

# Record News

SPRING 1984

Vol. 2 No. 1

## Moser's Hour Record A Triumph Of Technology!



Seated from left to right - Eddy Merckx, Francesco Moser, and Vittorio Adorni.

### "An Hour With Francesco Moser" The Technical Side:

The prestigious hour record on a bicycle has, over the years, been held by cyclists from many countries. Included in this exclusive club of champions are athletes from France, Denmark, Belgium and now, Italy.

Although the record holders may have come from different countries, they all share a common denominator; Italian technology. Specifically, the Campagnolo technology that went into the components that were fitted to their bicycles.

#### History

##### 1958 — Riviere

This early speed record was a manifestation of the great personal strength of a champion with only a minor contribution from Campagnolo technical support. For this legendary French racer, Campagnolo designed and produced the first "large

flange" (75mm diameter) hubs. This concept was later incorporated into the prestigious and unsurpassed line of Campagnolo track components.

The choice of such a large flange was dictated by a desire to eliminate energy loss through the flexing of specific components. The larger flange permitted the use of shorter spokes which resulted in a greater torsional and transversal stiffness of the wheels. Thus, the energy loss caused by the elastic strain of the wheel system was reduced. The net result was a higher percentage of energy transfer from the body into forward motion.

##### 1967 — Bracke

With Bracke, the quest for lightness was stressed to the utmost. The components that were made of steel and aluminum were severely reduced in weight. This fact combined with a specially constructed frame resulted in a bicycle weighing only 5.480 kg. (Approximately 12.056 lbs.)

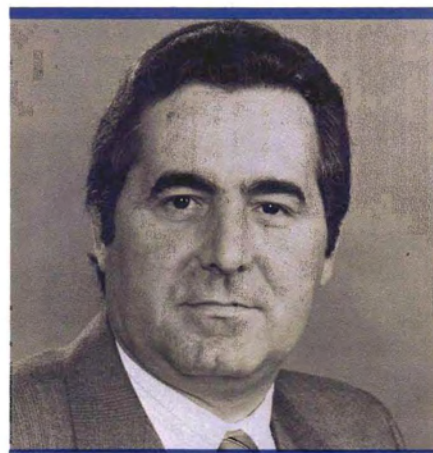
### Campagnolo Announces New Appointments

Mr. Valentino Campagnolo, Chairman of the Board of Directors of Campagnolo-U.S.A., Inc., has announced the appointment of Mr. Erminio E. Mangili to president of the Houston based operation as of January 1, 1984.

Mr. Campagnolo said Mr. Mangili has been promoted from the Vicenza headquarters where he was responsible for the international planning and coordination of the bicycle activities for the group. Mr. Campagnolo notes that prior to working for Campagnolo-Italy, Mr. Mangili was the Managing director of an international conglomerate in the service industry and his 16 years experience in the area of distribution and marketing will benefit Campagnolo's future developments.

Mr. Mangili is 43 years old and is married. He and his wife, Wanda, have two sons — Alessandro and Simone — and while most recently residing in Italy he has lived in the United States for seven years.

Valentino Campagnolo has also announced that Mr. Julio Marquovich will take over a new function within the International Campagnolo organization which will be announced shortly.





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**1968 — Ritter**

The Danish champion employed standard Campagnolo track components in his record ride. For the first time in the history of this event, a different advantage was utilized. That being the rarified air found at high altitude. Ritter was the first hour record holder to establish his record at the Olympic Velodrome in Mexico City, thus relying on a combination of Campagnolo technology and the reduced air density found at altitudes above 4000'.

**1972 — Merckx**

The employment of exotic alloys of titanium (as used in the aerospace industry) had, at this time, been incorporated into the regular production of Campagnolo components. In addition, Campagnolo had begun using magnesium in the production of bicycle components and had succeeded in producing limited quantities of hubs and pedals without compromising strength or reliability. However, the problem of durability was, for practical purposes, unsolved at this time and prevented the regular production of magnesium alloy components.

*(The ratio of weight to performance of magnesium is 0.35, which means that a product made of magnesium, under the same mechanical stress, can weigh up to 35% less than the same product made of an aluminum alloy.)*

**1984 — Moser**

The Italian champion approached the hour record with the assistance of an efficient, highly trained medical team comprised of specialists schooled in sports medicine, biodynamics and ergonomics. Thus, Moser was tested and measured to determine and clearly define his particular physical and physiological requirements. This testing resulted in an exact statement of Moser's needs from a biophysiological standpoint.

