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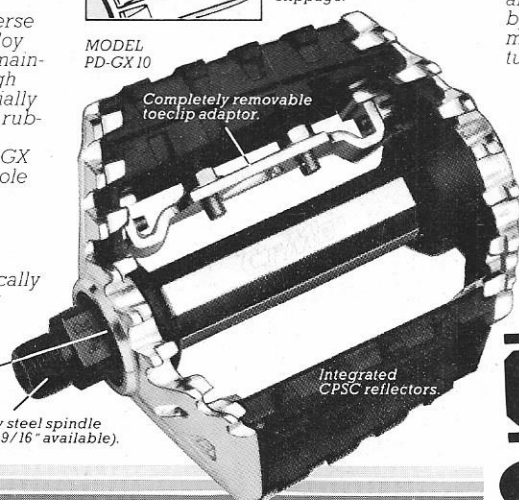
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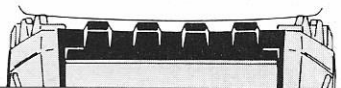


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Director of the Pacific States
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"tries to get down."
Photo by Ron Harford



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JUNE • JULY VOLUME 5, NUMBER 3



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Editorial

There are races, and then there are races. Some are big events with plenty of press coverage, and others are local contests organized so the participants can just have a good time on their bikes. Certainly one of the keys to a successful off-road racing program in the United States is the involvement of the manufacturers, the companies which are making millions from mountain bikes.

But the involvement of moneyed interests in the sport is a two-edged sword. On the positive side, riders who are supported through the season can take the sport to levels most amateurs cannot reach. With travel expenses picked up they can demonstrate their expertise in a number of locations, inspiring those who otherwise would not be able to see this level of performance. On the negative side, a company wants a return for its dollars in the form of effective advertising. After all, that's what race sponsorship is all about. These companies would like to see their sponsored riders demonstrating company products in front of the largest crowds available, but mountain bike racing, as first conceived, does not lend itself to large crowds. The original premise of mountain bike racing was something like, "See that peak over there? I'll race you to it."

In order to attract crowds, sponsors have created pressure on promoters to use courses with a short lap, sometimes less than a mile. It's a good thing that the NORBA rules preclude technical support during races, because that is the only thing standing between a short-course mountain bike race and cyclo-cross.

One of the arguments for short-course racing is that it allows a number of amateurs and novices to enter without risking their persons to the demands of a real cross-country race. Certainly these races attract large numbers of potential customers, but most of the riders who race all season don't like the format. It is unfortunate that those who only participate in these "dirt criteriums" will never know what it's like to be out there alone on a rough road, struggling upward and trying to catch the rider in front while trying to avoid being caught. The mental and emotional strain of doing one's best while at the same time having no reference points as to how good that best is, is as rewarding to the rider as the physical strain involved.

Coupled with the pressure for shorter courses, sponsors are also selecting which races they will send their teams to. If the race isn't "important" enough, or if it doesn't provide the proper exposure, major teams may not appear even if they are otherwise unoccupied.

If a poll were conducted among riders, most would probably prefer contests that are a real test of mountain bike ability rather than an advertising consultant's idea of what a race should be. And if we had to do races without sponsors or factory teams, we would probably still have fun. See that big rock over there...last one there buys the beer.

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Fat Feedback

HEY FTF;

Got an idea and a secret I want to share with FTF and all readers (read: serious off-roaders). Everwanta take the bike overnight'n or two? Sure, we all have sooner or later! Know what's the cold turkey for packin' in campin'g stuff? You bet: Bruce Gordon chromo low rider rack and Needle Works ATB panniers. Never seen 'em, you say? You don't know what you're missin'. These things have survived crashes that I couldn't believe. Just ask my buddy here. "Yeah, he's right Charlie, honest to gosh truth, I swear, really! We were out ice riding (this is the Midwest, you know) on a slick piece of lake--I mean real slick, went down with a crash, bruise, bang--Hey, Bruce and Bob designed 'em for us. These things are really nuclear grade."

See, Charlie, I wasn't lyin'. Anyway, how 'bout doing a review in the best and most appropriate mtn ATB rag ever? I'll supply bags and racks and you just tell the truth--fair enough? No, I ain't getting paid to do this, I just want others like us to realize that there really is a bag and rack as strong or stronger than the best ATBs. Cool, huh? I knew you'd agree. Well, I gotta get Frank's new Ritchey Commando put together, then it's off to the hills. Incidentally, Glenn Odell can vouch for me... I think.

Dan Streight (NORBA rep)
Omaha, NE

DEAR FAT TIRE PEOPLE,

I really like your magazine. In Germany mountain bikes are still rare but growing

strong, but they will never get the popularity like in the US.

I've been doing a great tour in Southern Spain (Aridalusia). There's a mountain called the Sierra Nevada which has the biggest pass in Europe (3,300 meters! by street). When you come from the north and climb the mountain on normal tar roads you can enjoy some of the most beautiful views in Spain. It takes about two days to do all the climbing with camping gear and everything. When you are on top of the peak the road changes from tar to dirt. You have a fast 40 kilometer downhill. After you have finished this you might feel like going to the beach. No problem. Just go to the Cabo de Galla, the most beautiful deserted coastline in Europe with great dirt roads along the coastline.

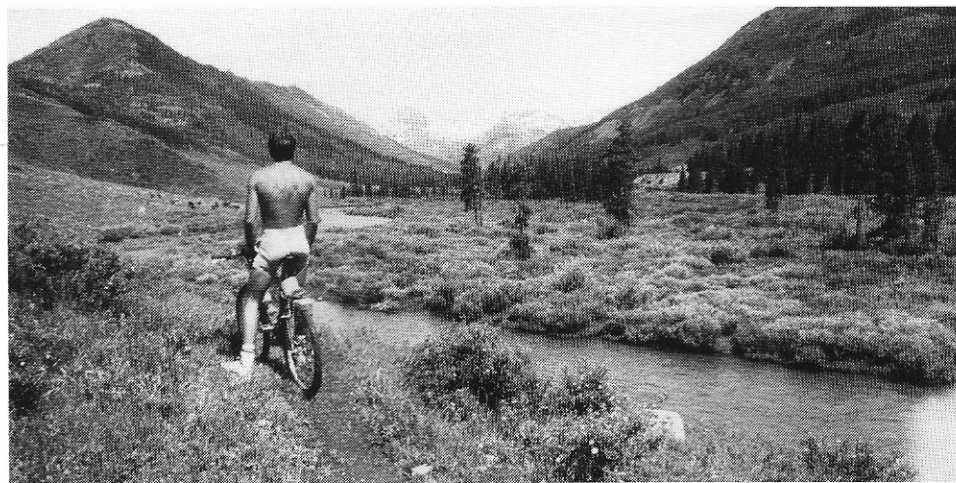
All this is some of the finest possible in Europe but there's more all over the Alps and Pyrenees. As far as my studies go there is no such thing as the Sierra Nevada downhill and the Cabo de Galla dirt roads. There are a lot of neat little restaurants along the way in Spain but in the mountains take some food and water.

Considering the high value of the US dollar, a trip to Europe would be a real cheapo right now and for sure a great experience.

If you guys would like to print some of my tips please get my name right because I'm really keen on contact with other bikers from everywhere.

Keep the good work up.

