F
Bottom Bracket	1046/A	Nuovo Record Road	English, French, or Italian 68 or 70mm bottom bracket shell width
Chainwheel	1049	Record Road	165mm through 180mm by 2.5 increments Chainrings 52/52 or 42/53. Replacements 41 through 57
Front Changer	1052/NT	Record	Clamp-On
	or 1021/00	Record	Braze-on, requires Braze-on Hanger
Seat Post	1044	Record	25.0, 25.8, 26.0, 26.2, 26.4, 26.6, 26.8, 27.0, 27.2, 27.4mm
Rear Derailleur	1020/A	Nuovo Record	Mounting Bolt, 10mm x 26 TPI, 26 teeth capacity

NUOVO RECORD TOURING: 1032/F

This Gruppo has the same specifications as the Nuovo Record Road except for the bottom bracket #1046/A, the chainwheel #1049 and the rear derailleur #1020/A

Bottom Bracket	1046/3	Record Road Triple	English, French, or Italian 68 or 70mm bottom bracket shell width
Chainwheel	1049/5	Nuovo Record Special Triple	165mm through 180mm by 2.5mm increments Chainrings 36/42/52 or 36/43/52. Replacements 41 through 57
Rear Derailleur	3450	Rally	Mounting Bolt 10 x 26TPI 36 teeth capacity

CLAMP-ON FITTINGS FOR ROAD GRUPPOS SEE NOTE #2

606	Rear Gear Cable
608	Front Gear Cable
622	Rear Derailleur Casing
626/A	Twin Downtube Cable Guides
636	Chain Stay Cable Guide
649	Brake Cable Clamps
1014	Dual Control Lever Set
1030/2	Pump Head Silca
1072	Seat Pin Binder Bolt 8mm

BRAZE-ON FITTINGS FOR ROAD GRUPPOS SEE NOTE #2

606	Rear Gear Cable
608	Front Gear Cable
617	Rear Derailleur Casing
1013/5&6	Dual Control Lever Set for Braze-On Boss
1030/2	Pump Head Silca
1072	Seat Pin Binder Bolt 8mm

RECORD TRACK 1033

Hub Set	1036	Record Track	Large Flange, English, French, or Italian 24, 28, 32, 36 or 40 Drill
	or 1036/2	Record Track	Small Flange, same as 1036
Head Set	1040	Record Track	English, French, or Italian
Pedals	1038	Record Track	9/216 x 20F
	or 1038/A	Record Super Leggeri Track	9/16 x 20F
Bottom Bracket	1046	Record Track	English, French, or Italian 65, 68, or 70mm bottom bracket shell width
Chainwheel	1051	Nuovo Record Special Track	165mm through 180mm by 2.5mm increments Chainrings 42 through 57, see note #3
Seat Post	1044	Record	25.0, 25.8, 26.0, 26.2, 26.4, 26.6, 26.8, 27.0, 27.2, or 27.4mm
	1072		Seat Pin Binder Bolt 8 mm

GRAN SPORT GRUPPO SPECIFICATIONS

GRAN SPORT ROAD: 2240/5F

Component	Part No.	Description	Specifications
Hub Set	1251	Nuovo Tipo	Small Flange, English, or Italian. 32 or 36 drill, 5 or 6 speed
	or 1253	Nuovo Tipo	Large Flange, same as 1251
Brake Set	118 2040/FS	Gran Sport	Regular Reach, 52mm.
	or 117 2040/FS	Gran Sport	Short Reach 47mm
Head Set	1040/A	Gran Sport	English, French, or Italian
Pedals	3700	Gran Sport	9/16 x 20F
Bottom Bracket	3331	Gran Sport	English, French, or Italian 68 or 70mm bottom bracket shell width
Chainwheel	0305	Gran Sport	170mm chainrings 35-37, 40-43, 50-53
Front Changer	3600	Gran Sport	Clamp-On
Seat Post	3800	Gran Sport	25.0, 25.8, 26.0, 26.2, 26.4, 26.6, 26.8, 27.0, 27.2, or 27.4mm
Rear Derailleur	3500	Gran Sport	Mounting Bolt 10 x 26 TPI, 26 teeth capacity

GRAN SPORT TOURING: 2240/5F

This Gruppo has the same specifications as the Gran Sport Road except the bottom bracket, #3331 chainwheel #0305 and rear derailleur #3500 are replaced.