Campagnolo, by now, had committed to total support of Moser's record attempt and placed at his disposal, their entire research and development department. Included in this commitment were the tremendous technological advancements achieved during the past ten years. Thus, Campagnolo was able, through its vast technical resources, to develop, test, and produce the exact components necessary to satisfy Moser's needs.

The special biophysiological requirements of Moser were fully satisfied by Campagnolo's expert research and development department and resulted in the production of titanium hubs, a modified seat post, magnesium-titanium pedals, a special ultralight headset, and two specially modified chainwheel sets.

The important fact is that all of these special modifications were effected without compromising the strength or the stiffness of the system.

**Chainwheel Set — Type 1**

This chainwheel set was unique in that both crankarms were precisely modified to reach the lightest weight possible without a loss of strength or stiffness. The right side was completely solid (no cutouts around the five arms of the spider) and both arms were rounded to reduce the frontal section.

A range of solid chainrings from 52T to 57T were modified accordingly to match the shape of the spider arms. This precise fit resulted in a dramatic reduction in air vortices during the pedal revolution.

**Crankwheel Set — Type 2**

The right crankarm was modified to eliminate the jut from the starting surface of the five arms of the spider. These five arms were also reduced in length and tapered for a maximum strength to weight ratio. The leading edges of both crankarms were rounded to reduce weight and to minimize air vortices during the pedal revolution.

All of the bottom bracket axles were made of titanium with aluminum cups and steel bearing races. These modifications resulted in a viable solution to the low weight/high efficiency problem.

The pedal bodies were made of magnesium and were fitted with titanium spindles. In addition, the stop plates supporting the foot were modified to retain and clasp the foot without the use of a toe clip. The frontal surface was modified to reduce both the weight and the air resistance. A special cloth fairing was produced by Diadora to reduce air vortices.

**Hubs — Type 1**

The front hubs had solid large flanges, 90mm in diameter, with the flange width reduced to 45mm. The fork spacing was also reduced to 70mm. Both 24 holes and 28 holes were available and strengthened to accept a radial spoking design. The axles were made of titanium and drilled out for lightness. They were secured to the fork ends with special aluminum nuts.

The rear hubs had solid large flanges 75mm in diameter with a flange width of 70mm and a rear triangle spacing of 120mm. The spindle was titanium drilled out for lightness. Aluminum nuts were also used.

**Hubs — Type 2**

Two sets of small flange front hubs were made with a fork spacing of 90mm. One set was made with 28 spoke holes and the other with 32.

The two sets of small flange rear hubs were made with a rear triangle spacing of 120mm. One set was drilled for 28 spokes and the other set was drilled for 32. Both of the axles were made of titanium and drilled out for lightness. They were also attached with aluminum nuts.

Continued on page 8

# Murray

## Offers ONE-OF-A-KIND Olympic Support Bicycle

Olympic fever will be sweeping the nation during the months leading up to the 1984 Summer Games in Los Angeles this July and August, and Murray has developed a special program designed to help bicycle dealers tie-in with the public enthusiasm.

The program revolves around the display and merchandising of Murray's custom-crafted Olympic Support Bicycle, designed and styled after those selected by the Campagnolo-USA, Inc. Technical Support Program for use in the 1984 Los Angeles Olympic Games.

This one-of-a-kind bicycle is hand-built by expert craftsmen using only the finest Columbus tubing and carefully selected state-of-the-art components, representing a new American standard of excellence in bicycles.

With the purchase of a Murray Custom Crafted Olympic Support Bicycle, each bicycle dealer will receive a 2'x6' Olympic Banner as well as Olympic posters for display in the store. Murray also will supply newspaper and radio advertising materials that designate the store as an Official Supplier of Murray '84 Olympics Bikes. The materials also include consumer information on a special \$50.00 savings on the purchase of the Olympic Support Bicycle.

Other promotional support from Murray includes appearance in the American Express Spring Catalog and already in the *Sports Illustrated* Gift Catalog, and a major prize in the *Bicycling Magazine* sweepstakes.

