



ROAD TEST ENTRY-LEVEL RACERS

Starting Up Keeps Getting Easier, Not To Mention Cheaper

By John Kukoda

Entry-level racing bikes are not just for entry-level racers. Sure, their short wheelbases and maneuverable handling are ideal for someone about to enter the close-quarters jostling of a novice peloton. But this class of not quite all-out racing bike is also the bike of choice for just plain hard training and

club riding. With less twitchy steering than full-bore, usually-more-costly criterium racers, entry-level bikes are also ideal for triathlon competition — they're fast and climb well, yet are willing to hold a straight line without the need for unwavering attention at the handlebars.

For more details on the attributes of the entry-level racer, see Thomas Prehn's accompanying article. For some straight talk about five examples of the breed, read on, as we examine the Bianchi Stelvio, Nashbar Sport

EX, Miyata 912, Bridgestone 600, and BMX Products Mangusta.

These five examples share several features common to most bikes designed for beginning racers. All are equipped with narrow clinchers in 700C diameter, which facilitate quick changes to sew-up wheels. All have wheelbases of between 39 and 40 inches. Any shorter and you have an all-out racing bike; any longer and you're talking sedate sport tourer. All five also include fender eyelets front and rear on the dropouts. They're



With the classic Italian road feel of four-figure superbikes, the \$420 Bianchi Stelvio (left) is enough bike for any beginning racer. Campy's derailleurs shift with authority. Modolo Corsa brakes (left, bottom) provide enough stopping power, but the Stelvio's confident handling discourages their overuse. Brilliant sunshine brings out the best of the burgundy and chrome Nashbar Sport EX (above), and the bike's components perform flawlessly. Nashbar's made-in-Japan Sport EX (right) shows off clean lug work by Maruishi.



TECHNICAL EDGE



unfashionable among racing cyclists and are seldom found on more expensive road bikes, but they do make it easy to attach fenders for comfortable wet-weather training and a rack for a day-tour or a quick trip to the store.

Bianchi Stelvio

Designing the Stelvio was as easy for Bianchi as dusting off the spec charts from their most successful road racers. While the Japanese look to their often massive research and development departments for bicycle designs, this Italian giant looks no further than the real-world proving grounds of the Giro d'Italia or Paris-Roubaix for confirmation of what works and what doesn't.

The Stelvio is a comfortable road bike in the time-tested European tradition. The frame, made of Columbus double-budded Aelle R carbon-manganese steel tubing, is



The beefiest triple-budded tubing in town makes the Miyata 912 (above) a terror under a strong rider.

After you've admired the Miyata's attractive two-tone gray with black paint combination (left), take note of the beefy, crash-proof 1.2-mm down tube and the neat lug work.



The \$370 Bridgestone 600 (above) proved a little skittish in high-speed descents, a trade-off for its excellent low-speed maneuverability. Silver-gray paint is accented by the rich brown saddle and handlebar tape. Self-centering brakes on the Bridgestone (right) make rubbing brake shoes a thing of the past—a boon for cyclists who would rather ride than work on their bikes.



beefed up with a heavy 1.0-0.7-1.0-millimeter down tube and ultra-rigid 1.0-millimeter chainstays. Efficient climbing and enough rigidity for flex-free sprinting are the inevitable result of this enlightened design, but the bike somehow still offers enough comfort for those long rides.

Handling is quick but not scary, thanks to the 74-degree head angle and 1 3/4 inches of fork rake. The combination results in 2.01 inches of trail, just enough to keep straight-line riding from being a chore without canceling out maneuverability. I liked the Stelvio's ride the best of this month's test bikes because of the ideal combination of stiffness, comfort, and maneuverability.

Bianchi has bucked the trend toward slapping on a Cyclone or 600 EX gruppo, an almost universal feature of bikes in this price range. Instead, the Stelvio is all-Italian, save for a little international cooperation from

TECHNICAL EDGE



the French, who provide the Mavic E2 rims and Wolber Rallye tires. The Gallic Lyotard pedals could cause problems for cyclists with narrow cleat slots on their shoes. I found my cheapie commuter cleats fit nicely over the thick shoe plates, but the cleats of my Vittoria SLs did not. So take your shoes to the shop or risk some pre-ride filing to open up the slots.

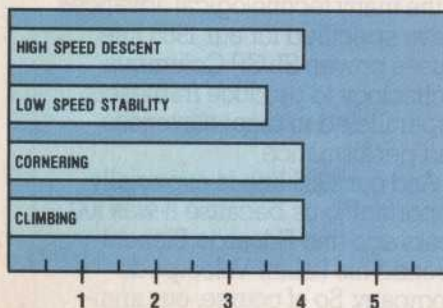
The drivetrain is highlighted by Regina's new BX series freewheel, a simplified and updated version of its popular Corsa/Oro lines. It's paired with the old standby Regina Corsa black chain to make the bike shift with authority. The heavy-plate chain drops onto the cogs with a solid, satisfying clunk. Campagnolo Triomphe derailleurs also lend their shifting ease and hallowed name to the drivetrain, which is rounded out by an economical but functional Ofmega Brillante crankset.



