

G'day to all and welcome to November. Firstly, thank you to all who came to our **Campagnolo Day** to have a look at the '07 equipment. **Pete Scott** won the Commitment to Cycling Award. The bib he wore was wet by the end of the day and while continuing to drool over the **Record** group, he was heard muttering to Frankie "..... but if we sell the car.....". Best of luck Pete; marriage or Campag?

The **Scapin** frames (www.scapin.com) that some of the **Campag** groups were attached to seemed to be a hit judging by the queries I fielded. So it looks like we will be **Scapin** dealer by the time you read this. Jason Keane had to be prised off the Scapin mounted on the **Tacx I** Magic virtual reality trainer. When he approached me and told me "We need to talk..." I thought he was going to make an offer on the **Scapin**. Wrong – he bought the trainer and is tossing up whether to buy a **Chorus** equipped carbon **Leggera** or a **Chorus** equipped steel **Scapin**.

Anyway, thanks again to all who came and we will look at doing something similar in the near future with **SRAM** and the new **Teschner** range of carbon frames. Thank you as well to **Felice Santoro**, who runs **Campag's** Australian spares operation and to **Warwick Fair** for bringing along some of his collection of **Campag** memorabilia.



A guest appearance with Human Nature

Fantastic Plastic !

After years of riding steel and occasionally aluminium frames, I am about to join the 'plastic fantastic' brigade. I will be doing a long term test on a carbon **Teschner** Euro Pro frameset

(www.teschnergroupp.com) for Bicycling Australia and expect to have it for some time. So for all those who couldn't keep up with the old bloke on the steel bike (not many admittedly, but I can dream) look out now! The Euro Pro weighs 1300 grams including fork and headset and comes standard with top of the

line Easton EC 90 full carbon seat post, stem and bar. They are available with Dura Ace, Record or Chorus and as a guide, \$7999- gets you Dura Ace with the Easton carbon bits and Mavic Ksyrium ES wheels. They're the funky black ones with one red spoke so all your mates can ask you "Why has it got one red spoke?"

Mavic's resident marketing genius would no doubt think to himself "Mission accomplished!"

Weighty Issues . .

To further feed those with a lightweight addiction and now that we have weighed the '07 Campag, indicative group set weights are as follows in ascending order of weight.

Record – 1,997 grams
SRAM Force - 2091 grams
Chorus – 2,139 grams
SRAM Rival – 2165 grams
Dura Ace – 2,181 grams
Centaur – 2,360 grams
Ultegra 2,456 grams

It looks like the 'weight wars' are well and truly on.

Campag Expo - Photos



Weight Watchers

20 years ago, a 10 kg bike was considered lightweight and if you had a 9 kg bike, you soon got sick of wiping off the paw prints of all the people wanting to pick it up and make "oooh aahh" noises. The goal posts have moved. A bike of 8.5 kg is now considered over the odds and 8 kg makes you barely socially acceptable amongst the lightweight crew. 7kg is achievable to anyone with the wish and the depth of pockets to do it. Frames, forks and every component have lightened up considerably. One usually ignored essential has largely defied this trend - cycling shoes. I weighed the top of the line Sidi and Shimano shoes at 340 and 320 grams respectively. A light **Nike** came my way recently at 285 grams.

More shoe news . . .



Have a look at www.biomac.biz. Gotz Heine is the gent behind the shoes you will see there and by the time you read this, I will have a pair to review. They come in two versions; the 'heavy' ones are 150 grams each and are able to be walked in. The lightweight version is 100 grams each and have to be left in the pedals. Why am I telling you?

Because I have an ulterior motive. This technology is likely to be available in Australia soon (guess where?) so stay tuned. If you can't find a way to save 400 grams on your bike but are in the market for shoes, this may

just be the way to save a similar and substantial amount of rotating weight.

While on the subject of shoes, have a look at www.sabreboots.com I have had several pairs and many of you have seen my orange "best fitting shoes ever" that are colour matched to the Baum. If you have different sized feet, difficult to fit feet, are after the best fitting shoe available or understand the simple pleasure of owning a hand made, custom designed article, give Brett a call.

Lazy Buggers Saddle Up !