For complete details on participating in this special Murray Olympic Support Bicycle promotion, contact The Murray Sales Department, Murray Ohio Manufacturing Co., P.O. Box 268, Brentwood, Tenn., 37027.

## Technical Seminars

The Campagnolo Technical Seminar Program for 1984 is currently in the design and planning stages.

Campagnolo will announce the specific dates and locations as soon as they have been established.





## Technical Support Heading West With Campagnolo

The 1983 bicycle racing season has ended and the dust is settling from Campagnolo's second year "On the Road to Los Angeles". In 1983, the Campagnolo - 7-Eleven Technical Support Buick covered more than 51,000 miles, crossing 32 states supplying neutral race and tour support to more than 4000 athletes.

The Campagnolo Technical Support Program provided neutral support service to every major cycling event in the United States, including "LA83" — the Pre-Olympic track meet held at the 7-Eleven Olympic Velodrome, Dominguez Hills, California.

The current Campagnolo-U.S.A. technical support vehicle is a 1983 Buick four-door estate wagon, equipped with a handling package specially designed by the Buick Research and Development Division.

In preparation for the 1984 Olympic Games, the inside of the Buick is being modified to accommodate a specially designed worktable with accessories for truing wheels as well as straightening frames, crankarms and pedals. In addition, it will be outfitted with a complete Campagnolo tool kit as well as a Campagnolo free-wheel tool kit, and a full assortment of Campagnolo replacement parts. The vehi-

cle is also equipped with a fully functional two-way communication system.

Campagnolo will use six Buick Estate wagons during the 1984 Olympic Games. Two of them will be in stationary pit zones along the Olympic road course and four will be used as actual technical support vehicles and will follow the road races. Each of the four mobile technical support Buicks will be equipped with Yakima roof racks capable of carrying five bicycles and ten spare wheels. The Buicks will have modified suspensions and will be specially prepared to handle the demanding road conditions at Mission Viejo.

The technical support bicycle frames will be supplied by Murray Ohio Manufacturing Co., the official manufacturer of bicycles for the 1984 Olympic Games. These frames were designed by Campagnolo and specially

built by Murray. All of the major components will be Campagnolo Super Record.

The wheels will be built by Wheelsmith using Mavic rims, Wheelsmith spokes and Campagnolo hubs. Pseudan tires are used on both road and track wheels. Campagnolo freewheels will be used on the 20 road bikes and Maillard 7-speed compact freewheels will be used on the 40 spare wheels.

All of the road bikes will use Sedisport chains, Blue Concor Supercorsa saddles, Blackburn waterbottle cages, Cinelli bars and stems, Benotto handle-bar tape and Binda superlight toe straps.

A team of Campagnolo service technicians has been carefully selected to ensure that the technical support problems will be handled in an efficient, expert manner.

In addition to the road race at Mission Viejo, Campagnolo is also responsible for operating two permanent workshops, one at U.C.L.A. and one at U.S.C. These university workshops will be operational on a daily basis during the Olympic Games.

At the 7-Eleven Velodrome at Dominguez Hills, an entirely different program will be in effect. Five sprint bicycles and five pursuit bicycles ranging in size from 52cm to 60cm will be fully equipped with Campagnolo track components and made available to any Olympic competitor that may need one.

A mobile workshop will be located in the Velodrome infield while a larger enclosed work area, suitable for more involved repairs, will be located in the team cabin area outside of the Velodrome proper.

Although the 1984 Campagnolo Technical Support Program will focus on the Olympic Games, it does include a large number of road races and criteriums as well as several of the nation's finest touring events.

The Campagnolo Technical Support Program has proven to be a tremendous contribution to the development of American bicycle racing and one that will continue to expand.

The important fact is that the Campagnolo Technical support Program has consistently searched for the optimum combination of service, equipment and performance.