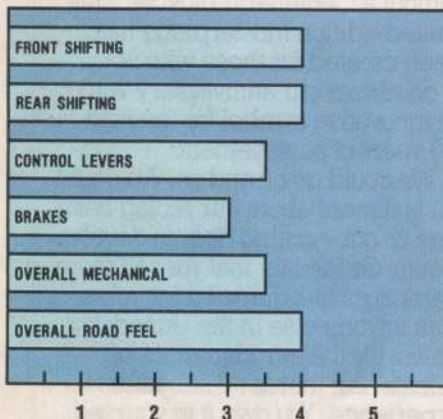
Beauty is more than skin deep with the brilliant chrome Mangusta (top). This all-European, \$399 road racer proved the best compromise of handling, acceleration and comfort. At 22.8 pounds, it's also this month's lightest bike. Mangusta's seat tube (left) tapers to fit the typically French 25.4-mm seatpost. A clean fastback design joins the pencil-thin stays to the lugless seat cluster.

BIANCHI STELVIO ROAD TEST GRAPHIC EVALUATION FORM

HANDLING



MECHANICS



Too bad the Stelvio colors don't live up to their billing. Calling the bright paint color "Ferrari red" conjures up visions of low-slung, 160 mph speedsters, but to our eye this red is more plain Jane than *Gianella bella*. The other color option, "Milano gray," looks classier but a little commonplace among the racks of similar gray bikes. Sadly for us traditionalists, Bianchi chooses to reserve its signature Celeste green color for its higher-priced racing models.

Nashbar Sport EX

Let's start by setting the record straight: The Nashbar Sport EX is not one of the "finest bicycles in the world!" as the ads proclaim.

That bit of Madison Avenue hyperbole aside, this mail-order road racer offers a lot of bike for the buck: a complete Shimano 600 EX gruppo, a chrome-moly frame, tight geometry, and rich burgundy brown paint set off by a chrome fork. Its ad's other claim, "More bike than you'd expect for \$530 ... only \$420," is closer to the mark.

This is not a bike for leisurely daydreaming. A novice cyclist, used to communing with nature while pedaling a bike that practically steers itself, could wind up in the bushes on the Nashbar if he's inattentive — it's that twitchy. But if you enjoy the slithery,

over-eager steering of a track sprint or criterium racer, you'll feel at home on the Sport EX. With a 74-degree head angle and two inches of fork rake, there's a scant 1.75 inches of trail to keep the front wheel on the straight and narrow. This compares to the 2 to 2.5 inches of trail found on most road racers. Whether this poses a problem depends on whether you like twitchy bikes. I didn't love the handling, but I could ride it without incident.

For a bike with clincher tires, Arni and Co.'s Sport EX accelerates pretty well. Its climbing and sprinting capabilities aren't exactly awe-inspiring but are adequate for entry-level amateur racing and certainly for serious training or triathlons. That the Sport EX rivals four-figure Italian racers in the looks department is probably its strongest selling point. The paint is deep and lustrous in the sunlight; the lug work is clean; and chrome forks never fail to please the eye.

From its twin water bottle braze-ons to its 13-24T freewheel and 42/53T chainrings, the Sport EX is ready to roll up to the starting line as is. The more serious competitors will be pleased to note that the Nashbar, like all this month's bikes, simplifies changing from clinchers to sew-up wheels, thanks to the standard six-speed rear dropout spacing and 700C clincher wheel diameters.

In case anyone believes otherwise, none of the smiling gang you see in the Bike Nashbar catalogs earns a paycheck by brazing and filing Nashbar frames in the back shop. The Sport EX is made in Japan by Maruishi, whose own entry-level racer won praise as a stiff, responsive, all-around road bike in our last Buyer's Guide issue.

How is Nashbar able to offer the Sport EX for \$110 less than "you'd expect"? First, let's look at the frame, constructed of Tange Infinity chrome-moly, double-butted tubing. Infinity is one of Tange's seamed, chrome-moly tubesets, which is less costly than its seamless Champion line. If seamed tubing makes you think of department store bikes with visible weld-lines running the length of the stays, think again. There's no seam visible, either inside or outside the tubes. And, modern seamed tubing is only slightly less strong and effective for bicycle construction than seamless tubing. (Shotgun barrels are a different story.)

The Infinity set's tube gauges are identical to Tange's Champion No. 2 seamless tubing: 0.9-0.6-0.9-millimeter main tubes, 0.8-millimeter chainstays and seatstays, and 1.0-millimeter fork blades. While I personally prefer a heavier-gauge down tube to help counteract the weighty effect of too-frequent pit stops at doughnut shops, the use of relatively heavy 0.8-millimeter stays (versus Columbus

SL's 0.7-millimeter rear triangle members) helps stiffen the frame for acceptable rigidity in sprints and climbs.

Nashbar's component selection also saves them money without sacrificing performance — they've equipped the bike with the complete Shimano 600 EX gruppo. We're not even going to talk about how well this equipment works since we've discussed its value more than enough in past issues.

As a mail-order firm, Nashbar is able to offer bikes to the consumer at a price closer to manufacturing cost since there's no dealer markup involved. That's good news for you but bad news for the bike shop owners trying to make a living on most bikes' 35 percent markup. You want an earful? Walk into your local bike shop and ask them what they think of mail-order bikes. If you don't have time for the full course, let me summarize.

First, you're buying a bike literally sight unseen, without the benefit of a proper fitting, and more importantly, a test ride. Geometry and specs tell you a lot, but even the wizards at *Bicycling* can't always predict how a bike will feel just from the numbers. If we could, we wouldn't have to venture forth in the cold and snow for winter issue test rides!