Jurgen Wagner
Theodor-korner-18
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SLATE RIVER TRAIL, Crested Butte, Colorado

Photo by Greg Madison

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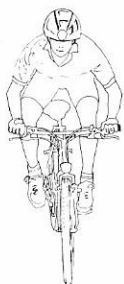
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(Reseda-to-the-Sea, Coyote Derby, San Anselmo Race, Ricky Cha, MudPup)



MAY-JUNE 1982
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JULY-AUGUST 1982
(Race Reports, Carmel Valley Clunker Tour, Here Come the Kids, Ricky Cha, MudPup)



JANUARY-FEBRUARY 1983
(The Wheel Thing, Crested Butte Tour, Las Vegas Show, TechTips, Fat Tires Explode in America)



MARCH-APRIL 1983
(Gearing, NORBA, Glossary, Balmy the Frog, TechTips, Products)

JULY-AUGUST 1983

(Of Bikes and Men . . . and One Crazy Lady, Brake Review, Tech-Tips, Frames . . . Why Custom?, MudPup, Shimano Grand Prix, Poetry Corner)



JANUARY-FEBRUARY 1984
(Crested Butte, Race Results, NORBA vs. USCF, Wreck Tips, TechTips, Race Reports, Trail Etiquette, MudPup)



JULY-AUGUST 1984
(Joe Murray Interview, MudPup, TechTips, Wreck Tips, Whiskey-town Downhill, Tecate to Ensenada, Book Review)



SEPTEMBER-OCTOBER 1984
(Flyer Jets to Japan, Mulga Bill's Bicycle, Chequamegon Fat Tire Festival, Get Thee Behind Me, MudPup, TechTips, To The Top Down Under)

NOVEMBER-DECEMBER 1984

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February/March 1985

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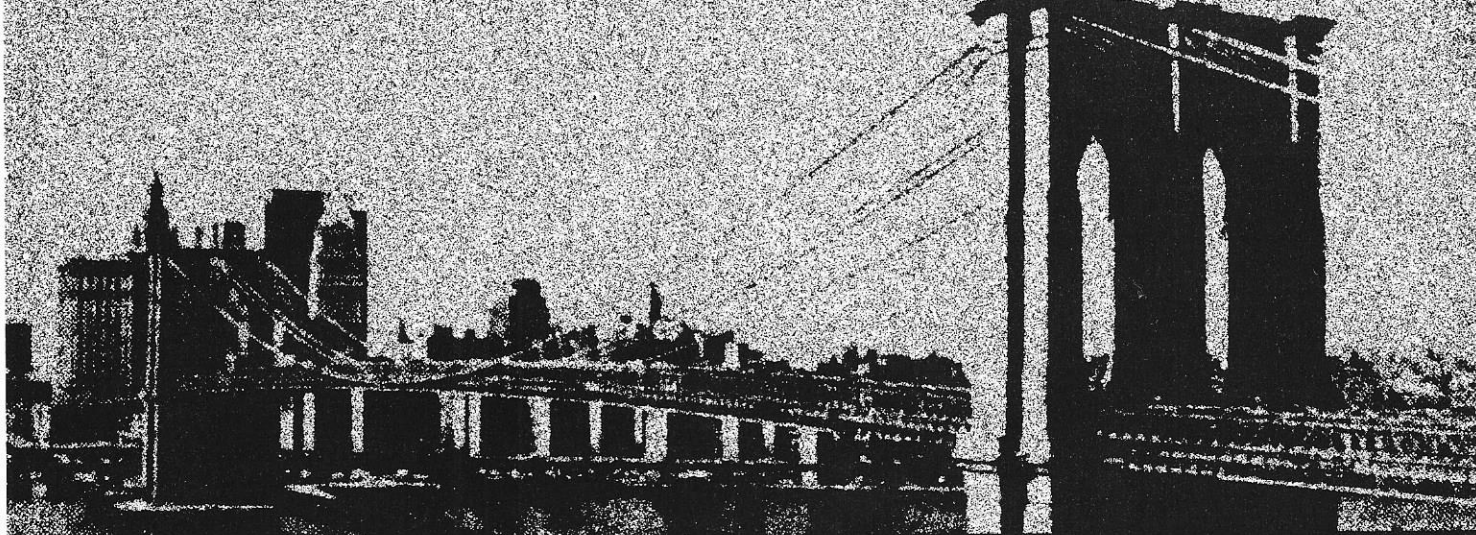
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Biking in Brooklyn

By Ann Greenberg

THE HIGHEST MOUNTAIN where I live is all of 375 feet high. The summit has the shaft of a monument to John Payne (the composer of "Home Sweet Home") on it. The actual statue was removed to prevent vandals from snatching it and melting it down for the bronze.

The name of the mountain is Monument Hill and it is located in Prospect Park in Brooklyn, New York. The park roads are closed to cars on weekends, and bike riders come out of the woodwork--no fat tire bikers though. Colnagos, Pinarellos, Cloccs, Lasagna, Fettucine (Brooklyn is 20% Italian) abound but no tricked-out mountain bikes here. Oh sure, you'll see a sleazo special "city bike" (. . . only \$99.99. . .) but no Fishers, Ritcheys, Cunninghams or even expensive Rosses. None, nada, no way.

A TRIP TO ANY of New York's bike stores will show you why. For all the hoopla over city and mountain bikes, most people who walk into a store with a \$2000 credit limit on their visa cards will walk out with a skinny-tired road bike. Nothing wrong with that, got one myself. Haven't ridden it off my Racermate and out the door for a year now, but I do have one. New Yorkers simply have not realized that mountain bikes are more fun than some piece of European metal that you have to wear funny clothes to ride.

It's a lonely existence for anyone who lives in New York City and is obsessed with ATB's. Don't bother window shopping; stores won't have replacement cantilever brake blocks or toe clip adaptors for "bear trap" pedals. You want it? They'll order it for you. Maybe. Or you

can order your own presta valve tubes from a mail order house to fit 26 x 1.5 rims. When I bought my bike, a Stump-jumper 5C, it had to be brought up from a warehouse in Florida; it took a month and a half. They just don't stock it.

The above paragraph may bring howls of protest from bike dealers around here. Well, you guys, I don't even carry decent tires for 26" rims!

Of course things aren't hopeless. No one has ever bothered me in Prospect Park, and I have the woods to myself. The streets offer many challenges in the form of pot holes to be jumped and sewers to dodge and jump. There is interesting and varied wild life in New York's parks. Included are such specials as Mr. and Ms. Lycra Triathlon Masi who are out for their Sunday constitutional in the park. It is a pleasure to come bombing down a hill at about 35 mph and startle the skinsuits off them. Then there are the Rastafarians, who make up a good sized portion of the "serious" bike riders in Prospect Park. At least their bikes are serious; the owners are usually worshipping their god (ganja weed) while out for both a physical and mental "spin."

THERE ARE THE CRETINS, usually about 14 years old and male. They make witty remarks to the effect that I am perhaps unaware of the fact that I am on a bicycle and not a motorcycle. I guess it's the bike helmet that leads them to opine on the subject. To their minds only motorcycle riders and persons of uncertain sexual preference wear helmets. It is obviously hopeless to engage in conversations that would educate them, so one must live and let

live. I do get these cravings to "Halt" the little angels, however.

One time I was standing on a train platform waiting to go out to the wilds of Long Island. A little old lady was eyeing me as though I were a mass murderer and my bike an ill-concealed Uzi. She finally got up her courage to approach me. "Are those knives on your bike?" she asked. I obviously had no idea as to what she was referring to and said something to that effect. She pointed at my toe clips and straps. She had thought that my fierce black straps were knives. New York is tough, but not that tough!

EVEN WITHOUT ANY REAL mountains here we still manage. North of the City there are some fairly large hills with an extensive network of dirt paths and trails. They follow water aqueducts up in Westchester County. There doesn't seem to be much competition for trail space there, one of the benefits of living here. The trails go through the woods and fields, with an occasional swamp to liven things up.

We're pretty civilized, and bicycles are allowed on the commuter trains that connect Westchester County to New York City. The railroads, in conjunction with a bike, allow you to get in many bike miles without having to double back. By checking out an area on a topographic map and heading north on the train to the nearest station, you can ride through the woods, get totally exhausted, and wind up at another town and railroad station. No driving and no doubling back. It's not California or Colorado, but it's not bad!



THE FOULNESS CONTINUES:

By John Kirkpatrick

The day was foul. Dante, dear friend, cowered behind every saddle. The wind only stirred up the mud and made it deeper. Cold hung like icicles. "Mother f-----" echoed across the pack as it prepared for the gun.

Only Hell would heal this. At least Hell is hot.

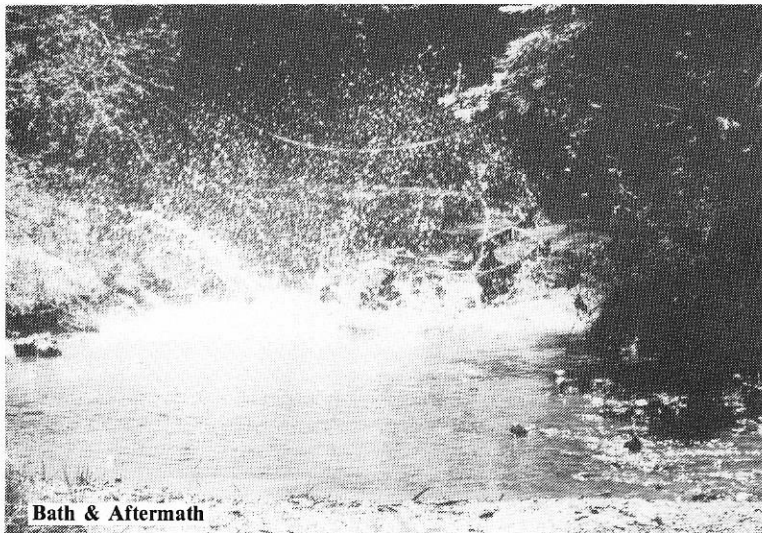
Typical mountain bike race start (unless of course one lives in Southern California). "Who are those guys?" Redford's leap into small rivers is the route these gentlemen and a few assorted women must take today.