*Campagnolo*®

P. O. Box 37426  
Houston, Texas 77036



# Specifications

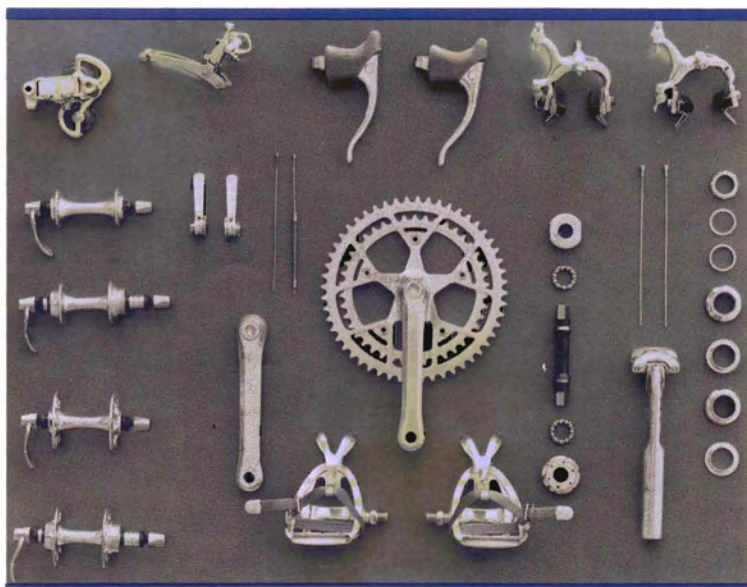
## Gruppo Victory — Racing (Corsa)

- Rear Derailleur** — without hanger
- Front Derailleur** — braze-on, clamp-on
- Shifting Levers** — dual down tube — clamp-on, braze-on
  - dual narrow profile type — braze-on only
- Hubs** — large flange — 36° or 32°
  - small flange — 36° or 32°
  - available in 6 speed or 7 speed, English threads
- Crankset** — standard — 170MM 42/52
- Crankarms** — 170MM only
- Chainrings** — 35, 36, 37, 38, 39, 40, 41, 42, 43, 50, 51, 52 and 53 only
- Bottom Brackets** — 68MM or 70MM, English, French and Italian threads
  - Pedals** — platform type with toe clips and straps
- Toe Clips** — medium and large only
- Toe Straps** — white only
- Seat Post** — 180MM narrow profile
  - available only in 180MM length 25.0, 26.4, 26.8, 27.0 and 27.2MM diameter
- Headset** — English, French and Italian threads
- Brakes** — caliper type with allen bolts
  - 47MM reach only
  - standard bolts available upon request



## Gruppo Triomphe — Racing (Corsa)

- Rear Derailleur** — without hanger
- Front Derailleur** — clamp-on only
- Shifting Levers** — dual down tube — clamp-on, braze-on
  - dual narrow profile type — braze-on only
- Hubs** — large flange — 36°
  - small flange — 36°
  - available in 6 speed or 7 speed, English threads
- Pedals** — platform type with toe clips and straps
- Toe Clips** — medium and large only
- Toe Straps** — blue only
- Crankset** — standard — 170MM 42/52
- Crankarms** — 170MM only
- Chainrings** — 35, 36, 37, 38, 39, 40, 41, 42, 43, 50, 51, 52 and 53 only
- Bottom Bracket** — 68MM or 70MM, English, French and Italian threads
  - Seat Post** — 180MM narrow profile
    - available only in 180MM 25.0, 26.4, 26.8, 27.0 and 27.2MM diameter
- Headset** — English, French and Italian threads
- Brakes** — caliper type with allen bolts
  - 47MM reach only
  - standard bolts available upon request





