



Gordon Bainbridge

experience a continuing driving rain will eventually get through. (Please hold all letters regarding proper seam sealing; we understand this concept and we note that the weatherproof qualities of a GoreTex garment have more to do with the quality of its manufacture and care than the inherent properties of the material.)

As an illustration of the uncertainties of this part of the market, one manufacturer we spoke to had produced 200 copies of a garment he thought would be a big hit with the knobby set, and a year later, after showing them at trade shows and in his catalog, he still had 100 in stock. With the mountain bike explosion manufacturers see a huge potential market out there, and they know these people aren't riding naked, but **what are they wearing?**

Quite a few of them, it turns out, are wearing road cycling clothing. At any gathering of mountain bikies, such as at races, a large part of the contingent will be seen wearing standard road riding outfits, which means that off-road riders even now represent an invisible share of sales for manufacturers who don't cater strictly to this market.

a result extra clothing, tools and food are usually carried in a fanny pack, a backpack or on the bike. Still, in terms of comfort, warmth and practicality, road jerseys are as applicable off-road as any other garment.

On expeditions into potential changing weather, jackets, windbreakers or warmups are essential. The lightest protection from the elements is a GoreTex shell, which holds out wind and most water, although in our

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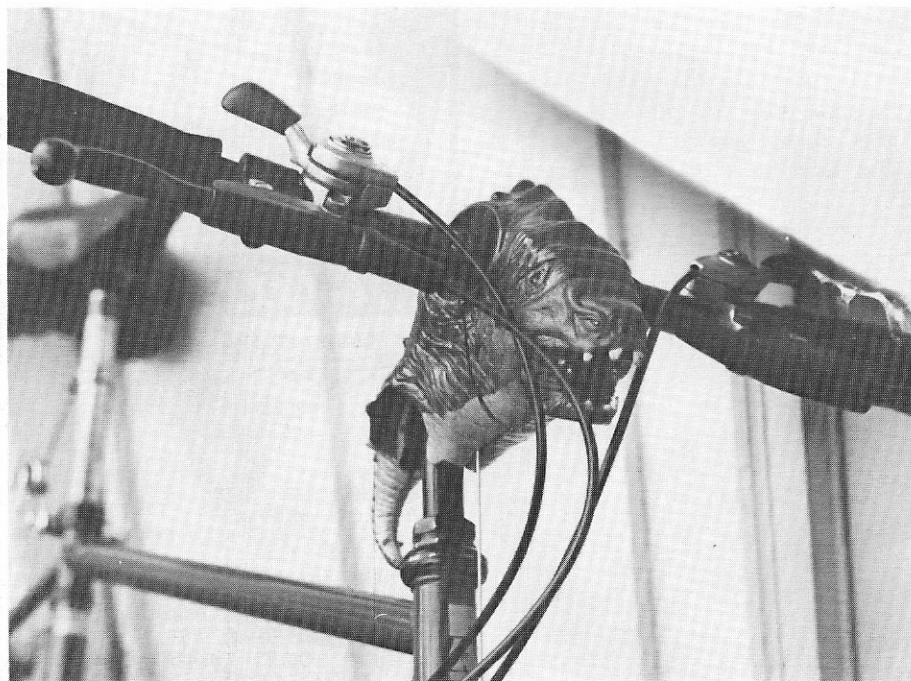
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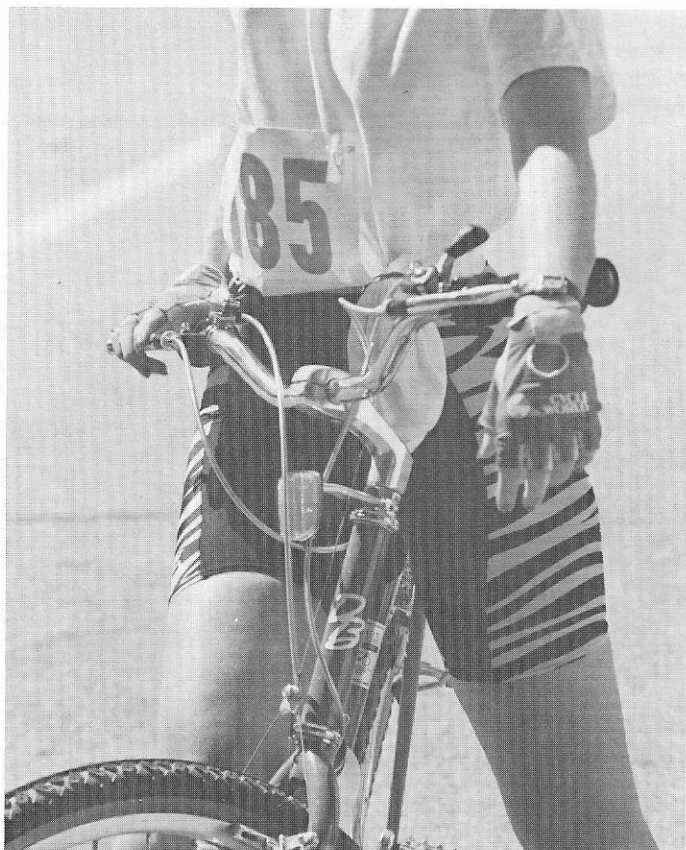
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This is a sample of FTF-approved cycling gear for casual outings. Note the tastefully imprinted t-shirts, worn outside the Plumline mountain bike pants. (The people who tuck shirts into riding pants are the same ones who button their top collar buttons when they aren't wearing neckties.) Shoes by Nike and Rivat.