A shopkeeper's second point would likely be that there are no free setup and 30-day follow-up with mail-order bikes, no patient shop mechanic to explain how to adjust the derailleur or raise the stem, and no instant recourse if a part proves defective.

We agree these are valid criticisms of mail-order bikes in general. Our test bike came equipped with a seatpost that was too small, an error one road tester discovered when he twisted off the seatpost bolt trying to secure the post. If the bike came from a local shop, the unhappy customer could just wheel the bike back inside and walk out with a new seatpost and bolt. With mail order, the cyclist would be spending, at best, a few days staring intently down the road for that big, brown United Parcel Service truck to bring replacement parts.

Before anyone imparts an unintended significance to a single mail-order bike mistakenly shipped with a wrong-sized seatpost, let me add that I once bought a \$600 racing bike at a large, well-respected Gulf Coast pro shop, only to discover later that someone had deliberately crimped the seat tube around a 26.8-millimeter seatpost instead of using the required 27.2-millimeter size. Admittedly, that's a rare occurrence, but it happened.

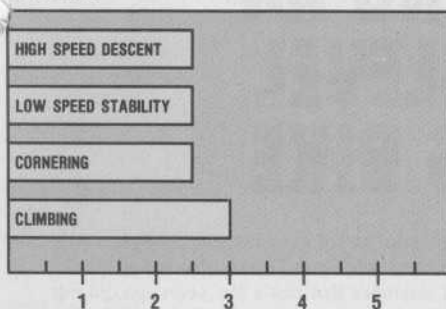
To counteract the lack of in-shop service for its products, Nashbar is currently attempting to organize a nationwide network

TECHNICAL EDGE

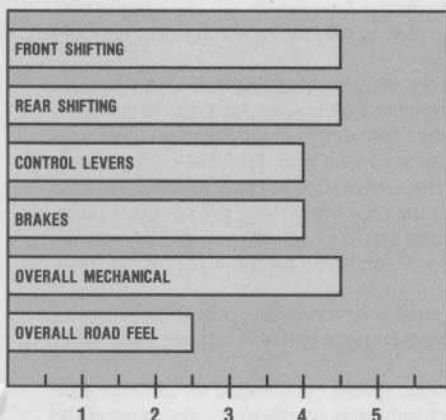
NASHBAR SPORT EX

ROAD TEST GRAPHIC EVALUATION FORM

HANDLING



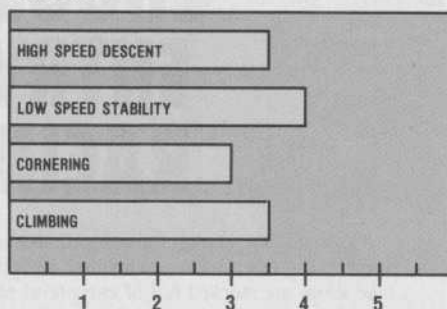
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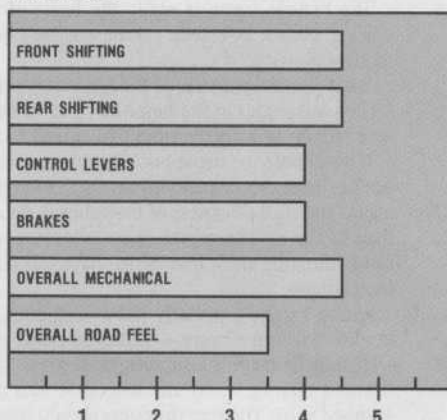
MIYATA 912

ROAD TEST GRAPHIC EVALUATION FORM

HANDLING



MECHANICS



of "certified installers" — local bike mechanics who would install parts and service bikes for customers at reduced rates. The jury's still out on this one.

As for selecting a bike sight unseen, we agree it's not an ideal situation for someone new to the bike market. But if you know enough about cycling to make a decision based on listed frame dimensions and components, the generally lower price of mail-order bikes may outweigh the loss of personalized service and a pre-purchase spin around the block.

Miyata 912

With its even 40-inch wheelbase and 72-degree head angle, the Miyata 912's frame might be more at home in a review of sport tourers or triathlon bikes than among this month's bevy of entry-level racers. That is, until you remember that Lucien Van Impe won the Tour de France on a bike with a 72-degree head angle. Still, the \$499 model 912 is race-worthy and probably far safer for a beginning racer than a more twitchy boneshaker.

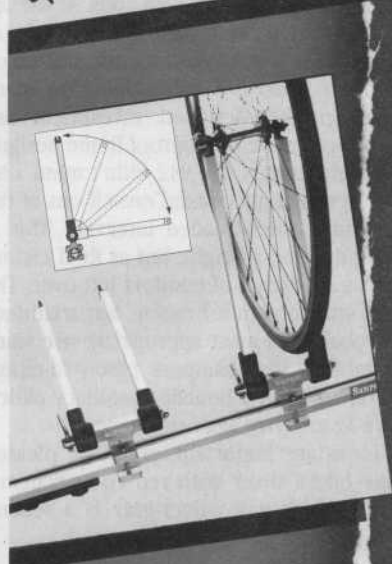
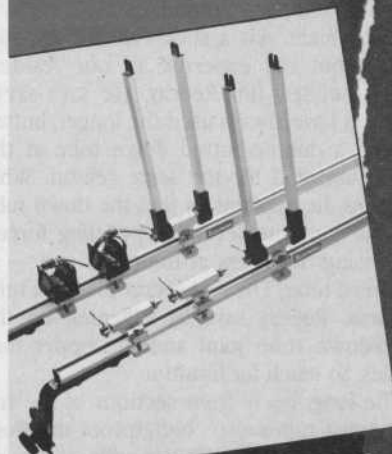
Outfitted with a full Shimano 600 EX gruppo, a moderately tight 13-24T freewheel and a Bernard Hinault Turbo racing saddle, the Miyata needs only the strong legs of a licensed rider to join the fray. We can even