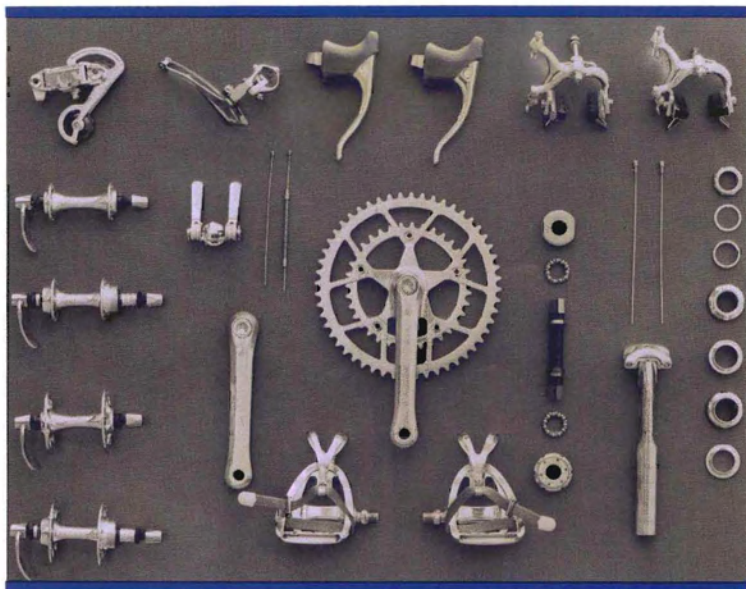
# Specifications

## Gruppo Victory — Leisure



- Rear Derailleur—long cage plates — without hanger
- Front Derailleur—large capacity — braze-on, clamp-on
- Shifting Levers—dual down tube — clamp-on, braze-on
  - dual narrow profile type — braze-on only
- Hubs—large flange — 36° or 32°
  - small flange — 36° or 2°
  - available in 6 speed or 7 speed, English threads
- Crankset—standard — 170MM 35/52
- Crankarms—170MM only
- Chainrings—available in doubles or triples 35, 36, 37, 38, 39, 40, 41, 42, 43, 50, 51, 52 and 53 only
- Bottom Brackets—available in doubles or triples in 68MM or 70MM, English, French and Italian threads
- Pedals—platform type with toe clips and straps
- Toe Clips—medium and large only
- Toe Straps—white only
- Seat Post—180MM narrow profile
  - available only in 180MM 25.0, 26.4, 26.8, 27.0 and 27.2MM diameter
- Headset—English, French and Italian threads
- Brakes—caliper type with allen bolts
  - 47MM reach only
  - standard bolts available upon request

## Gruppo Triomphe — Leisure



- Rear Derailleur—long cage plates without hanger
- Front Derailleur—large capacity — clamp-on only
- Shifting Levers—dual down tube — clamp-on, braze-on
  - dual narrow profile type — braze-on only
- Hubs—large flange — 36°
  - small flange — 36°
  - available in 6 speed or 7 speed, English threads
- Pedals—platform type with toe clips and straps
- Toe Clips—medium and large only
- Toe Straps—blue only
- Crankset—standard — 170MM 35/52
- Crankarms—170MM only
- Chainrings—available in doubles or triples 35, 36, 37, 38, 39, 40, 41, 42, 43, 50, 51, 52 and 53 only
- Bottom Bracket—available in doubles or triples in 68MM or 70MM, English, French and Italian threads
- Seat Post—180MM narrow profile
  - available only in 180MM 25.0, 26.4, 26.8, 27.0 and 27.2MM diameter
- Headset—English, French and Italian threads
- Brakes—caliper type with allen bolts
  - 47MM reach only
  - standard bolts available upon request



# Campagnolo Distributors

**Gus Betat & Son, Inc.**  
4000 Toulouse Street  
New Orleans, Louisiana 70119  
504/821-9565  
Outside LA — 800/972-4754

**Corso Bicycle Distributors, Inc.**  
349 W. 14th Street  
New York, New York 10014  
212/675-2161  
212/254-0289  
Outside NY — 800/248-4814

**Cycle Imports**  
Box 235 — High Road  
Cornish, Maine 04020  
207/625-8781

**Cycle Kart Racers**  
4131 S. Sheridan Street  
Tulsa, Oklahoma 74145  
918/663-4080  
Outside OK — 800/257-2453

**D-I-N Industries, Inc.**  
2281 Paragon  
San Jose, California 95131  
408/263-0200  
Inside CA — 800/982-5858  
Outside CA — 800/227-8200

**District Cycle Supply Co., Inc.**  
10747-2 Tucker Street  
Beltsville, Maryland 20705  
301/937-5580  
Outside MD — 800/638-0544

**Euro-Asia Imports**  
3935 Foothill Boulevard  
La Crescenta, California 91214  
213/248-1814

**Hans Johnsen Co.**  
8901 Chancellor Row  
Dallas, Texas 75247  
214/631-1560  
214/631-1566

**Island Cycle Supply Co.**  
425 Washington Avenue, N.  
Minneapolis, Minnesota 55401  
612/333-7771

**Lee Katz & Co.**  
1025 Davis Street  
Evanston, Illinois 60201  
312/864-5095  
312/864-3656

**Mel Pinto Imports**  
2860 Annandale Road  
Falls Church, Virginia 22042  
703/237-4686  
Outside VA — 800/336-3721

**Ochsner International, Inc.**  
4341 W. Peterson Avenue  
Chicago, Illinois 60646  
312/286-3111  
Outside IL — 800/621-5129