Bottom Bracket	5031/00	Gran Sport Triple	English, French, or Italian 68 or 70mm bottom bracket shell width
Chainwheel	0306	Gran Sport Triple	170mm chainrings 35-37, 40-43, 50-53
Rear Derailleur	3550	Rally Touring	Mounting Bolt 10 x 26 TPI, 32 teeth capacity

CLAMP-ON FITTINGS

606	Rear Gear Cable
608	Front Gear Cable
622	Rear Derailleur Casing
626/A	Twin Downtube Cable Guides
636	Chain Stay Cable Guide
649	Brake Cable Clamps Set of Three
1014/1A	Dual Control Lever Set
1030/2	Pump Head Silca



Campagnolo

Exclusive Official Supplier of
Technical Assistance and High Quality
Racing Equipment for Cycling Events
to the Games of the XXIII Olympiad.



Campagnolo TECHNICAL SUPPORT

R.A.G.B.R.A.I. XI

The eleventh edition of the Des Moines Register's "Great Bicycle Ride Across Iowa" was everything it was supposed to be . . . and more! The event had 7200 registered riders and countless hundreds of non-registered participants.

One might ask the question "Just what exactly is R.A.G.B.R.A.I.?"

The answer is . . .

— a 500 mile bicycle ride starting in Onawa, Iowa, lasting approximately 7 days ending in DuBuque, Iowa.

(Traditionally starters dip their rear wheel in the Missouri River and then dip it in the Mississippi on the other side of the state.)

— a solid mass of bicycle riders as far as the eye can see in either direction.

— 30 minutes of local television coverage each day.

— "The greatest industry we could ever get to come to town for just one day" stated a Clarion, Iowa resident. Noting that if each rider spends only \$10.00 in each of the host towns it would substantially bolster local economies in each of the seven primary stops.

— People standing 5 and 6 deep waiting to be taken care of by local bicycle shop personnel at 3AM in Ames, Iowa.

— Empty shelves where clothing and touring accessories were.

— Hundreds of T-shirts that read "DuBuque or Puque".

— Three young ladies from Kansas City who paid for their daily tour expenses by collecting the nickel refund on discarded soda cans and bottles.

— A 72 year old rider from Estherville that won the 65 and older division of the Arees, Iowa, Frisbee Toss Contest.

— The Tandem-Duo that quietly finished the trip. The driver had two artificial legs and was missing eight fingers and a thumb, while the stroker was legally blind.

— A tremendous amount of work for organizer Don Bensen and his enthusiastic, tireless, and dynamic staff that marvelously directed the event.

RAGBRAI, to the Campagnolo Technical Support Team, meant yet another opportunity to provide assis-

tance and talk to the thousands of Touring Cyclists. Servicing more than 50 cyclists per day, the crew worked from before sun-up until after sun-down for the entire seven days.

The Campagnolo Buick was equipped with a full complement of tools and necessary repair items as well as two fully Campagnolo equipped touring bicycles. Many of the participants, that often surrounded the car, were quite enthusias-

tic about the Campagnolo touring equipment used on the support models. Many of the cyclists reportedly made the remark "I guess Campagnolo really does make touring equipment!" (Dealers please make note of this.)

The 7,200+ riders were quite receptive to Campagnolo's presence. As to RAGBRAI XII, Campagnolo plans to be there providing Technical Assistance to whomever needs it.



The 1983 Coors International Bicycle Classic

The 1983 "Coors Classic" again lived up to its billing as "America's National Tour". Mike Aisner should be complimented for his efforts and insight in selecting and maintaining a highly qualified staff through the years. And once again, the Campagnolo Technical Support Team returned for the ninth consecutive year.

Considering that the Coors Classic is actually two stage races, (a men's and a women's race), being run at the same time on similar courses clearly shows just how complex this entire project is.

For the Campagnolo Technical Support Team it is the most demanding event of the year. In addition to the

usual equipment and maintenance problems there are situations found only during this event. For example, this year there were 33 teams, 14 of which were foreign and spoke little or no English. There are also race days with as many as 3 different stages. Temperatures ranging from the high 90's to the low 30's; with rain and snow thrown in to create adverse conditions and problems. Elevation ran from 5,000 to 12,000 feet above sea level requiring daily gear changes. At each criterium stage, mechanical pit areas had to be set-up and manned. Before each road stage, team motorcycles and follow vehicles have to set up and give last minute instructions.

As for the race, Dale Stetina came out of retirement to take 1st place in General Classification. 7-Eleven's

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Campagnolo TECHNICAL SUPPORT

Continued from Pg 6

Davis Phinney won an unprecedented 4 stages; with teammate Ron Kiefel adding 2 more stage victories to their efforts. The Schwinn National team surprised many by finishing as the 1st American Team.