suggest a race strategy: Get to the front immediately and stay there, because the bike isn't that anxious to comply with instant demands to sidestep ugly crashes or change lines through 90-degree corners when the "wandering weenie" just ahead cuts into your path.

On the other hand, the relatively long wheelbase and no-hands stability make the 912 a fine bike for long road courses over varied terrain. That 40 inches between hubs allows for a lot of shock absorption, as does the generous fork rake. That's intentional, according to Jim Reid, sales manager for Miyata of America, because the frame is built around some pretty stiff, unforgiving tubes. Raw Miyata tubing comes from the same Japanese mill that supplies Tange and Ishiwata, but there the similarity ends. Using state-of-the-art, in-house reworking and laser cutting machinery, Miyata butts, cuts and miters the raw stock to its own specifications.

For example, all three main tubes are triple-buttressed, and all three are different. The top tube starts with a 0.9-millimeter thick section up front, tapers to 0.6 millimeters, then thickens again to 0.7 millimeters at the seat cluster. The seat tube, single-buttressed on most bikes, has a hefty 1.0-millimeter wall thickness at the bottom bracket before thinning to a 0.7-millimeter central section. The

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seatpost end is 0.8 millimeters. But it's the 1.0-0.9-1.2-millimeter, triple-butt down tube that makes the most sense. Intuition would dictate putting that thick end into the bottom bracket to stiffen it, right? Wrong. Reid says Miyata's tests showed that the 1.2-millimeter section located at the head tube end held the bottom bracket in check better than the other way around.

I'm a bikie, not a slide rule jockey, so I sought out the expertise of our resident frame builder, Jim Redcay. He says savvy builders have always used the longer, butted end of a double-butt down tube at the head tube end for the same reason. What happens, he explains, is that the down tube acts as a torque lever for pedaling forces, increasing the stress at the other end — at the head tube. The real secret to down tube stiffness, Redcay says, is stiffening up the head/down tube joint and the upper fork blades. So much for intuition.

The long, beefy front sections of the top and down tubes also "bulletproof the front end against a collision," Reid adds. At the upper end of the down tube, the extended butt also provides a solid base for the brazed-on shift lever bosses, a weak point on many frames. Specially-designed, investment cast lugs complete the bombproof frame design.

Not surprisingly, the 912 didn't mind a bit when I grudgingly coaxed myself out of the saddle for some dreaded intervals. This is one rigid frame all right, but as Reid claims, there's a modicum of comfort left over. The bike is stiff enough for racing, but triathlons are probably its most appropriate use since the stability that hampers elbow-to-elbow peloton riding is a benefit to solitary efforts *contre la montre* (against the clock).

If looks are important, you'll be pleased by the bike's silver with red color scheme. Metallic black with silver-gray is a second color option.

Bridgestone 600

Stability in a bike is its tendency to hold a straight line. Maneuverability is the measure of how readily it changes course when asked. Bridgestone has managed to build an entry-level racer with lots of low-speed maneuverability, but the bike comes up a little shy on stability during high-speed descents. The \$370 model 600 is an eager bike — eager to comply with the rider's wishes but a little over-eager to assert itself through tricky, winding turns when the rider most likely has his own ideas on how to get safely around the next bend.

Let's look at the specs on this one. With a 74-degree head angle on our 23-inch test bike, the 1 7/8 inches of fork rake give only 1.88 inches of trail, more than the Nashbar,

CHOOSING AN ENTRY-LEVEL RACING BIKE

If you're in the market for a bicycle that will get you started in racing, you'll be pleasantly surprised, if not a bit overwhelmed, with the current selection. The showrooms of quality bike shops are stocked full of entry-level racing machines that just a few years ago did not exist. With advances in technology and marketplace competition, the price of these bikes has become quite reasonable, ranging from well under \$400 to around \$700.

The bicycle frame is really the heart of what you are investing in. All the components, wheels, pedals, et cetera, can be changed or upgraded as your racing involvement becomes more sophisticated.

What you'll need to look for is a frame with a tight wheelbase ranging from about 39 to 40 inches and angles in the range of 73 to 74 degrees in the middle sizes. Small and large frames will vary up to a degree from that spread to accommodate design requirements in these sizes.

With double- or triple-butt tubing available these days on even \$400 bikes, it's probably not necessary to save money on a less expensive frame with straight-gauge members. Butting means the wall thickness of the tubes is greater at the ends, where they join the other tubes, than in the middle where there is less stress. While you can't actually see this because it's inside the tube, most frames that have this feature will also have a sticker on the bicycle frame indicating so.

Strong riders, especially those weighing 170 pounds or more, may benefit more from a heavier but stiffer frame — achieved either with thicker-gauge butted or straight gauge tubes — than from owning a superlight "flexible flyer."