Charles Kelly




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Charles Kelly

Our model here isn't riding, she's just looking. But hey, she's looking great in her matching top and riding shorts from Aussie Racing, along with Fisher bike with custom zebra paint from CycleArt.

We didn't pose this shot, but we didn't oppose it either. Obviously, girls just wanna have fun.

Charles Kelly



Charles Kelly

Trans-sport dressing for transport. A jogging outfit is turned into an off-road racing outfit with the addition of helmet and kneepad accessories.



Charles Kelly

GET DOWN, GET DIRTY; GET UP, GET CLEAN

by
Linda McCrerey

Among the joys of mountain biking are the "anything goes" attitude about clothing, and the freedom to get grubby. Even riders who try to avoid mud often emerge from the trail splattered and stained with the stuff. We're all familiar with that puddle at the end of a downhill, the one that jumps up to splat you just when you think you've made it all the way without getting messed up.

Mud and dirt come with the territory of mountain biking. Nevertheless, there are some mountain bikers who lead double lives, who must return to work in the mainstream of society without arousing suspicion about their extracurricular activities. The badges of the serious mountain biker, bloody shred-mo scabs, black crud under the fingernails, blistered, sunburned nose, and fright-wig hair, leave bosses business associates and clients unimpressed.

For those who must pass for normal, or who are fastidious by nature (a group that includes former roadies), fear not. You won't blow your cover if you carry a few basic grooming items along on the ride. Here are a few goodies that will help you look spiffy even under dirt, mud and blood.

Sunscreen lotion: By far the most important item to protect health and appearance. Fair-skinned people should use lotion with SPF (sunburn protection factor) of 15 to 20. Before a ride, apply the lotion to areas receiving maximum sun exposure: face (two or three layers on the nose), tops of ears and back of neck. In sunny weather, men may want to ride shirtless, so they should smear it on shoulders, upper back and arms. When wearing shorts, apply lotion to the front of the thighs and knees.

Sunscreen lotion prevents sunburn, wrinkles, premature aging and skin cancer. It allows a moderate, even suntan, not the stark "farmer's tan" that bikers often get. Carry a miniature bottle of sunscreen in your bike bag.

Lip balm: A good lip moisturizer with sunscreen is a must for the grooming kit. Dry, sunburned, and peeling lips are painful and ugly and can lead to skin cancer. Lip-conditioning sticks have come a long way since the original Chapstick, which some people find too hard and waxy. Now there are Vitamin E sticks and lip conditioners in



Don Mertle

Author Linda McCrerey performs her pre-ride wrist-loosening exercise.

Life Savers flavors. Women can wear lipstick as sunscreen and conditioner as well as for color and glamor.

Extra water bottle. You may already know about drinking plenty of water to replace fluids lost in sweat. Take along an extra bottle for cleaning up. Some people have sensitive complexions that break out when they sweat, because sweat stimulates oil production. During or after the ride, pour water on your bandanna and wipe the sweat, oil and dirt off your face. This simple act helps control acne and other skin irritations. The extra water bottle also comes in handy for cleaning gravel and dirt out of wounds before they become part of the crust.

Bandanna. There are many uses for a bandanna on a mountain bike ride. Starting at the head, a bandanna folded diagonally makes a great headband for catching sweat before it drips into your eyes. If you eat salt, your sweat can sting your eyes, a potentially dangerous situation because when you blink to clear them, you can't see where you're going. A headband also gives your helmet a snug fit.