**Pettee Cycle Supply**  
2875 S. Santa Fe Drive  
Englewood, Colorado 80110  
303/761-7383

**Riggio Imports, Inc.**  
9059 Main Street  
Clarence, New York 14031  
713/634-7614

**Schwinn Sales — East**  
One S. Middlesex Avenue  
Cranbury, New Jersey 80512  
609/655-9200  
Outside NJ — 800/257-5073

**Schwinn Sales — Midwest**  
2101 Arthur Avenue  
Elk Grove Village, Illinois 60067  
312/439-6363  
Outside IL — 800/323-6351

**Schwinn Sales — South**  
6220-C Duquense Drive  
Atlanta, Georgia 30336  
404/349-0780  
Outside GA — 800/241-8518

**Schwinn Sales — West**  
500 South Hacienda Street  
P.O. Box 1211  
City of Industry, California 91749  
213/724-9466  
213/968-8286  
714/529-9901  
Inside CA — 800/352-8531  
Outside CA — 800/423-8527

**Security Bicycle Accessories**  
32 Intersection Street  
Hempstead, New York 11551  
516/485-6100  
212/739-6000  
Outside NY — 800/645-2990

**Service Cycle Supply Co.**  
75 Modular Avenue  
Commack, New York 11725  
516/864-2000  
212/899-6800  
Outside NY — 800/645-5806

**Specialized Bicycle Imports**  
844 Jury Court  
San Jose, California 95112  
408/297-6026  
Inside CA — 800/662-6333  
Outside CA — 800/243-3345  
800/538-3944

**Ten Speed Drive Imports**  
131 Tomahawk Drive, #6  
Indian Harbour Beach,  
Florida 32937  
305/777-5777  
Outside FL — 800/874-5560

**Trek Components Co.**  
(The Components Co.)  
801 W. Madison Street  
Waterloo, Wisconsin 53594  
414/478-2107  
414/478-2807  
Outside WI — 800/558-0146

**Vespa of America — Bianchi**  
385 Oyster Point Boulevard, #6  
S. San Francisco, California 94080  
415/872-1414  
Inside CA — 800/652-1568  
Outside CA — 800/227-3178