The dropouts, where the wheels fit into the frame, should be of forged metal rather than stamped steel. The rear dropouts should have micro-adjusting screws so the placement of the rear wheel can be fine-tuned.

Rolling Along

The wheels constitute the second most important part of the entry-level bicycle and perhaps your biggest buying decision. Your choice is between the more conventional "clincher" wheel, with its separate inner tube and tire, and the racier "tubular" or "sew-up" tire.

In the past, clinchers were durable but fat, heavy, and handled poorly. With recent advancements in design and materials, however, they've become a more attractive and practical choice for the entry-level racer. The finest clinchers have rolling resistance that is comparable to all but the most expensive tubular tires, as well as excellent cornering adhesion. Clincher wheel/tire combinations are still a little heavier than tubular wheel/tire pairings and therefore a slight handicap in criteriums and other races where acceleration is important. Even so, most entry-level racing bikes tend to come equipped with clinchers.

For those aspiring racers who are a bit more daring or certain about their commitment to the sport, I recommend tubulars. You will feel the difference in speed and handling right away, because of the lighter, more pliable tire and the generally lighter rim. Just make sure you know how to glue on the tires and carry a pump and a spare tire with you on rides. High-quality sew-ups are no more puncture-prone than lightweight, skinwall clinchers. Note that I specified "high-quality" sew-ups. While the \$10 cheapie tubulars are okay for training, they do tend to wear out quickly and have an uncanny way of attracting road glass and gravel.

Many beginning racers who need to be thrifty with their equipment dollars solve the dilemma by using both clinchers and tubulars. The set of lighter, faster, and more expensive tubular wheels is saved for racing.

Most beginning racers need a closely-spaced freewheel like a 13-14-15-17-19-21T. Unless you're going to be climbing some incredible mountain, the closer gears are essential for keeping your legs spinning at a more even cadence.

If your prospective bike's pedals do not include toe clips, you'll want to make sure they can be installed.

Shop around and ask a lot of questions. Most importantly, ride the bikes and get a feel for comfort, response, and performance. Soon you'll be able to spot the quality bicycles from the rest of the pack. ○

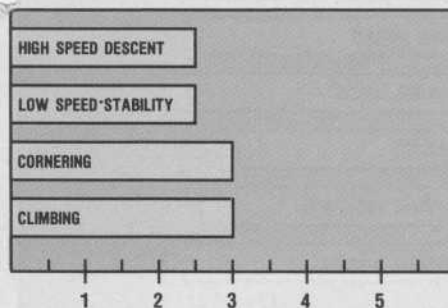
By Thomas Prehn

Thomas Prehn is a member of the U.S. National Cycling Team and a Contributing Editor of Bicycling.

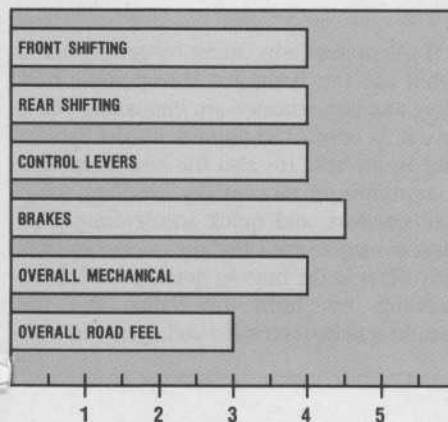
TECHNICAL EDGE

BRIDGESTONE 600

ROAD TEST GRAPHIC EVALUATION FORM HANDLING



MECHANICS



but still less than ideal. Most racing bikes have slightly more than 2 inches of trail for a suitable combination of maneuverability and sure tracking through turns. A little cribbing from Italian front-end geometry would be in order here.

Still, the Bridgestone isn't all that far off the mark. The handling is not dangerous, only different from that of most similar entry-level racers we've ridden. The bike climbs and sprints well enough and absorbs a reasonable amount of road shock, thanks to the triple-butted main tubes. The 600's down tube, at 1.0-7.8 millimeters, isn't quite as heavy as the Miyata's, but maybe the Bridgestone doesn't need the extra beef with its half-inch shorter wheelbase. Of course, we now know the 1.0-millimeter end goes against the head tube, not into the bottom bracket shell, right? Right. The single-butted seat tube does put a full 1.0 millimeter of wall thickness into the bottom bracket shell, though. All four stays are 0.8 millimeters, and the fork blades are 1.0 millimeter.

Mechanically, we liked the performance of the SunTour Cyclone derailleurs but question the Perfect freewheel's 14-28T tooth range, which is too wide and low for a racing bike. A 13- or 14-24T is about as low as even a novice racer should ever need, and a 13-