I have watched the foulness grow. Yellow, steep, Northern California hills. Yellow sticking weeds bent over with wind. Silhouetted on the horizon the riders stagger up the edge like ants fighting the gravity of an evil wall. The descent is even worse. The real winner here is the one with the greatest number of salt waves curving out from the edges of his eyes.

Mountain bike racing is particularly interesting.

Joe Murray, reigning National Champion, looks like "Leave it to Beaver" and he will kick your ass and steal your wallet--softness leaks from his quiet demeanor.

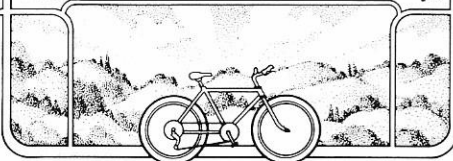
Fat tire guru Steve Cook looks like the remains of a 50 year old coke freak with somewhat of a beard in Colorado. He



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too, will kick your ass.

At 34, Jim Harlow is a child with a fantasy of perfection. Hard work and concentration are words he defines. He never wins, yet he is brilliant on a bike.

These boys and another hundred like them dance in the woods on a regular basis. Off-road bikes are ten years old now. Today there are six pro teams, five classics, dozens of smaller events, and twenty percent of the advertising dollars are devoted to beating the hell out of self over the foulest courses one can imagine.

Riding down empty stream beds alive with an assortment of jagged rocks. Steep. No hands on the brakes can have a great impact on a large breakfast. Add a stream or two to fall into, not to mention a couple of miles of mud through

dense forest with poison oak; add the drug-like aerobic rush one achieves on the outer edge of physical capacity and there you have a mountain bike race. Fun, huh?

Beautiful bodies are rare, but not so for the off-road racer. Their figures are toned and tested and art. They are dancers at their best, dancing with death at their worst.

I suspect individual brilliance is the achievement here. Team tactics are close to impossible. Winning is the art of pushing one's edge over the edge and then falling into whatever abyss some evil course designer has dreamed up.

I have watched this foulness grow for three years and I like it. It bends one's soul. It forces one to the outer edge and over. "Who are those guys?" is worth

everything the Sundance Kid ever meant when applied to the mountain bike racer.

Aerobic artists on the road are easily consumed by mountain bike tacticians. A testy descent down a ravine will often leave the finest roadies wrapped around a tree. The tactician continues, teeth hanging from the upper jaw, an evil laugh sliding out of the mouth into the wind. The gladiator continues. This is his life.

One wonders about all this. But then the camera records only beauty. Life throws away the rest.

Sitting in a bar, alive, afterwards, is an accomplishment. The body is disintegrated. The beer goes down. Food. Sleep. The bike is waiting. Dawn with dew. It is time to get up, my friend. The foulness is waiting.



Photos by Charles Kelly

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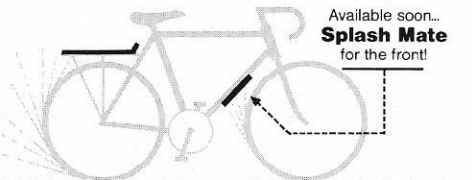
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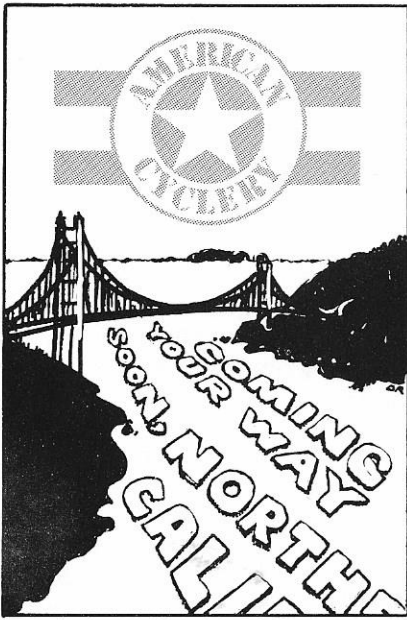
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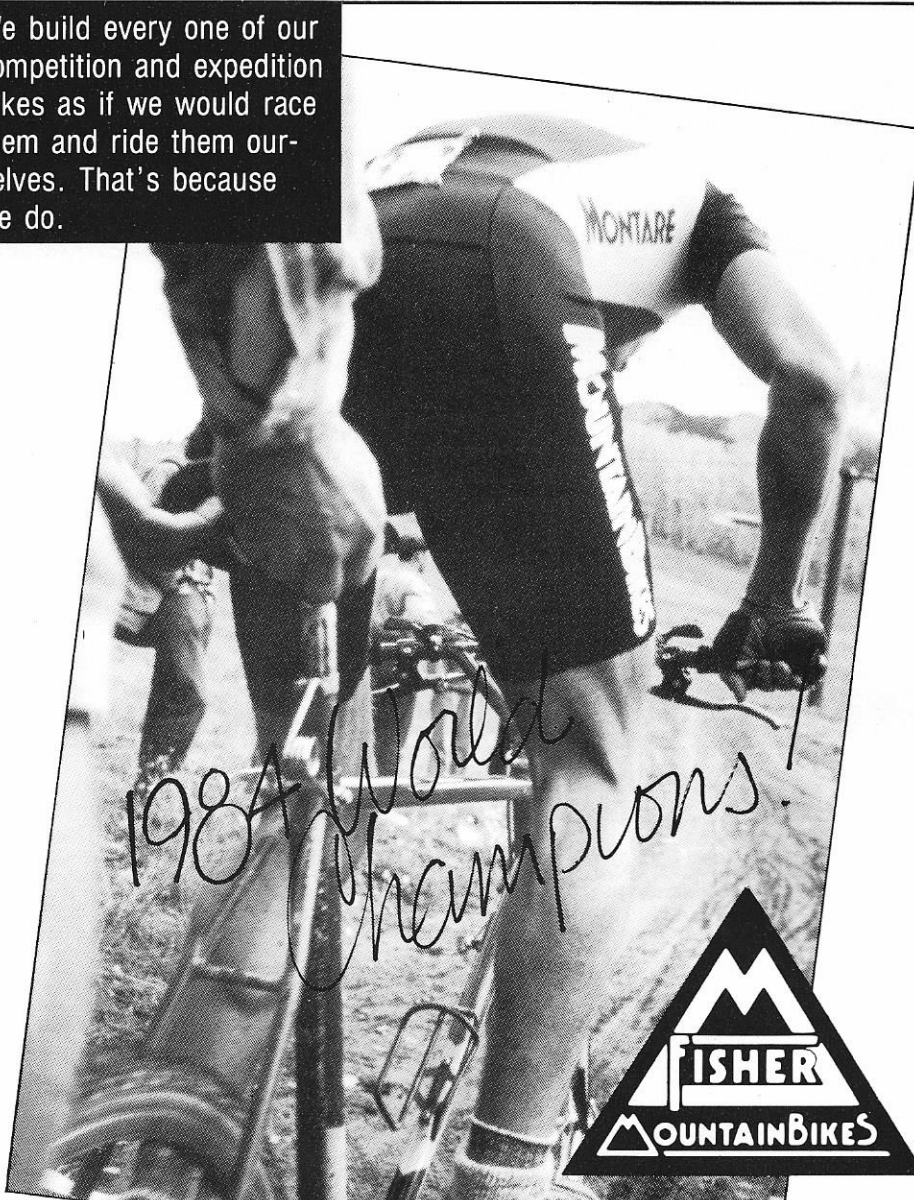
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GONZO EVENT ▶▶▶▶

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JUNE

June 23; race: "Pacific States Series," Eugene, OR. Contact: Brian Skinner 213-372-2131

June 30; race: "Pacific States Series," Seattle, WA. Contact: Brian Skinner 213-372-2131

June 30; race: "Carlsbad Grand Prix," Carlsbad, CA. Contact: Bob Hadley 714-624-5393

JULY

July 7; race: "Pacific States Series," San Francisco, CA. Contact: Brian Skinner 213-372-2131