In the women's race, Connie Carpenter, (Raleigh) the pre-race favorite, was forced to withdraw due to a crash during the first stage. Rebecca Twigg (7-Eleven) went on to become the overall winner in the women's race.

For the 5th year Campagnolo presented the "Mechanic of the Tour"



award. This award was conceived in an effort to develop and recognize Ameri-

ca's top race mechanics. The mechanics are judged on their performance in the following areas: Bicycle and equipment presentation, work efficiency, support co-ordination, general appearance, the ability to handle stressful situations, and compatibility with his team as well as others.

This year's Campagnolo "Mechanic of the Tour" award was presented to Mr. Tim Zasadny of the Raleigh Women's Team. Congratulations, Tim, on a job well done!

LA83

As the first in a series of Pre-Olympic "rehearsals", the Los Angeles Olympic Organizing Committee (L.A.O.O.C.) presented LA83 — the Murray/7-Eleven International Cycling Invitational Track Event.

Held on July 8-9 in the new Olympic Velodrome donated by the Southland Corporation, LA83 enjoyed the presence of 60 world class cyclists from 15 countries. Those in attendance saw new records established in each of the Olympic events contested.

Event	Time	Winner	Country
200 Meters	10:72	Hesslich	G.D.R.
1000 Meters	1:06.371	Kopylov	U.S.S.R.
4000 Meters Individual			
Pursuit	4:40:13	Hernig	G.D.R.

In addition to the outstanding racing, one had to take note of the exceptional organizational effort by LAOOC Event Manager, Cliff Halsey. Large by international standards, the event progressed without any major mishaps. "Halsey's Hundreds", the name given to the army of volunteers that seemed to be everywhere, did an exceptional job of maintaining the flow of the activities.

By the same token, one did not have to look hard to see the Campagnolo Technical Support Team in action. The 10 Campagnolo service technicians were constantly providing the technical assistance they are so famous for.



The Campagnolo Buick (Campagnolo's Mobile Service Center) was parked on the infield and acted as home base for the technicians providing service to any cyclist in need regardless of country or team affiliation. This assistance is essential to any world class competition; since the

problems were as minor as a loose chain and as major as a bent frame that needed to have its rear triangle completely realigned and straightened.

At first glance working as a technician may seem like an exciting way to watch a bicycle race "up close and personal", but upon close examination working with the Campagnolo Technical Support Team is not the way to spend one's vacation. For example, the six Campagnolo support bicycles had to be constantly outfitted for the race at hand. This meant, that during the sprints, steel bars and stems, 1/8" chains, cogs and chainrings had to be fitted to the support bicycles. Then for the pursuit races the units must be refitted with alloy bars and stems, 3/32" chain, cogs and chainrings.

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Continued from Pg. 7

Also the heavier sprinters wheels had to be replaced with the lighter wheels for the pursuits.

In addition to the infield service, the Campagnolo crew maintained a work area in a temporary cabin located just outside the track. At times a rider's foreign language presented a problem; but in one case Yosh Ashikaga from Marina del Rey acted as a translator for the visiting Japanese contingent, thus maintaining the smooth flow typical of the event.

It was also here that the Campagnolo Technical Support Team took time out to film a promotional segment for ABC Television.

This Pre-Olympic Cycling Competition provided the LAOOC with a chance to "field test" their operational procedures, and in our opinion they did a fine job. For Campagnolo and the Technical Support Team it was yet another opportunity to further sharpen their skills in the heat of world class competition.

For the mechanic each and every race has its own unique set of problems and LA 83 was no exception. However, the Campagnolo Technical Support Team surmounted each problem with the speed and class of a polished world champion. And after the final event one technician was heard saying "Wait 'till they see us in action in '84!"

Results

Sprint

- 1) Lutz Hesslich G.D.R.
- 2) Mark Gorski U.S.A.
- 3) Katsuo Nakataki Japan

Pursuit-Individual

- 1) Mario Hernig G.D.R.
- 2) Gerhard Srittmatter F.R.G.
- 3) Ales Trcka Czech.

Pursuit-Team

- 1) Federal Republic of Germany
- 2) United States
- 3) Czechoslovakia

Point Race

- 1) Lutz Haveisen G.D.R. 31
- 2) Martin Penc Czech. 25
- 3) Manfred Donike F.R.G. 20

Miss & Out

- 1) Les Barczewski U.S.A.
- 2) Pat McDonough U.S.A.
- 3) Dan Van Haute U.S.A.