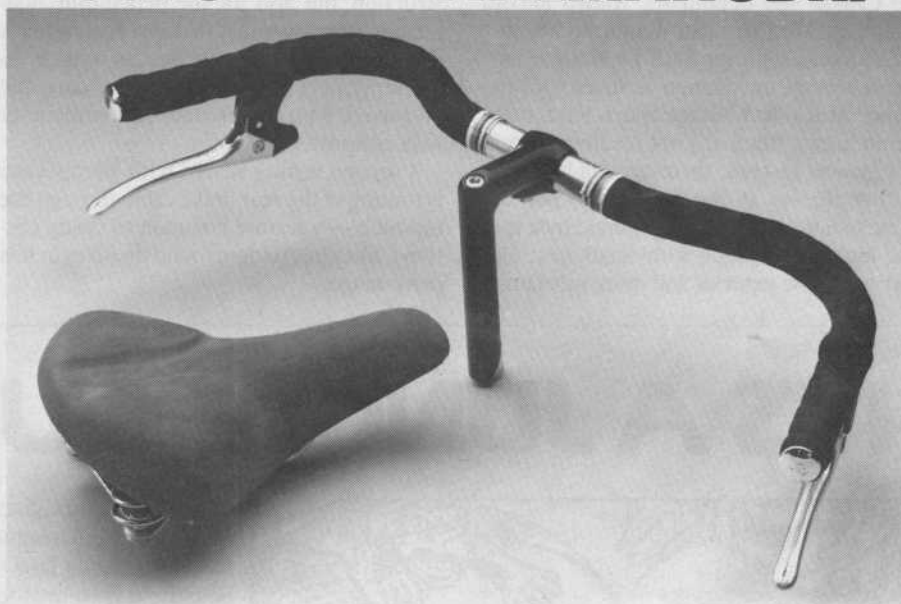
18T or 13-21T would come in handy for flatter courses. Save the 12-17 for your next bike, when you make it to Category II.

Most unusual were the Bridgestone SC self-centering brake calipers, which use some clever lever action to align both brake shoes an equal distance from the rim every time the levers are squeezed.

The visually striking choice of a "silver gray" is accented by a rich brown suede saddle and matching cloth tape and copper-

brown anodized rims. A light "pearl blue" paint finish is also offered. But the pleasing paint is eclipsed, upon close scrutiny, by some sloppy inattention to filing where the rear dropouts plug into the chainstays. The fork crown could also do with some redesigning, or at least filing, to thin out its 2.5-millimeter thick edges for a more attractive transition to the chrome-moly fork blades. The rest of the lug work was acceptable for a mass-produced bike.

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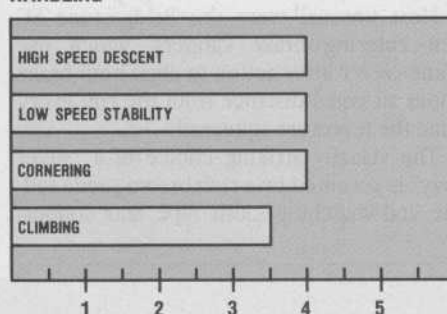
Mongoose Mangusta

You say you like a bike with a lot of chrome? Put on your sunglasses and check out the Mangusta from BMX Products, the first lightweight road bike from a company well-respected for its dirt track racers. But prepubescent racers of Mongoose dirt bikes grow up, so Skip Hess & Son has expanded the company's horizons (and market). Its all-chrome Mongoose ATB stole the show in our 1985 Buyer's Guide (January/February); now their equally flashy, all-chrome entry-level racer is about to score big in this road test.

Mangusta is Italian for Mongoose, but a more appropriate name would be Mangouste since the bike is completely French, save for the Campy 980 derailleurs, Nuovo Record levers, and West German Weinmann brakes.

The frame, built for BMX by Motobecane, shares several uncommon features with the French firm's own Mirage Sport. First, there are no lugs, a fact that's not readily apparent at a glance. Instead, there are lug-like reinforcing sleeves at the head tube, but the frame members are actually joined by a special, lugless technique with small, neat fillet brazing on the exterior and more substantial

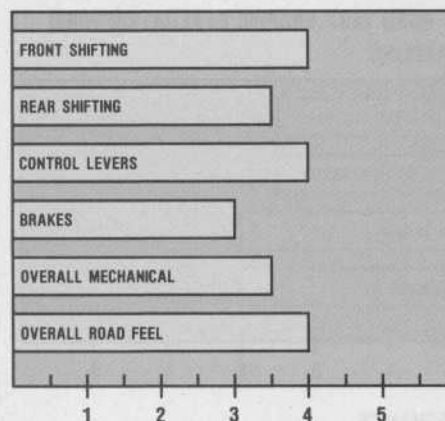
MONGOOSE ROAD TEST GRAPHIC EVALUATION FORM



fillets on the inside of the joints. The seat cluster is unique not only for its lugless construction, but also for the pencil-thin, double taper seatstays that join in a neat fastback design and for a seat tube whose outside diameter tapers down to accommodate the odd-sized, typically French, 25.4-millimeter Atax seatpost.

A second feature shared with Motobecane is routing of the rear brake cable through the top tube — a feature common to costly custom frames but seldom found on bikes in this price range.

MECHANICS



If you prefer flashy, attention-getting bikes, you'll like the Mangusta. If responsive handling and performance are important, you'll love it. At only 22.85 pounds, it's the lightest bike in the test. It's also the best all-around compromise of race-quality handling, long-haul comfort, and quick acceleration. The Bianchi maneuvered slightly quicker and felt a bit stiffer in the bottom bracket under hard pedaling, but both the Italian and the pseudo-Italian descended and cornered with

IT'S A JUNGLE OUT THERE



It's getting tougher and tougher for today's cyclist—especially in an urban environment where, often, the only rule is *survival of the fittest*. Let's face it, a lot of peoples' driving habits are pretty beastly, and to protect yourself in the "concrete jungle," you need the right helmet . . . a Bell bicycle helmet.