July 12-14; race/rally: "Mountain Bikes in Mountain State," Slaty Fork, WV. Contact: Gil Willis 304-572-3771

July 14; race/ride: "Revenge of the Siskiyous," Ashland, OR. Contact: Siskiyou Cyclery 503-482-1997

July 14; race: "NORBA Rocky Mountain Series," Ft. Collins, CO. Contact: Glenn Odell 805-688-2325

July 18-20; "Plumline Mountain Bike Rally," Mammoth, CA. Contact: Wally Hofmann 619-934-3498

July 19-21; race: "Whiskey Creek Stage Race," Mammoth, CA. Contact: Wally Hofmann 619-934-3498

July 20, 21; race, trials: "Canaan Mountain Series," Davis, WV. Contact: Laird Knight 304-259-5606

July 21; race: "The Great Flume Race," Incline Village, NV. Contact: Max Jones 702-832-0726

July 21; race: "NORBA Rocky Mountain Series," Boulder, CO. Contact: Glenn Odell 805-688-2325

July 28; race: "NORBA Rocky Mountain Series," CO Springs, CO. Contact: Chris Caunt 303-475-0149

July 28; race: "Tour of the Laurel Highlands," Somerset, PA. Contact: S.A.S.E. to Dave Willard, 1530 Victoria Drive, Pittsburg, PA 15227

AUGUST

August 4; race: "Bigfoot Challenge," Willow Creek, CA. Contact: Tim Foster 707-443-0871

August 4; race: "75-Miler," Winthrop, WA. Contact: Ted Reese 506-996-2411

August 4; race: "NORBA Rocky Mountain Series," Denver, CO. Contact: Scott Carpenter 303-759-3178

August 11; race: "NORBA Atlantic States Series," Plymouth, NH. Contact: John Rankin 603-536-3655

August 24; race/tour: "Cascade Cruise," Bend, OR. Contact: Speed and Research 503-389-4315

August 24; race: "Mosquito Pass Challenge," Leadville, CO. Contact: A Sporting Proposition 303-449-8896 X121

August 24; race: "Oregon State NORBA Championships," Bend, OR. Contact: Speed and Research 503-389-4315

August 25; race: "NORBA Atlantic States Series," Helen, GA. Contact: John Koening 404-878-2851

SEPTEMBER

September 1; race: "NORBA Atlantic States Series," Baltimore, MD. Contact: Mark Lefkowitz 301-944-2453

September 6-8; race: "New England Fat Tire Stage Race," Amherst, MA. Contact: John Kirkpatrick 212-634-8400, 800-221-6764

September 8; race: "Third Annual Mountain Mania," Placerville, CA. Contact: Bob Edwards 916-739-6931

September 13-15; stage race: "Crested Butte Stage Race," Crested Butte, CO. Contact: Crested Butte Mountain Bicycling Association 303-349-6761

September 14, 15; race: "Chequamegon Fat Tire Festival," Cable, WI. Contact: Tom Kelly 715-634-3794

September 16-22; race, tour: "Fat Tire Bike Week," Crested Butte, CO. Contact: Nell Murdock 303-349-6761

September 21, 22; race, trials: "Canaan Mountain Series," Davis, WV. Contact: Laird Knight 304-259-5606

September 28, 29; race, trials: "N.O.R.B.A. National Championships," Santa Barbara, CA. Contact: Glenn Odell 805-688-2325

OCTOBER

October 5; race: "Road Apply Rally," Farmington, NM. Contact: Clifford Clark 505-327-0376

October 26, 27; race, tour: "Oktoberfest Stage Race," Tucson, AZ. Contact: 602-526-4652

NOVEMBER

November 9, 10; race, trials: "Eagle's Nest Mountain Bike Stage Race," Pisgah Forest, NC. Contact: Lee Reading 704-877-4213

November 9, 10; race: "Saguaro Lake Race," Tempe, AZ. Contact: Tempe Bike Shop 602-966-6896

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ROSS BICYCLES



Photos by Ron Harford

Race Reports

TOUR OF THE SAN PEDRO RIVER VALLEY March 17, 1985

The Tour of the San Pedro Valley in southeastern Arizona had a racing category one step above Pro/Expert. Dubbed the "Animal" class for obvious reasons, in this race it covered 96 miles of dirt roads. Pros and Experts rode half that distance, and the other classes one fourth or 24 miles.

In the long distance event Bill Schultz took a little more than half an hour out of his nearest rival, Joe Burns. (We'll bet Joe Burns!) Schultz covered the distance in 6:03:17 to Burns' 6:35:42. Third place went to Paule Valente.

Wes Weishart served notice in the Pro-Am with a twelve-minute win in the 48 mile race, in a new course record of 2:31:30. Weishart has entered four Arizona races so far, winning three and placing second in a downhill stage of last year's Oktoberfest race at Mount Lemmon. Second place went to Mike Smith.

In the closest finish of the day Ironman Stuart Milton took the one-speed prize in a sprint finish with Bryan Smith, nipping him at the line by one second in 1:20:22. The two were fifth and sixth overall for the 24 mile distance.

Other winners were:
Men's Expert (48 miles): Steve Tracy (2:43:30)
Men's Novice (24 miles): Dean Segovis (1:34:44)
Women: Sue Thisdell (no time)
Veteran: Wally Ghia (1:39:25)

RACE THE VOLCANOS March 17, 1985

Meeting no "name" opposition, the Fisher team easily swept the first three places at the Albuquerque volcano race on March 20. Joe Murray and John Loomis finished together in a tie for first place after thirty miles and three thousand feet of vertical change, followed six minutes later by teammate Jim Deaton. The first local rider to finish was Chris Grove, sponsored by Two Wheel Drive, three minutes off Deaton's pace. The winning time was 2:08:52.

In the other categories, the women's winner was Sherri Andrews, whose time over a ten mile course was 54:14, more than ten minutes ahead of the next woman. Vet winner was Tod Williams, with a time of 41:00 over a seven mile course.

Results, Race the Volcanos March 17, 1985, Albuquerque, NM

Pro-Am/Expert (30 miles)

- | | |
|----------------------------------|---------|
| 1. John Loomis/Joe Murray (tie) | 2:08:52 |
| (Fisher) | |
| 3. Jim Deaton (Fisher) | 2:14:52 |
| 4. Chris Grove (Two Wheel Drive) | 2:17:50 |
| 5. John Frey | 2:18:42 |
| 6. Brian Belew | 2:25:37 |
| 7. Lou Romelli | 2:25:44 |
| 8. Pat Pickens | 2:32:13 |
| 9. Blair Snell | 2:34:17 |
| 10. Royce Johnson | 2:38:17 |

SPRING RUNOFF April 27, 28, 1985

In the first major west coast off-road meet of the young season, Joe Murray of team Fisher kept on doing what he does best: winning mountain bike races. At the Placerville, CA event on April 27 and 28, he picked up one or two more victories, depending on how you count. By winning the hill climb on Saturday and the enduro on Sunday, Joe took top honors for the weekend.

This wasn't one of Joe's easier wins though; Roy Rivers, a newcomer to the pro ranks, rode the distance with him and shared the lead late on the last of three ten-mile laps, but lost out in the final sprint and finished ten seconds back. In the process, both riders finished some twelve minutes ahead of Murray's course record. Rivers did something few others have done after he lost contact with Murray due to a dropped chain on lap one; a minute in arrears, he made up the distance and caught Murray at the top of the last climb, where he took the lead briefly.

In the women's events, Jacquie Phelan kept up her winning ways, but a new woman rider, Ramona D'Viola riding for Ritchey USA came as close as any woman has, trailing by only two minutes

JOEY PETERSON riding for Wilderness Trail Bikes/Suntour.



Bob Edwards takes ROGER MARQUIS' number as he finishes the race.

at the end of thirty miles.

The hot new west coast team seems to be one of the less well-financed variety, the Wilderness Trail Bike/Suntour squad. Aside from NatChamp Phelan, it included second place rider Rivers, fifth and sixth Casey Kunselman and Todd DeAngelis, and Joe Peterson, who was fourth in the hillclimb, but eliminated from the enduro by a pair of flat tires. Conspicuous by their absence at the Runoff were the Stumpjumper team and most of the Ross Indians, who were represented only by Joe Sloup and Aaron Cox.