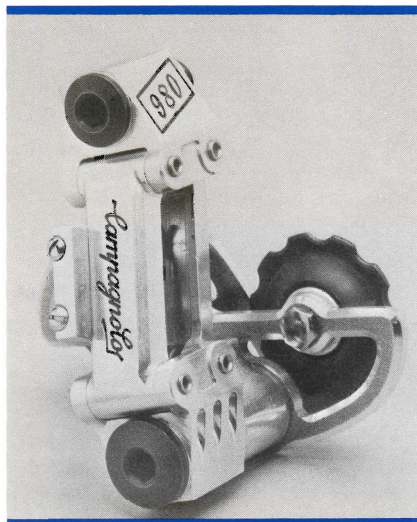
Kilometer

- 1) Serguei Kopylov U.S.S.R. 1:06.371
- 2) Leonard H. Nitz U.S.A. 1:08.021
- 3) David Weller Jam. 1:08.120

Product Review: The Campagnolo 980 Rear Derailleur

By: Jeff Davis

After having ridden the Campagnolo Nuovo Record and Super Record Derailleurs for the last 5 years I was a little bit hesitant when asked by Campagnolo to ride and evaluate the new 980 rear derailleur. After all, this was the least expensive unit in the line.



It definitely had that Campagnolo look found on the Grand Sport, Nuovo Record and Super Record derailleurs. But the style of the 980 was rectangular. No finely rounded corners and no hand polishing — just a very simple, very business-like appearance. The name Campagnolo was pantographed on the outer parallelogram arm making it obvious to anyone Campagnolo made this unit.

Looking closer, many of the features that Campagnolo is famous for are still on this new entry level derailleur.

The same parallelogram as the other models, nice wide support, same simple adjustment, strong cable anchor, a lot of parts interchangeable with other models.

So much for the mechanics, now how does it work on the road?

I took my standard road bicycle, a well known professional grade frame with a Campagnolo Nuovo Record Group and removed my old reliable Nuovo Record derailleur, putting it in a plastic bag and into a drawer. I installed the 980 with the same ease as all Campagnolo derailleurs. No

peripheral changes were necessary, the cable and chain were both the correct length. Adjustment is simple since both the high and low adjusting screws are together on the outer arm. It seemed to work very well on the stand.

Next came the road test. I rode my normal 32 mile loop with a 13-26 freewheel and 42-52 chainring combination. The unit was shifting very nicely, in fact it seemed almost too nice. It was as if I hadn't really changed derailleurs. A quick glance down said that I had.

I was so astounded by the performance and durability of the unit I convinced several very critical friends to purchase and try a 980. They are still riding the 980 and none of them are complaining that I misled them.

In fairness I compared the unit to a Super Record derailleur over a fast, hilly 2 mile course. I must say that the 980 is not as fast in shifting as the Super Record, but almost.

In the last eleven seminars that I have conducted I always had a snicker or two when I began to talk about "Campagnolo's least expensive derailleur, the 980." The people who laughed immediately stopped when I put the unit on the floor, stood on it and continued to talk. The same derailleur went through eleven seminars with no damage. I admit this is no way to treat a derailleur and I don't recommend it, but it did emphasize that this is not a cheap derailleur. The quality and performance is excellent, it's just that the little niceties, like hand polishing, are missing.

The 980 derailleur is an excellent derailleur. I highly recommend it to anyone wanting to move into the world of Campagnolo components.

By the way, the Nuovo Record derailleur is still in the drawer and I'm in no hurry to put it back on.

Campagnolo



A 50 YEAR WINNER

Continued from Pg. 1

high degree of quality built into each and every Campagnolo component. (Remember that *all* Campagnolo components are manufactured in the same facility, by the same craftsmen and subjected to the same exacting quality control standards. Only the materials and the final cosmetic attention vary, never the quality.)

It is conceivable that Bernard Hinault could have won the Tour de France using Gran Sport components just as he did with the Super Record components. It is also conceivable that your customers can achieve their objectives by using a combination organized into a "specialty gruppo".

You will find that some distributors already create, and offer, their "house specials" by employing modifications of the "standard gruppo". This possibility varies with the geographical location and marketing objectives of the individual distributor.

An important point to remember is that in the world of the Campagnolo gruppo such a high degree of versatility exists that almost any combination of elements is possible. The quality, choice and serviceability is designed and built into each Campagnolo component, thus offering the potential to satisfy the needs of the most discriminating consumer.

Invite your next customer to enter the world of the Campagnolo gruppo — it's a nice place to be.

Pope John Paul II Honored By Special Cycling Presentation

His Holiness the Pope, John Paul II conducted a private audience for a delegation of Italian cycling enthusiasts on Wednesday June 15, 1983.