Now that I'm back on a bike and in have something resembling half fitness, the LB's are back. Sunday 19th is the date. The route is north to Mona Vale Rd, then to McCarrs Creek road and down the steep side of Akuna Bay and out the shallow side. Then to West Head and back through Church Point with a stop at the Church Point café'. Back along Pittwater Rod via the Wakehurst Parkway and Forest Way to the Spit Bridge. Meeting points will be: 6.30 a.m – southern side of the Harbour Bridge cycleway. 7.15 a.m – outside St Ives bakery. Pace: steady. Message to Jeff Whittons crew STEADY! Although it doesn't matter I suppose, you're all beef cakes that go backward up hills anyway, except for Rod V.

If you are coming let me know and email me your mobile no.

Mini pumps

Most modern frames don't have pump pegs and full length 'proper' pumps have become unpopular. There is a proliferation of mini pumps which is fine. Except that many of them are a joke that won't put more than 70 psi in your tyres. This is enough to limp home on but not enough to safely continue a long ride. I am sick of hearing complaints about this while waiting for various unfortunates to pump up their tyre, post puncture, on bunch rides.

When a rep shows me a mini pump, I give it a simple test. I attempt to use it to further inflate a tyre that already has 120 psi in it. If it passes, it gets the Hogg approval as a 'real' pump. If it doesn't pass it is labeled as a 'toy' and not to stocked or sold. For the unlucky, we only stock mini pumps that someone of my strength can use to put 140 – 160 psi into a tyre. Beef cakes would get more and the slightly built less.

That means that if mini pumps press your buttons, then just about anybody can get proper pressure into their tyre if a long hiiiiiiiiiiiiissssss signals the worst.

Simone's Secret

Attention all Campag users. Here's a trick question for you. How many gears can Gilberto Simone change up at a time on his right Ergolever?

The expected answer should be any number between 1 and 9 as that is a feature of Ergolevers. If you race a few crits, one problem that can occur is that it is easy to knock the thumb button up two gears at a time in a sprint if you are a tiny bit clumsy or hit a bump at the wrong time.

Simone's solution has been to use a pre production right hand '07 Veloce Ergolever body paired with a Record badged brake lever. The Centaur, Veloce and Mirage '07 levers have a totally new internal mechanism that will only shift up one gear at a time. This is a distinct advantage in the hurly burly of a sprint.

International flavour

Interesting month just passed and another coming. Recently we have various people get off planes from New York, London and Copenhagen to be positioned. So thank you to Angus Oborn, Neil Andersen and Soren Olsen respectively for making the trip. In the coming month I have just received a pair of SMP pedals (have a look at www.sidemountpedal.com for a different take on the clipless pedal) for a long term test and a pair of German made Lightweight brand wheels as used by J Ullrich and other Euro luminaries.



Baum

These pics are of a custom **Baum** Ristretto Ti that we are about to build for Nick O'Day. It's a very tidy piece of work and it may whet a few appetites.

Here is this month's installment from the book of anecdotes:

22. Stillborn bike

Mike was one of our customers from the early days. We built him a custom bike that he had saved for a long time to buy. He was young, married and not long in the work force, so he had saved and scrimped for that bike. The frame and fork were Reynolds 653 with the most expensive investment cast lugs, bottom bracket shell, fork crown and forged tips that money could buy. The group was Campagnolo Athena with Rolls seat, Cinelli bar and stem and Campagnolo rims. The frame was painted in three large angled panels of red, white and green to complete the Italian flavour.

When the bike was finished, Mike came in to be fitted and pay for the bike but he had to rush to work and told me that his wife would come by to pick it up. She did this several hours later and I helped her lift it onto the bike rack on the roof of the car.

Late that afternoon Mike rang me a little distraught.

His wife had tried to drive into the garage with the bike still on top of the car and the frame had died at the scene. I offered him a replacement at a reduced price but he said that his wife, while very sorry about the bike, felt that their finances could not afford another frame straight away. So Mike had spent his hard earned savings and was bikeless.

2 weeks later, he came in and plumped a deposit on the counter and ordered a replacement frame. I said that I thought his wife wouldn't allow this. He replied that she was fine about it.

Anything to get him to say something as he hadn't spoken to her for 2 weeks!

Thank you

Thanks to all who came to the Campag day

See you next month.