Photos by Charles Kelly

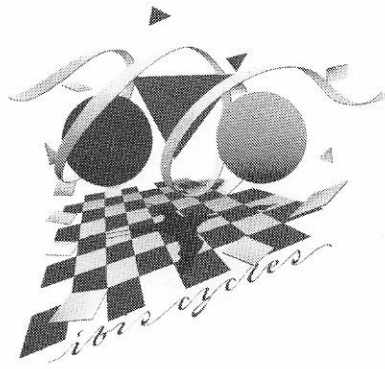
Points Standings, Spring Runoff Hillclimb, 30 mile enduro

1. Joe Murray (Fisher)
2. Roy Rivers (WTB/Suntour)
3. Mike Jordan (Ibis Cycles)
4. George Theobald (Mountain Goat)
5. Casey Kunselman (WTB/Suntour)
6. Todd DeAngelis (WTB/Suntour)
7. Roger Marquis (Ritchey USA)
8. Joe Sloup (Ross)
9. Jim Deaton (Fisher)
10. Pat Bydalek

Women

1. Jacquie Phelan (WTB/Suntour)
2. Ramona D'Viola (Ritchey USA)





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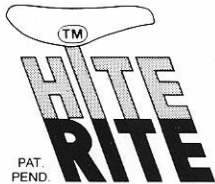
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NEW PRODUCTS!

Pro Class™ Rims

The BMX boys are in mountain bike gear now and from BMX Products, Inc. comes these new hard anodized rims with holes drilled in all the right places to reduce weight while retaining maximum strength (if you believe press releases). The finish is touted as being harder than routine anodizing, and we are told that the color will last much longer. And finally, it says here that the 24" model weighs 19 ounces and the 26" is 21 ounces.



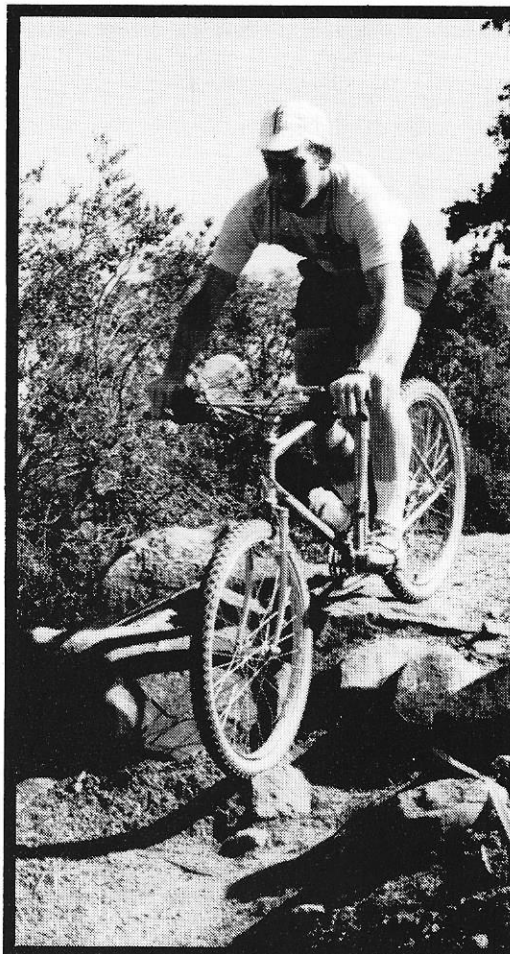
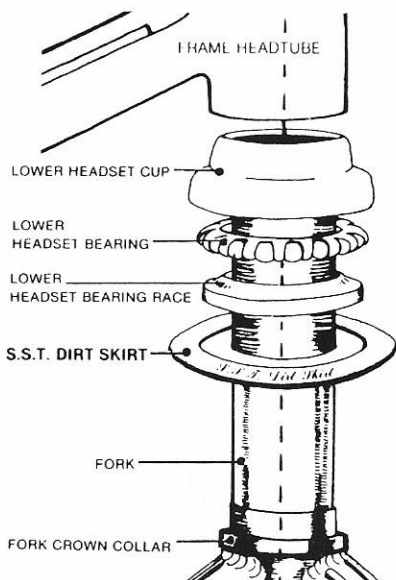
Asahi Bushwacker



Here's another little mountain bike to keep the family riding together. The Asahi Bushwacker looks just like its grown-up cousin, but has 20" wheels.

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Scura Speed and Technology brings us this handy gadget, a little shield that deflects all the bad stuff before it gets to your lower headset race.



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The head unit is a foolproof system; loosen the Allen bolts, twist the bearing cups to your desired angle; allowing fork angle change, tighten the Allen bolts and go for it.

All components on the Montaneus are individually selected for the best all around performance. Durability and design of the Montaneus and its adjustability, are due to the adjustable head unit, making the Montaneus a "riders" bicycle.

Ride the new Montaneus and see what you've been missing.

It's a tough road to the top....

That's why our rear dropouts are made of the same 6061-T6 treated Aluminum that the rest of the frame is made of; 20% lighter than chrome-moly, yet just as strong.

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SPECIFICATIONS:

Sizes available: 19, 21, 23 (21 inch bike specified)

Weight: 28 pounds complete; frame 4 pounds 11 ounces, fork 1 pound 12 ounces.

FRAME: Aluminum 6061 T6 heat treated after welding.

Headset: ABM adjustable sealed.

Fork: Unicrown, tig welded chrome-moly, tapered tubular.

Braze-Ons: 2 water bottles, rear rack, fenders, cable stops, 2 rear drop outs eyelets, (Riv-nuts for Braze-Ons)

Wheelbase: 42.15 to 43.85 inches adjustable

Top tube: 23 inches

Chainstays: 18 inches

Head tube angle: 66.4 to 71.6 degrees adjustable

Seat tube angle: 71 degrees

Bottom bracket: 11½ inches

Fork rake: 2 inches

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Missouri Progress

In our last issue we printed a note from Mike McClain in Missouri in which he mentioned that the cyclists there have made excellent progress in resolving trail use disputes in Missouri State Parks. Studies are being conducted, and cyclists have been granted access to a number of trails.

In a recent conversation with Mike, he tells us that the FAT TIRE FLYER was instrumental in the decisions allowing cyclists on these trails. It seems that an article by John Ross in the May-June 1984 issue entitled, "Point Reyes--Fat Tire Friendly," was used as a convincing argument that bicyclists and other park users could exist in the trail system with a minimum of conflict.

It's a good thing progress was made in Missouri, because now Point Reyes has been closed to bicyclists!

Ladies Auxiliary

According to an item in the Arizona Bicycle Sports Association (ABSA for short) newsletter, an attempt is being made to form a Ladies Auxiliary to help officiate at mountain bike races. (How about a Ladies Auxiliary to race in them?) Arizona ladies who feel the auxiliary spirit should contact Sandy at (602) 622-BIKE.

Mont Blanc Conquered

In our last issue we mentioned that the highest peak on the African continent had been conquered by mountain bikers. (Cousins Nick and Dick Crane reached the top of Mount Kilimanjaro.) Now the highest peak in Europe, 15,772' Mont Blanc has seen mountain bikers at the top. On September 14 of last year, Dutch riders Jaap Lampe and Erik Pootjes took their mountain bikes to the top, although it would be misleading to say that they rode them there. In order to get up some of the more technical spots, they had to disassemble the bikes and climb with them strapped to their backs.

Interestingly, the first mountain bike ascent of Mont Blanc comes almost exactly 200 years after the first ever ascent. We thought you would be dying to know that it was first climbed in 1786 by Dr. Michel Piccard of Chamonix.

Now that the highest peaks in Europe and Africa have been mountain biked, that leaves Aconagua in Argentina (22,835'), Mount Everest (29,000'), Mount McKinley (20,300'), Mount Kosciusko (7,305') as the highest unbiked peaks on (respectively) the continents of South America, Asia, North America and Australia. What are you waiting for?

Fantom of Fatire

There is a place for humor, but we are offended when those with lower esteem for the finer things in life presume to poke fun at subjects that should not be ridiculed. Nevertheless, in the interest of free press, we hereby publish the following press release. Let the buffalo chips fall where they may.

Law Offices of: Jacoggy and Tyres

Someday it may happen to you. You read it in a magazine, or you here it (sic!) on television. A self-proclaimed expert blatantly declares it as a Crested Butte forum. What is it? The false attribution of the origin of off-road cycling to a town other than your own.

YOU know where mountain biking developed... and now YOU can prove it! The Law Offices of Jacoggy and Tyres will develop an iron clad legal case proving beyond any reasonable doubt, that your home town developed the first off-road bicycle. And the rates are so reasonable! Sample fees, based on the time needed to research and prepare the documents, are listed for various locations. Call the Jacoggy and Tyres office nearest you to obtain a personalized quote for your town of residence.