To shield the sun from one side of your face, unfold the bandanna a couple of wraps and let a triangle hang over your face.

Women who aren't too buxom can wear a bandanna as a strapless bikini top tied in back, allowing for a suntan. Fold the bandanna on the bias and it stretches to about 37 inches; you will need about 1-1/2 inches for tying. Bring along two matching bandannas for a color-coordinated outfit: one for the head and one for the chest, or tie both together for the chest if there is a lot to cover. After the ride, use the headband soaked with water as a washcloth.

Mirror. A small pocket mirror can be a lifesaver. Bring one along not to flash distress signals, but to get bugs out of your eyes. This tip comes from Casey Patterson of Wilderness Bicycle Tours, an avid ultra-marathon competitor, who says, "Even with sunglasses, I get bugs in my eyes. The easiest way to remove one is by looking in a mirror and lifting it out with the corner of a bandanna."

Continued on page 32

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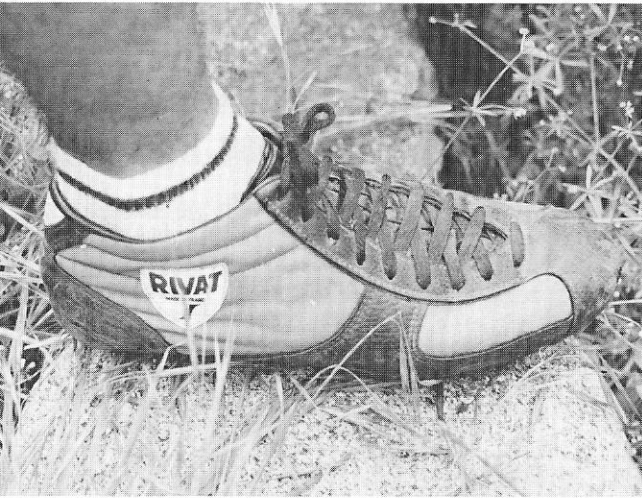
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Spring fashions for sprung bikes. Elbow pads and gloves by Haro, jersey by Giordana, and pants from Plumline.



Charles Kelly

The Rivat cyclocross shoe is the choice of many racers. These have two football style cleats on the heel for traction, and a corrugated sole for pedal grip.



Mountain bike shorts and sleeveless jersey from Emily K. The right jersey shoulder is padded for carrying the bike, which was supplied by Fisher.

Letters

Dear Charlie;

Thanks for the recent letter and the latest issue of the Flyer. When I opened the envelope I was amazed. I didn't realize that Observed Trials had taken root over there. As you know, my philosophy of cross country cycling is that it is an extension of Observed Trials; in that the sport of OT's is where you hone up the fine skills you need to tackle ANY terrain you may encounter on a day jaunt or tour, with confidence. This has certainly influenced my bike designs, and I was glad to see almost a whole issue of the Flyer devoted to OT's and trials machines. On the principle of 'when America sneezes, etc.,' I can look forward to greater interest over here in the not too distant future . . .

. . . My view of this country is that that it is one big trials section. We don't have the vast open spaces like you do; our paths are frequently nadgery affairs shared with horses, and for most of the year are thick with mud. Not quite the same as fast downhill for which the "mountain bike" was originally designed. Hence the fact that my bikes, and the designs they have spawned are much more trials oriented. Your trials mounts are beginning to look far more like our thoroughbred English touring ATB's and the designs I was coming up with five or six years ago.

With this evolutionary process in mind you might find my latest prototype interesting, because it is not only VERY trials oriented, but is a regular touring bike as well. I've been using it for trials outings (we don't have any regular trials competitions here yet), day jaunts and tours for the past five months, and it's proving to be a real little goody. The wheelbase is still quite long at 40-1/2 inches and I want to make a few more detail changes before it is ready for production, but the prototype in the photograph has all the essentials. One little feature that I'm sure we'll be seeing a lot more of, is the twistgrip gear changer that I'm developing. My initial worries that it would change gear when I didn't want it to, and indeed, this is the general criticism of other people, despite

watching me ride all kinds of hazards with it. However, I thought back to my days in motorcycle trials and the use of the throttle on a twistgrip, and that settled it; because use of this has to be just as delicate as the gearchange on a bicycle. And of course, the main thing is whether the idea works in practice, which it does.