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equal finesse. You could strap my feet to either bike and I would pedal away content. If I want to impress the club, I'd take the shiny Mangusta over the Bianchi.

The Campy derailleur shifts adequately, even with the handicap of a flexible Sedisport chain. The French links do mesh well,

though, with the equally Gallic Maillard freewheel, climbing from the 13-tooth high to the 26-tooth low cogs without complaint. A closer ratio racing freewheel would not only provide more useful gearing, it would also shift even better.

Is this excellent bargain of a bike a flash in

the pan for BMX Products or the start of something big? "Hopefully (it's) the first of many road bikes," Skip Hess, Jr. reports. "We have quite a few on the boards."

Keep it up, and you'll have to change your company name to something more Continental. Prodotti BMX, perhaps? ○

Bianchi Stelvio

Imported by: Vespa of America Corp.
385 Oyster Point Blvd.
So. San Francisco, CA 94080

Suggested Retail Price: \$420

Sizes Available: 49, 53, 56, 59 and 63 cm; size tested, 56 cm

Weight: 24 pounds

Frame: Columbus Aelle R double-butt carbon-manganese tubing
Wheelbase 39 1/4 inches
Seat tube 56 cm
Top tube 55 cm
Head angle 74 degrees
Seat angle 75 degrees
Chainstays 16 1/4 inches
Bottom bracket height 10 5/8 inches
Fork rake 1 3/4 inches
Trail 2.01 inches
Wheels
Hubs Ofmega Mundial, small-flange,
QR front and rear, 125 mm over locknut
Spokes 36, 4-cross front and rear

Rims Mavic Module E2 700C-by-25 mm, 430 gr
Tires Wolber Rallye 700C-by-23 mm, 385 gr

Drivetrain

Derailleurs Campagnolo Triomphe
Chain Regina Corsa black
Crankset Ofmega Brillante 42/52, 170 mm
Freewheel Regina Extra BX

Components

Pedals Lyotard 82
Seatpost 3TTT RSR
Saddle Selle Italia Aero with cover
Brakes Modolo Corsa
Bar/stem Italmanubri Mundial 40 cm handlebar,
Italmanubri 10 cm stem

Gearing in Gear Inches

	42	52
14	81	100
16	71	88
18	63	78
20	57	70
22	52	64
24	47	59

Bridgestone 600

Imported by: Bridgestone Cycle (U.S.A.), Inc.
15003 Wicks Blvd.
San Leandro, CA 94577

Suggested Retail Price: \$370

Sizes Available: 19, 21, 23 and 25 inches; size tested, 23-inch

Weight: 23.7 pounds

Frame: triple-butt chrome-moly main tubes, chrome-moly forks and stays
Wheelbase 39 1/2 inches
Seat tube 23 inches
Top tube 22 inches
Head angle 74 degrees
Seat angle 75 degrees
Chainstays 16 1/4 inches
Bottom bracket height 10 1/2 inches
Fork rake 1 7/8 inches
Trail 1.88 inches
Wheels
Hubs Sanshin Gyromaster, small-flange,
QR front and rear, 125 mm over locknut
Spokes 36, 4-cross front and rear

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TECHNICAL EDGE

Rims _____ Araya 20A 700C-by-20 mm
Tires _____ Bridgestone 700C-by-25 mm
skinwall, 100 psi

Drivetrain

Deraillleurs _____ SunTour Cyclone
Chain _____ Izumi
Crankset _____ SR CRC-100, 42/52, 170 mm
Freewheel _____ SunTour Perfect

Components

Pedals _____ KKT Pro Vic IIA
Seatpost _____ SR Laprade
Saddle _____ Selle Italia Mundialita
Bar/stem _____ Sakae Custom Road Champion 39 cm
handlebar, SR Custom 8 cm stem

Brakes _____ Bridgestone SC (Self-Centering)
calipers, Dia-Compe levers

Gearing in Gear Inches

	42	52
14	81	100
16	71	88
18	63	78
21	54	67
24	47	59
28	41	50

Miyata 912

Imported by: Miyata Bicycle of America, Inc.
2526 W. Pratt Blvd.
Elk Grove, IL 60007

Suggested Retail Price: \$499

Sizes Available: 50, 54, 57, 60 and 63 cm; size tested, 57 cm

Weight: 24 pounds

Frame: Chrome-moly triple-butt main tubes, chrome-moly fork blades and stays

Wheelbase _____ 40 inches
Seat tube _____ 57 cm
Top tube _____ 56.6 cm
Head angle _____ 72 degrees
Seat angle _____ 73 degrees
Chainstays _____ 16 1/2 inches
Bottom bracket height _____ 10 1/2 inches
Fork rake _____ 1 7/8 inches
Trail _____ 2.37 inches

Wheels

Hubs _____ Shimano 600 EX, low-flange,
QR front and rear, 125 mm over locknut
Spokes _____ 36, 3-cross front and rear
Rims _____ Ukai 700C-by-25 mm, 480 gr
Tires _____ Miyata Record dual-hard
700C-by-20 mm, 270 gr, 100 psi

Drivetrain

Deraillleurs _____ Shimano 600 EX
Chain _____ Shimano Uniglide
Crankset _____ Shimano 600 EX, 42/52, 170 mm
Freewheel _____ Shimano 600 EX