San Diego	\$50
Seattle	\$62
Marin County	\$75
Palo Alto	\$76
Crested Butte	\$93
East Haddam, CT	\$211
Stoned Ridge, NY	\$14,311*

Quote to show fat tire cycling existed here at any time.

This dubious piece of penmanship is signed Haurio Lutum, Esq., an obvious forgery. The envelope was addressed with a shaky hand, and it was postmarked San Diego.

Mountain Bike Resort?

There are resorts for alpine and nordic skiing, sailing, diving, and any number of active sports, but with the possible exception of Crested Butte during Fat Tire Week, there are none for mountain bikes. That may be changing. Our British spies report that a small town in Wales has embraced the idea of being the first resort of this type.

Llanwtryd Wells is not a tongue-twister, it's officially the smallest town in Britain, with a population of 500. (It says here that it's pronounced *Chlanooted* but we don't believe that.) The people there know how to have a good time in their rugged, mountainous area; for the last five years they have held a 22 mile man vs. horse race, which the horse has never lost. Other sports include huge group hikes of 300 or more people, and a beer festival.

If all goes as planned, this year Llanwtryd Wells will become the first "bike resort." Now we can start thinking about the really important stuff, such as what does one wear "apres-bike"?

Himalaya-China Expedition

After a number of exchanges with the government of China, a group of riders has been granted permission to approach Mount Everest by crossing the high plateau of Tibet, an 800 mile trek through an area where few westerners and no mountain bikes have ever been. Called the 1986 Everest Mountain Bike Expedition, the trip is more than an adventure and a test of mountain bikes and equipment; it will also be a psychological experiment in which the dynamics of an all-male group are explored. According to organizer Mike Broffman, "Seventy percent of the all-male mountaineering expeditions suffer from internal tensions. It's not unusual for climbers to walk off a mountain before the serious climbing even starts." With this in mind, the 1986 expedition will attempt to explore and overcome these problems, which are apparently common in groups assembled from the strong-willed and independent types who comprise expeditions of this sort. In addition to the psychological experiments, the group will also perform medical experiments in high-altitude physiology.

Ad Asperations

Some people really know what's important in life. We culled this ad from a British publication, BICYCLE ACTION:

"Swap my good but clutchless Morris 1000 Traveller and Alfa Sud for a mountain bike and an interesting t-shirt!"

Continued page 20.

Nepal

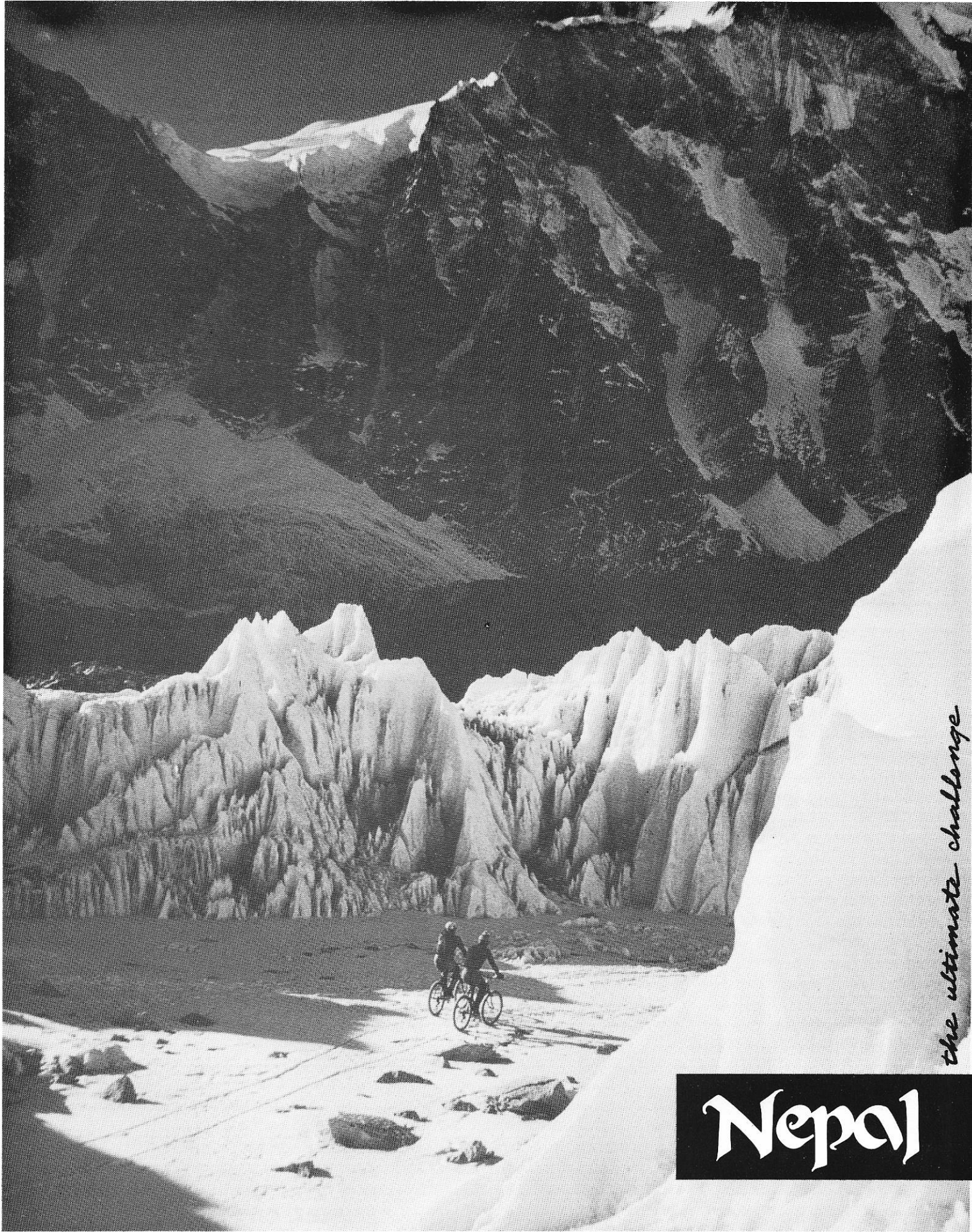


△ mountain people meet
the mountain bike

crossing
the glacier ▽



photos by Greg Vann



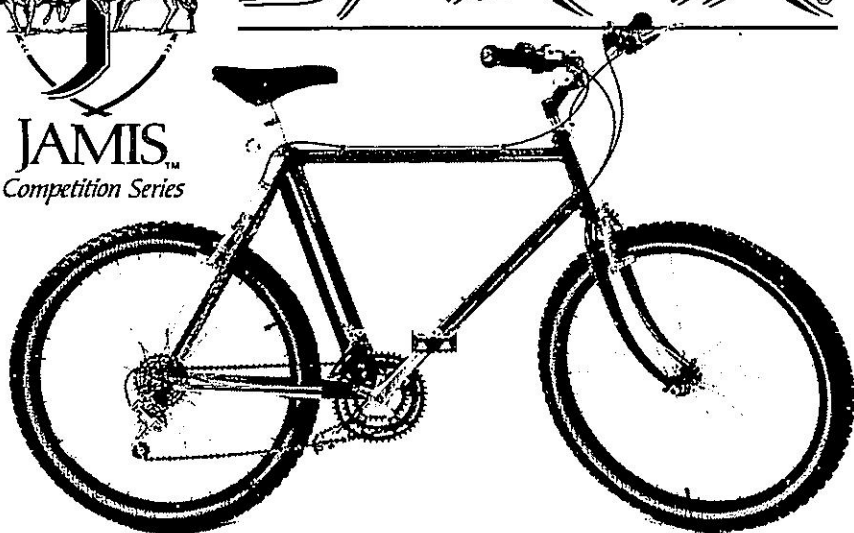
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Aluminum Intensity

Several manufacturers are using oversize aluminum tubing for mountain bikes, most notably Cannondale, but also NORBA National Vet champ Charlie Cunningham. Gary Klein, a well-known frame builder, began using oversize aluminum a decade ago for his road frames, and filed for a patent on its use. This patent was based on an unusual premise, which was the improved performance due to the stiffness of the frameset. Since performance is difficult to define, the patent application took a long time going through channels, but in February of this year it was granted.