Your article on riding in the snow and ice reminded me that the Hakka ice tires with the tungsten studs that I've always used are available on a regular basis now. At the moment they are made to fit 500B, 550B, 600B, 650A, 650B, and 700C rims down to 19mm width. We generally use 22mm rims giving the tire plenty of scope to mold itself to the terrain. It seems quite possible

that these tires will be available in mountain bike rim sizes soon (I'm awaiting a telex from Finland about this right now) and I'll let you know when I hear.

It's long been apparent that many riders believe that hub brakes could be ideal for cross country riding. But as far as I know, no one over there has tried out, or knows about our "Mighty Stoppers." I've been testing some Sturmey Archer Elite hubs on the Dingbat (my prototype design) and I now understand why everyone thinks hub brakes are useless. I'm enclosing an article which you may find interesting.

Regards,

Geoffrey Apps
Buckinghamshire, England

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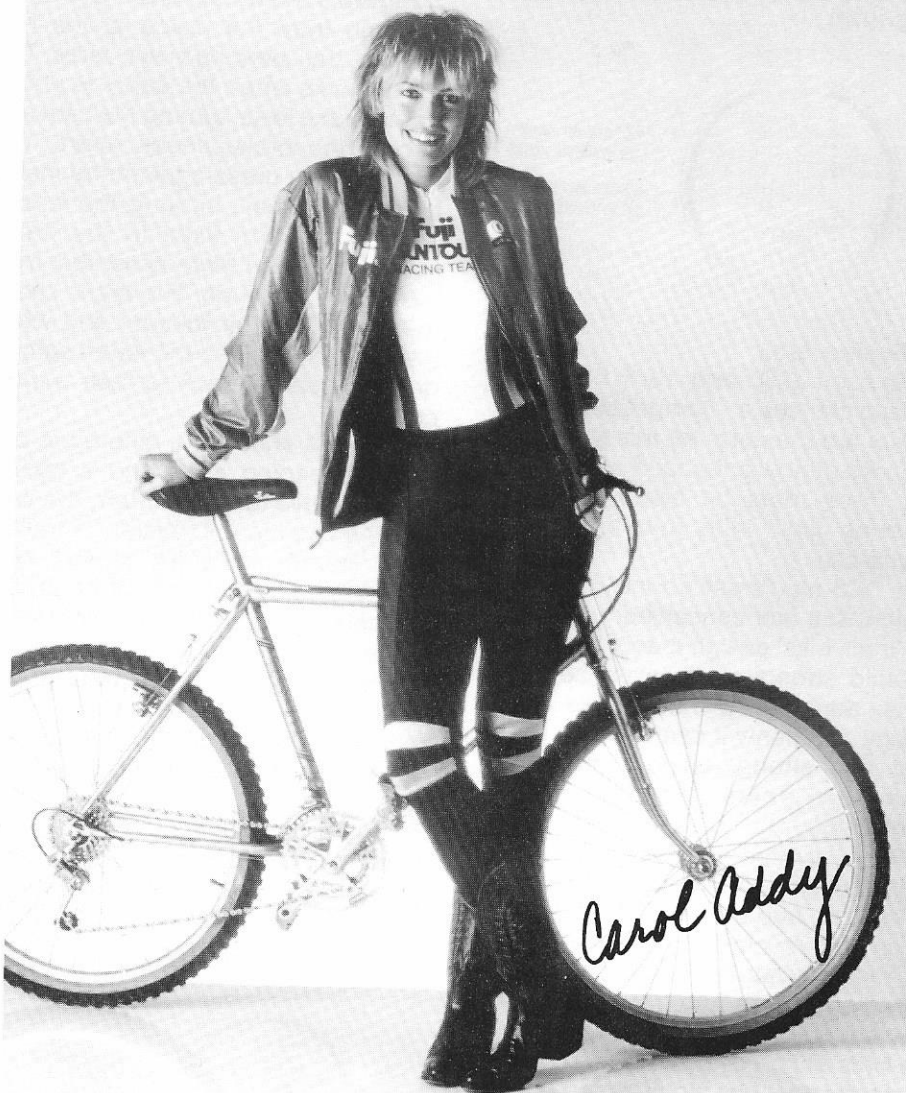
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Charles Kelly

Fuji.

Shown: the Fuji Suncrest, one of 35 Fuji models for 1986.



"When good enough just isn't good enough"

Hi;

I'd like some info on sizing for short people (inseam 30 inches). Seems like 18 inches is too big.