## Custom Builders

**Assenmacher Lightweight**  
P.O. Box 97  
8053 Miller Road  
Swartz Creek, MI 48473  
313/635-7844

**B.B.C.**  
45 Spruce  
Ridgefield Park, NJ 07660  
201/641-0087

**Cuevas Custom Cycles USA**  
30-75 14th Street  
Astoria, NY 11102  
212/728-5173

**Bill Davidson Cycles**  
26227 114th Avenue, S.E.  
Kent, WA 98031  
206/852-7116

**M. Di Nucci Company**  
3015 S.E. Division Street  
Portland, OR 97202  
503/238-1045

**Fattic Custom Bicycles**  
914 S. 3rd Street  
Niles, MI 49120  
616/684-6761

**Hujsak Bicycles**  
2012 Goodrich  
Austin, TX 78704  
512/443-8477

**Bruce Gordon Cycles**  
1070 W. 2nd Street  
Eugene, OR 97402  
503/343-9313

**Klein Corporation**  
207-B S. Prairie Road  
Chehalis, WA 98532  
206/262-9823

**Masi World Wide**  
440 Enterprise Street  
San Marcos, CA 92069  
619/744-0084  
800/292-2186

**Medici Bicycle Co.**  
1183 W. Side Avenue  
Jersey City, NJ 07306  
201/792-6350 (East)  
213/262-3212 (West)

**Peter Mooney Cycles**  
480 Trapelo Road  
Belmont, MA 02178  
617/489-3577

**Dave Moulton Bicycles**  
1145 Linda Vista Drive, Suite 103  
San Marcos, CA 92069  
619/744-4031

**Mountain Bikes**  
1501 San Anselmo  
San Anselmo, CA 94960  
415/456-1898

**Proteus Design**  
9225 Baltimore Blvd.  
College Park, MD 20740  
301/441-2928

**Romic Cycles**  
4434 Steffani Lane  
Houston, TX 77041  
713/466-7806

**Richard Sachs Cycles**  
Spring Street — Box 194  
Chester, CT 06412  
203/526-2059

**Serotta Cycles**  
Grange Road  
Greenfield, NY 12833  
518/587-9085

**Spectrum Cycles Inc**  
Dorney Road, R.D. 2  
Breinigsville, PA 18031  
215/398-1986

**Stout Custom Bicycle**  
3030 Bonnie Brae Avenue  
Salt Lake City, UT 84117  
801/277-7666

## ORIGINAL EQUIPMENT MANUFACTURERS

**Cannondale Corporation**  
9 Brookside Place  
Georgetown, CT 06829  
203/838-4488

**The Murray Ohio  
Manufacturing Co.**  
P.O. Box 268  
Brentwood, TN 37027  
615/373-6500

**Raleigh Cycle Co. America**  
7701 Byers Road  
Miamisburg, OH 45342  
513/865-5441

**Ross Bicycles Inc.**  
350 Beach 79th Street  
Rockaway Beach, NY 11693  
212/634-8400

**Schwinn Bicycle Co.**  
1856 N. Kostner Avenue  
Chicago, IL 60639  
312/292-2900

**Trek Bicycle Corp.**  
801 W. Madison Street  
P.O. Box 183  
Waterloo, WI 53594  
414/478-2191





# The Leisure Class...A Hidden Market

## Consider This Scenario:

**Date:** May 1983

**Location:** Any Bicycle Dealer - USA

**Store salesperson approaches new customer.**

**Salesperson:** Good morning; my name is John, how can I help you?

**Customer:** Hi, I'm Bob, I am thinking of taking up cycling and I thought I would look at your 10 speeds.

**Salesperson:** Ok, Bob. What kind of riding do you plan to do?

**Customer:** Oh, a couple of times a week with my family, or to the neighborhood market, or the beach.

**Salesperson:** Will you encounter many hills? Or will you ride on flat surfaces mostly?

**Customer:** Well, we live in a hilly neighborhood so I want a 10 speed.

**Salesperson:** I agree, what is your price range?

**Customer:** Actually, I would like the greatest value for my dollar, but I am really concerned about performance, quality and dependability. Who makes the best gears?

**Salesperson:** You mean components. Why Campagnolo, of course. But since they are mostly for the racer or serious tourist, you might be buying more than you need.

Let me show you something over here, not the same quality as Campagnolo but suited to your needs...

That scene could have taken place in any bike store in the United States.

But! Today it is March, 1984, and a similar scenario could easily end like this:

**Customer:** Who makes the best gears?

**Salesperson:** You mean components — why Campagnolo, of course!

**Customer:** But they are only for racers, it seems like only the racers and long distance riders get the good stuff.

**Salesperson:** Not so anymore. Campagnolo has introduced two new gruppis *Victory* and *Triomphe*, and they both have a special "Leisure" version, designed for the kind of riding you plan to do.

**Customer:** Isn't Campagnolo more than I need?

**Salesperson:** In my book, quality makes Campagnolo worth asking for, its value makes it a best seller. Besides, the Leisure Gruppo is competitively priced.

**Customer:** Sounds great — please give me a closer look...

Traditionally, the bicycle industry has tended to divide cyclists into two groups:

"racing" and "touring". but a closer examination of the "touring" group reveals the fact that there are really several subdivisions under the umbrella designation "touring". One of these subdivisions can be called the "Leisure Class".

## What is "Leisure" Riding?

Leisure riding includes cyclists who do not want to ride competitively; rather, they prefer to cycle in a leisurely, relaxed, unhurried fashion either with their families, friends or alone during moments of reflection.

The leisure cyclist rides without haste, simply for the joy of riding. Essentially, this person rides at a non-aggressive pace; he or she is more interested in the recreational aspects of riding rather than setting records.

This does not mean that Campagnolo is creating a new way to ride a bicycle; but rather, they are addressing that segment of the market that rides a bicycle without demanding exhausting self-performance, only the "pleasure" of a healthy and relaxing ride.

Both the Victory Gruppo and Triomphe Gruppo have remained faithful to the techniques that distinguish all Campagnolo components. (Articulated parallelogram shaped front changer, central spindle pedal, etc.). Both gruppis have leisure versions, designed to satisfy the needs of those cyclists that do not demand a "record-breaking performance" each time they cycle.