Klein has just begun building a mountain bike frameset, and in light of his patent, he believes that Cannondale and Cunningham, as well as several other builders, are infringing on him. Klein says that he licensed some builders, but has begun litigation with Cannondale. He also says he has sent Cunningham a "cease and desist" letter, although Cunningham's output of a couple of dozen frames a year is not likely to cut too deeply into Klein's market.

There are a number of other aluminum bikes on the market, but those which use standard size tubing are not affected by the patent, which only applies to the use of oversize tubing and the resulting stiffness. 

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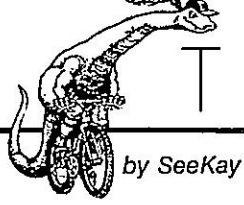
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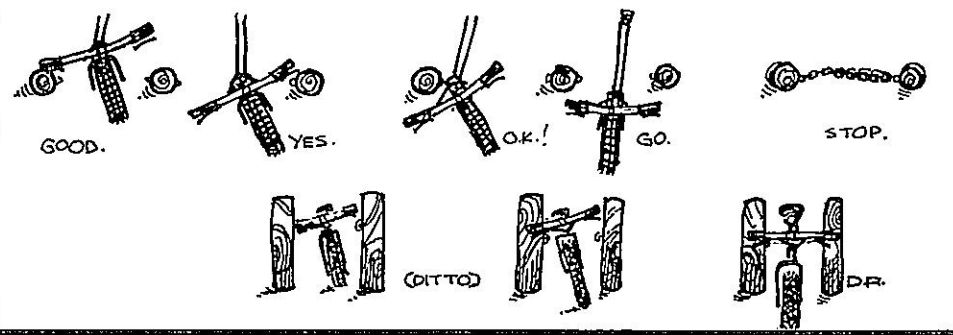
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FAIRFAX, CA 94930



OBSTACLES

Now and then riders meet with narrow passages between vertical obstacles, such as trees, fenceposts and the like. Because most riders have yet to cut down their bars to proper length, these obstacles require them to dismount to pass. In some cases the passage is too narrow even for bars of the proper length, but surprisingly, many riders can negotiate them.

The dismounted rider has no trouble getting through by cocking the wheel to one side and putting one bar end through at a time.



The technique is the same for the mounted rider.

Approaching the opening, slow to walking speed. As the front wheel enters, turn sharply to one side, which will allow the bar end on the outside of the turn to pass the opening. Now tip the bike away from the inside of the turn to clear the inside bar. Viola! You're through.

Even a simple explanation can be confusing, so here are charts, graphs and photos to illustrate the process.

TIRE CARE

Although the tread on a typical fat tire may last for years depending on use, many tires fail when the sidewall blows out. Because the sidewall casing on a "skinwall" tire is protected from the elements by only a thin layer of rubber, when this rubber deteriorates it lets in the elements and accelerates the aging process. Several factors are involved in the deterioration of the protective layer, chief among them sunlight, ozone, and solvents used around bicycles. It stands to reason that the more of these things you can keep away from the tires, the longer they will last.

Sunlight is a primary culprit. If you see a bike that has stood exposed to strong sunlight for any length of time you can observe the difference between the side of the tire in the sun vs. the shaded side. Here are two ways to protect your tires from this kind of aging.

Riders who use sew-up tires have the same problem, and there are products for them that replace the latex that has rubbed off. The stuff may appear under several names, but it is nothing more than a solution of latex that you paint onto the sidewall.

Another product blocks the sun out completely. It's "tire-black" made for hot-rodders who want to keep their cars looking spiffy. This is a black dye that can be painted over the sidewall; it dries in a few minutes. This also changes the appearance of the tire. If you want to go the entire hot-rod route, you then paint all the raised letters white.

FLAT TIRE CRYER

Speaking of tires, here's an experience that

is much more fun to read about than to have. Although most of us carry patch kits, with luck we may not need to use them for long periods of time. Like a year or two. We know that if we need it, it's right there under the saddle or someplace like that.

Okay, now you're out on the trail. Bang, hiss, boo-hoo, flat tire. You get out your kit, roughen up the tube, then attempt to squeeze a little glue onto the affected area. Hey, guess what? All the solvent has evaporated right out of the little tube, and you're stuck but your patch isn't. Better a hum a few choruses of "These Boots are Made for Walkin'," 'cause that's just what you're gonna do.

Now that you're sufficiently worried, check out your idle patch kit and see if there is any glue. If you have to get a new kit, look for the kind in which the glue is sealed into one-patch doses. And don't thank us now, thank us out on the trail.

FLOOR PUMP STUFF

Most bikies have a floor pump around the house. This simple tool is very convenient for, say, inflating tires. However, like a neglected patch kit, it can let you down at a crucial time, such as when you want to use it. Here are a couple of maintenance tips that will make it last considerably longer.

The better pumps have a little clip at the top end that holds the hose when the pump is not in use. Most people do not use the little clip, and instead they let the hose flop around between uses. Not good. Eventually the hose will develop a leak where it receives

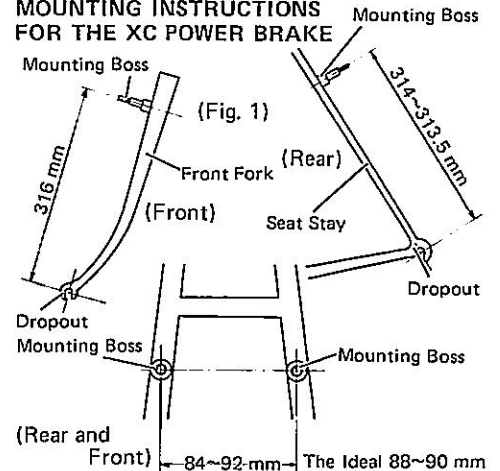
the most stress, the attachment at the lower end of the barrel where it is constantly being bent. And how do you find out that there is a leak? You attempt to pump up a flat tire, and wind up walking or driving to the gas station because when you try to borrow one from the guy next door, his has the same problem, that's how. SeeKay says, "An ounce of prevention beats pounding the pavement," but if the hose leaks before you read this you can usually buy a replacement in a bike shop.

The other part that commonly fails on a floor pump is the leather washer inside the cylinder on the end of the rod. If this becomes dry or cracked, it won't seal; refer to last paragraph for results. A dried washer can be rejuvenated or a working one can be maintained by an application of grease at infrequent intervals, like a year or so. Unscrew the cap on the end of the cylinder and pull out the rod. If you've gone this far, grease it even if it isn't dried out. If it is dried out, work in the grease for a moment until it softens up.

ROLLER-CAM BRAKE MOUNTING

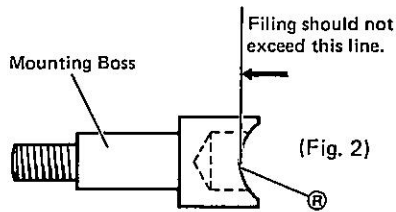
Although Suntour assures us that the problem has been corrected, a number of roller-cam brake sets were shipped without the instructions for mounting them. Riders who have purchased bikes with roller-cams may not have any literature on servicing them. Here as a public service (and with the permission of Suntour) we are reproducing the factory instructions.

MOUNTING INSTRUCTIONS FOR THE XC POWER BRAKE

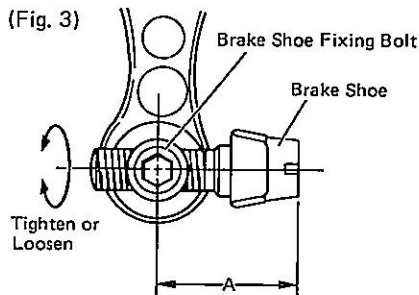


- 1) The mounting bosses for the XC brake are to be brazed onto the front fork at a distance of 310 mm above the center of the front dropouts (when using a 26 X 1.75 rim). The mounting bosses for the seat stays should be brazed onto the stays at a distance of 312.5 to 314 mm from the center of the rear dropouts. The distance between the bosses on the stays or fork blades is to be between 84 and 94 mm. The ideal is 88 to 90 mm.