The delegation, representing all of the world's cyclists, fans and enthusiasts, presented the Pope with the most representative and symbolic product of tradition, technology and love for cycling: The Campagnolo 50th Anniversary Gruppo. This Gruppo is a specially made Tullio Campagnolo signature series. With 18K Gold appointments, the Gruppo has been produced in a Limited Edition Series, signed and numbered in the Vicenza, Italy factory to commemorate Campagnolo's 50th Anniversary.

The Campagnolo Company took part in this presentation giving His Holiness Gruppo Number 0002 (Number 0001 remains in the company's

historical collection in Vicenza).

In this private audience, the symbolic gift was presented by Marketing Manager Mr. Mario Fumis and Campagnolo's oldest employee, Mr. Florindo Milan. During the ceremony Mr. Fumis made this declaration: "Campagnolo is particularly proud to have their product selected to symbolize the homage paid by all cycling enthusiasts. The Gruppo we have just presented to you is precious not because of the precious and rare materials, but because it symbolized 50 years of history, research and development: 50 years of passion and dedication to sport."

"Above all, it is a product of fifty years of untiring manufacturing efforts by the many employees that have helped establish the name Campagnolo as a legend in the world of cycling."



Campagnolo

Record News

Publisher's Statement

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Update: The Campagnolo Technical Seminar Series

The first eleven Technical Seminars have been completed and the results indicate that Campagnolo has produced yet another "WINNER".

The statistics of the seminars are quite impressive and it definitely indicates that America's dealers and mechanics are quite anxious to learn when given the opportunity. Certainly without your participation these seminars couldn't have been modestly successful. So let's take a look at some of the comments:

From the San Francisco Seminar:
"I feel I've learned a lot and it's been a rewarding day."

Cycle Path

"The seminar was great; I am grateful for the opportunity to attend." – Bike America

"In general, I feel it was one of the most beneficial no-nonsense seminars that I have ever attended – Bravo!" – Bicycle Odyssey

From the Portland Seminar:

"I was impressed and glad I came 400 miles each way!"

Northwest Mountain Sports

Averaging 50 attendees per seminar, we found a wide spectrum of individuals in attendance. From the novice to the seasoned proprietor and senior mechanics we spent a full day discussing Campagnolo products supported by technical data and a "hands on" presentation. At the end of the day a test on the materials presented and discussed was administered to those that wished to become a Campagnolo "Certified Technician".

THE TEST

The test covered materials discussed in the presentation. It consisted of 40 questions and required a 75 to pass. Those individuals achieving a score of 75 to 89 were issued a certificate showing participation and completion of the seminar. Persons that scored 90-100 were awarded a certificate as well as a "Certified Technician Patch". The test was not as easy as one might think as demonstrated by the fact that only 4% achieved a 100. However, 85% of the individuals that took the test passed. And 49% of the individuals were certified with certificates and patches. That means there are approximately 270 new Campagnolo "Bicycle Doctors" out there. Congratulations to each and every one of you!

A SPECIAL THANKS

Traditionally speaking, our industry is one composed of a predominantly male populace. We are quite happy to note the seminars were graced with many female attendees. And some of the ladies achieved higher scores than their male counterparts. Often their comments proved to be an added insight or dimension to our seminar program. To those ladies that attended our seminars, a special "thanks!" from Campagnolo.

P.S.

Here Campagnolo would like to thank once again all those individuals that took time to participate in our Seminars, often closing their stores and/or attending on their day off. For this we are truly grateful.

However, we would also, at this

time, like to direct a few words to those individuals that requested reservations, confirmed the reservations, and didn't attend. Our seminars had more requests than we had space for due to seating restrictions. And we denied the opportunity of many to attend because of our first-come first-served policy. Not only did you miss your opportunity but denied many other interested parties their opportunity to attend and participate.

ONE MORE CHANCE

For the "Record" Campagnolo will conduct 4 more seminars this year. The tentative locations are 1) Central Florida; 2) Ohio; 3) Colorado; and 4) San Francisco, California. They are tentatively scheduled to be held this fall. Seating will be limited to the first 100 requests per location. We ask that only 2 persons per dealership attend. Kindly mail on a 3x5 postcard to:
Campagnolo U.S.A., Inc.
Dept: Technical Seminar
P.O. Box 37426
Houston, Texas 77036

Your name, dealership name, street address, city, state and zip, telephone # and name of attendee (limit 2 please), as well as the location you wish to attend.

DEADLINE: All requests must be postmarked no later than October 15, 1983 — thank you and see you there!!!

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