Campagnolo is addressing the "leisure" rider with two new gruppis; Victory-Leisure and Triomphe-Leisure.

Both Victory and Triomphe are in the medium-high quality range of the Campagnolo product line. They have been designed to equip bicycles which, while keeping all of the features of lightness and quality of materials, can be offered on the market at very attractive prices.

Of particular interest in the Victory class are the chainwheel set, the gear levers, the hubs (available in either large or small flanges), and the shape of the seat post which employs a "one bolt" seat clamp, permitting a wide range of seat adjustment. In addition, the introduction of a "two tooth" insert in the rear derailleur permits a three-position hanger adjustment, thus providing optimum performance regardless of gear selection.

Both Victory-Leisure and Triomphe-Leisure are distinguished by chainrings ranging from 35T to 53T, rear derailleurs with long cage plates, and large capacity front derailleurs.

The Leisure versions of the new Victory and Triomphe gruppis identify an effective method of addressing and satisfying the

needs of those cyclists who want a "less-racing" version of the Campagnolo product line.

Don't miss the opportunity to present your customers with the new Campagnolo gruppis — contact your Campagnolo distributor today!

## Cycling Shorts Le Mond, Fignon On Campagnolo Again

Vicenza (1/1/84) ... the Directors of the Renault-Elf Cycling Team have reached an agreement whereby the Renault-Elf Team will ride bicycles equipped with Campagnolo products.

Greg Le Mond, Laurent Fignon, and all the other racers on the team managed by Cyrille Guimard will again ride "all Campagnolo" as they did in the past.

The long-standing relationship between Campagnolo and the Renault Team, which was interrupted in 1983, has been resumed by mutual agreement. This new agreement reaffirms Campagnolo's vitality, an industry which belongs to all countries — France first of all, that love the sport of cycling.

Moreover, this agreement reaffirms that the Renault-Elf Team is always looking for the best; not only in the pursuit of victories, but also in all other aspects of its activity.

   
**Record News**

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### Hubs — Type 3

These hubs were the ones actually used during Moser's second record breaking ride and were the most unique of all three types.

The front hubs had large flanges, 75mm in diameter, and was designed to accept a circular aluminum quick release ring which was attached to a solid carbon fiber resin wall. The distance between the flanges was 50mm with a fork spacing of 100mm. Again a specially drilled out titanium axle was used and attached to the fork ends with aluminum nuts.

The rear hubs were designed with a 70mm diameter flange and a small flange for the circular quick release of the carbon fiber resin wall. The flange width was

55mm with a rear triangle spacing of 120mm. The axle was titanium drilled out for lightness and attached with aluminum nuts.

A special track headset was modified to reduce the diameter of the upper bearing surfaces from 44mm to 42mm. This resulted in a reduction of both weight and frontal area.

A specially lightened seat post was made by reducing the length from 180mm to 70mm. The diameter of the seat post was also reduced to 23.2mm. The support arch was reduced with a bracket and the milling angle of the passing lock nut was enlarged. This resulted in a substantial weight loss

while allowing for a variety of adjustments based on the particular performance characteristics of the frame.

The results of this unique combination of medical and manufacturing technology are now history and Campagnolo is proud to have had the opportunity to contribute to yet another lowering of the hour record for the bicycle.

Moser established new world records for 5km, 10km, 20km and the hour. His distance of 51.150km and 35cm (approximately 31.7 mph) is pending official processing.



## Campagnolo Appoints Brook Watts to Technical Services Post

Campagnolo opens the 1984 season with the appointment of Brook Watts to the position of Technical Services Chief. Mr. Watts will implement the Campagnolo Technical Support Program as well as designing and instructing the technical seminars for 1984.

A graduate of The University of Texas with a degree in advertising, Mr. Watts has a background which includes competition in, as well as the promotion of, cycling events. He gained his technical expertise through retail and distributor level involvement. These skills were furthered when he served as a member

of the Campagnolo Technical Support Team during the 1983 racing and touring season. He acted as Technical Support Crew Chief at the "LA83", Pre-Olympic International Track Competitions.

"Mr. Watts comes to us exceptionally well qualified," says Mr. E. Mangili, President of Campagnolo-U.S.A. "He promises to be a valuable asset to Campagnolo as well as ensuring the continued success of the Technical Support Program."

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