Continued next page



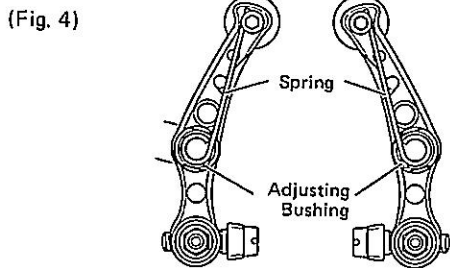
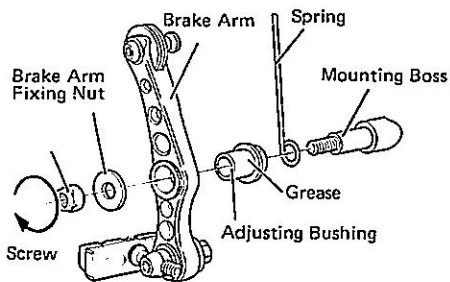
If this is not possible due to tubing abnormalities, the bosses can be filed down. Please keep in mind the filing should be done only to change the radius of these bosses bases to match the tubing. Avoid shortening the bosses—this will cause inadequate clearance between the stays/ blades and the brake shoes, making wheel removal difficult.



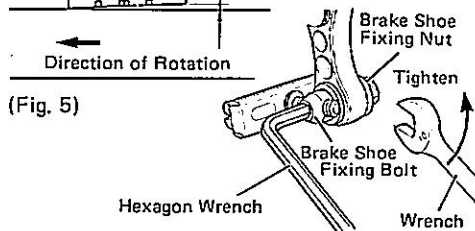
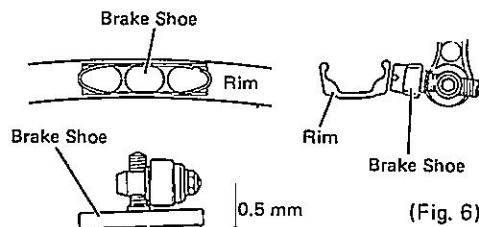
(Chart 1)

Center to center of Mounting Boss (mm)	92	90	88	86	84
A (mm)	29	28	27	26	25

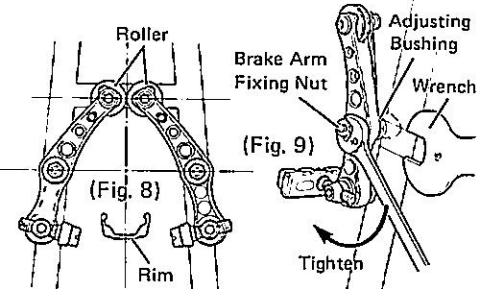
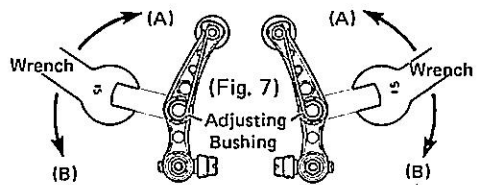
2) Before installing the brake arms, measure dimension "A" in Fig. 3. (Center of the mounting boss to the outer edge of the brake shoe). This distance must be adjusted according to the chart accompanying Fig. 3. The brake shoe is fixed to the brake arm by a threaded bolt. The distance between the brake shoe and the rim can be adjusted by rotating the brake shoe clockwise or counterclockwise.



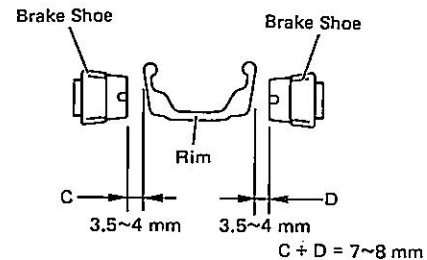
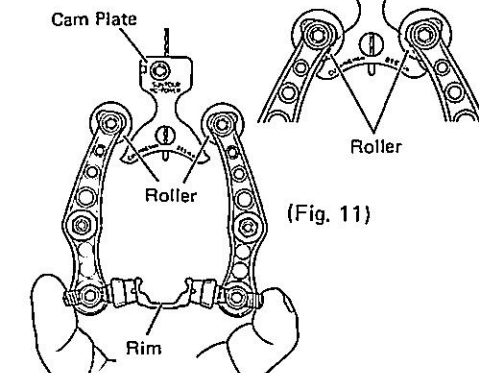
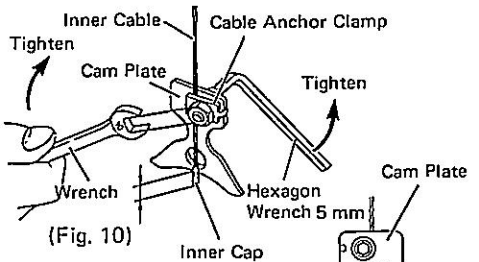
3) When installing the brake arms on the mounting boss, grease the contact point between the bushing and the brake arm. Please refer to Fig. 4 for proper installation of the spring.



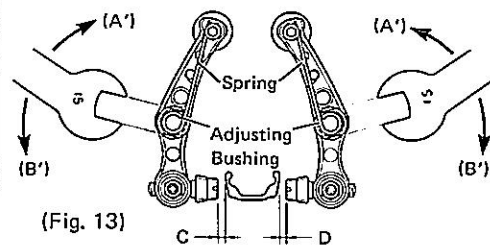
4) Toe-in adjustment of the brake shoe is necessary to ensure proper contact with the rim. There should be 5 mm between the rim and rear edge of the brake shoe, allowing the front of the shoe to contact the rim first. After adjusting the brake shoe, tighten the brake shoe fixing bolt using a 5 mm hexagon wrench. (Fig. 6) Recommended torque is between 60-90 kgf. cm.



5) Adjust the spring tension by tightening the adjusting bushing of the brake arm. Use a 15 mm cone wrench for this adjustment. Turning this bushing clockwise will increase the spring tension (A). Turning counterclockwise will decrease the spring tension (B). Note that turning the adjusting bushing too far can result in locking the brake arm against the rim.

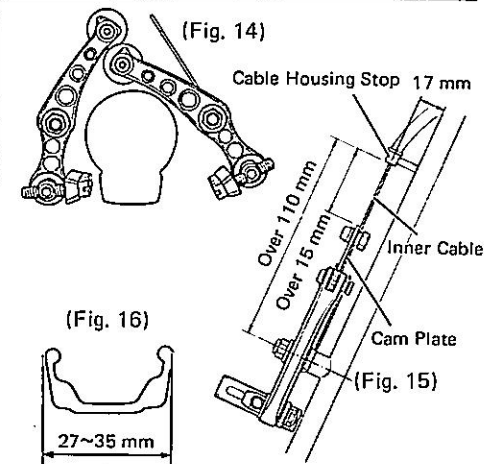


6) Run the cable between the cam plate and the cable anchor clamp. Tighten the anchor bolt (using a 5 mm hexagon wrench and 10 mm open end) (Fig. 10). Install the cam plate between the rollers by squeezing the brake shoes against the rim (Fig. 11). Check the clearance between the rim and brake shoes. Proper clearance is 3.5 to 4 mm between each shoe and rim. Clearance can be adjusted by loosening the cable and raising or lowering the cam plate. Raising it will decrease the clearance, and lowering it will increase the clearance. Fine adjustments can be made by using the cable tension adjuster on the brake lever. Once adjustment is set, check the tension on the cable anchor bolt against the cam plate. Recommended torque is 80 to 100 kgf. cm.



7) At this point, re-check the tension of the springs by squeezing the front and rear brake levers. If unbalanced spring tension is evident from unequal clearances between the brake shoe pairs and the rim, adjust according to Fig. 13 and Part 5 in these instructions. If C is greater than D, turn both adjusting bushings in direction B. If D is greater than C, turn both adjusting bushings in direction A. If an adjusting bushing is too tight to turn, loosen the brake arm fixing nut, adjust the bushing, and re-tighten the nut using a 15 mm cone wrench to hold the bushing in place. Recommended torque is 80 to 100 kgf. cm. (Fig. 9)

8) For the final check, squeeze brake levers to check proper stroke on the cable. Check the cable anchor bolt against the cam plate. Check to see that the cam plate follows the roller groove properly. Check the brake shoe contact against the rim. Be sure it is set according to #4.



Note 1: The brakes can be opened as shown in Fig. 14 for easy wheel removal.

Note 2: For optimal efficiency on a small frame, the distance between the cable housing stop and the cam plate must be a minimum of 15 mm; the distance from the center of the mounting boss to the cable housing stop must be more than 110 mm; and the distance from frame to cable must be at least 17 mm.



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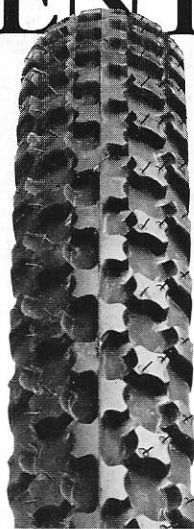
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