Components

Pedals _____ Shimano 600 EX
Seatpost _____ Sakae CR
Saddle _____ Bernard Hinault Turbo
Bar/stem _____ Win Pista 39 cm handlebar,
Kusaki 10.5 cm stem
Brakes _____ Shimano 600 EX

Gearing in Gear Inches

	42	52
13	87	108
15	76	94
17	67	83
19	60	74
21	54	67
24	47	59

Nashbar Sport EX

Imported by: Bike Nashbar
215 Main St.
New Middletown, OH 44442

Suggested Retail Price: \$420

Sizes Available: 19, 21, 22, 23, 24, 25 and 26.5 inches;
size tested, 22-inch

Weight: 22.95 pounds

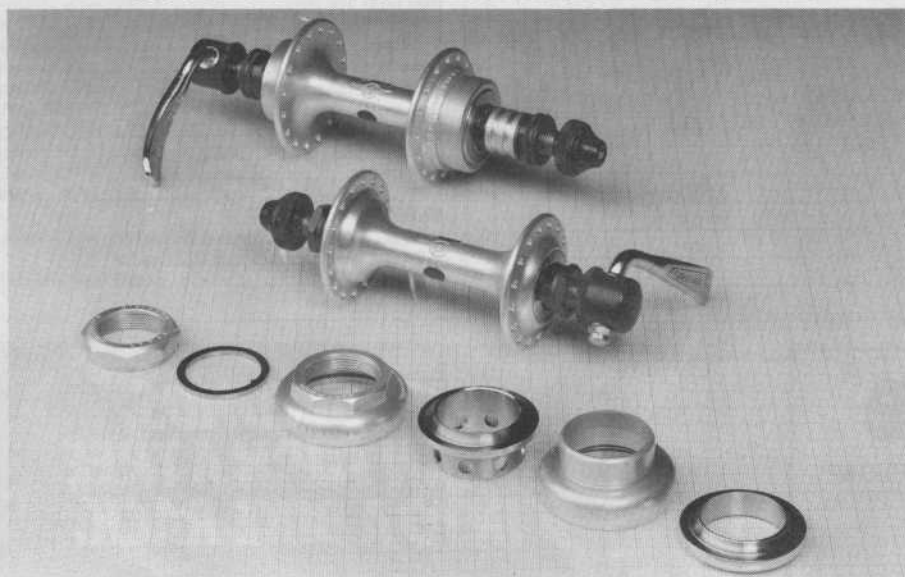
Frame: Tange Infinity seamed chrome-moly

Wheelbase _____ 39 3/8 inches
Seat tube _____ 22 inches
Top tube _____ 21 inches
Head angle _____ 74 degrees
Seat angle _____ 74 degree
Chainstays _____ 16 1/2 inches
Bottom bracket height _____ 10 5/8 inches
Fork rake _____ 2 inches
Trail _____ 1.75 inches

Wheels

Hubs _____ Shimano 600 EX, low-flange,
QR front and rear, 125 mm over locknut
Spokes _____ 36, 3-cross front and rear

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Rims _____ Araya 20 A 700C-by-20 mm,
black anodized, 435 gr
Tires _____ IRC Roadlite, 700C-by-20 mm, 100 psi
Drivetrain
Derailleurs _____ Shimano 600 EX
Chain _____ Shimano Uniglide
Crankset _____ Shimano 600 EX, 42/52, 170 mm
Freewheel _____ Shimano 600 EX
Components
Pedals _____ Shimano 600 EX
Seatpost _____ SR Laprade
Saddle _____ Vetta leather
Bar/stem _____ SR World Custom, 39 cm handlebar;
SR Aerox 8.5 cm stem
Brakes _____ Shimano 600 EX

Gearing in Gear Inches

	42	53
13	87	110
15	76	95
17	67	84
19	60	75
21	54	68
24	47	59

Mongoose Mangusta

Imported by: BMX Products, Inc.
5152 N. Commerce Ave.
Moorpark, CA 93021

Suggested Retail Price: \$399

Sizes Available: 19, 21, 23 and 25 inches; size tested,
23-inch

Weight: 22.85 pounds

Frame: Columbus chrome-moly tubing, lugless construction with internal/external fillet welds and reinforcing sleeves

Wheelbase _____ 39 1/2 inches
Seat tube _____ 58 cm
Top tube _____ 57.4 cm
Head angle _____ 74 degrees
Seat angle _____ 74 degrees
Chainstays _____ 16 1/16 inches
Bottom bracket height _____ 10 5/8 inches
Fork rake _____ 1 5/8 inches
Trail _____ 2.14 inches

Wheels

Hubs _____ Maillard low-flange, QR front and rear,
123 mm over locknut

Spokes _____ 36, 3-cross front and rear
Rims _____ Wolber Gentleman 81, 700C, 490 gr
Tires _____ Michelin Bib TS 23

Drivetrain

Derailleurs _____ Campagnolo 980 with Nuovo Record levers
Chain _____ Sedisport
Crankset _____ Stronglight 100, 42/52, 170 mm
Freewheel _____ Maillard

Components

Pedals _____ Maillard CXC
Seatpost _____ Atax one-bolt
Saddle _____ black suede
Bar/stem _____ Belleri 41 cm handlebar; CTA stem
Brakes _____ Weinmann 405 brakes

Gearing in Gear Inches

	42	52
13	87	108
15	76	94
17	67	83
19	60	74
23	49	61
26	44	54

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