*Ed Note: We called a few people on this and came up with the following. In order to get a very small frame most builders use 24-inch wheels, although some just put the small wheel on the rear and use a 26-inch front. The production bikes we found in extra-small sizes were made by **Haro** (\$330), **Mongoose** (\$350), **Specialized** (\$450), and **Cannondale** (with 26-inch front wheel, \$550). **Fat Chance** has two sizes of small models with 26-inch front and 24-inch rear wheels retailing for about \$900. **Ritchey USA** and **Fisher** offer custom models; the Ritchey is a 17-inch frame, while Fisher claims a 14-inch seat tube (with a sloping top tube). These two bikes cost from about \$1000 to \$1300 depending on options. **Ibis** builds a 16-inch frame with 26-inch wheels by using a sloping top tube (\$1300). For short people with deep pockets, there is the **Cunningham** "Little People's" bike. Frameset alone goes for about \$1300. **Steve Potts** makes a bike with 26-inch wheels and a sloping top tube, with a 17 1/2-inch seat tube (\$1700 or \$2275 depending on equipment). (All prices are approximate retail.)*

Fat Tire Flyer;

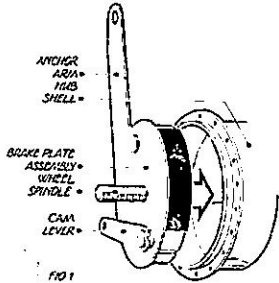
Regarding the Mountain Madness/NORBA conflict, I would like to add the following:

Today's complex world is full of examples of "rules for every possible situation." As an employee of a large corporation I find there is an appropriate saying for this dilemma. It states that "For every new rule put into effect, it takes five more to enforce the first." The USCF is a perfect example of this as they spend a huge amount of time and energy perfecting their rule book. Perhaps it is naive of me to think that simplicity is best, but I personally favor a system that puts the decision-making process in the hands of those directly involved. Attend an art school and you'll learn the KISS method—KEEP IT SIMPLE STUPID.

Rand Carter
Sarasota, FL

BEATING THE DRUMS

The common prejudice against hub brakes is well founded. In general they work no better than rim brakes and have not changed since the 1930's.

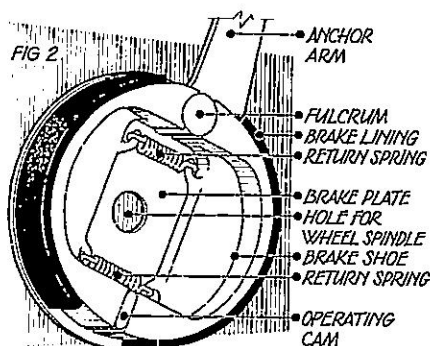


In my 1938 equivalent of "Everything Cycling" there are thirteen hub brakes on offer; at least that number must have been available. In Holland today around 20 to 30 percent of bikes have cable operated hub brakes for both front and rear wheels (coaster brakes are also very common there), but Holland has few hills. In the UK, hub brakes are confined to auxiliary use on tandems when used in conjunction with rim brakes.

What does this show? That hub brakes are of limited value; they weigh and cost more than equally effective rim brakes, and their performance fades considerably after a few weeks' use. Just what the off-road bkie doesn't want. In fact, you might say that for cross country use, hub brakes are rubbish.

Then what is the purpose of this article?

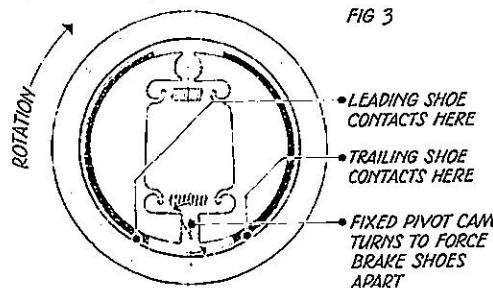
I have been an advocate of the hub brake principle for years. My original supply came from ditches and dumps; I assumed that the people at my local bike shop were correct when they told me that hub brakes were no longer available.



One day I was in that shop when the Sturmey Archer representative was on his regular visit. He was turning the pages of his catalogue and I was looking over his shoulder, eyes agoggle. Suddenly, I pounced. I had seen hub brakes. Of course, everyone gazed at me sympathetically. Poor chap, got this fixation for hub brakes; they're normally for export only, but you can order a pair if you like. I did like!

And six months later, I got.

These early experiments were disappointing; they really didn't work too well. But I had a notion that hub brakes would be the thing for my 'track bike' as I called my off-roader in those days (1965-1970).



Missing Link

Between 1970 and 1975 I took up motorcycle trials competition. Hub brakes are the norm for this sport and the experience enhanced my feeling that there must be some technical "missing link" with hub brakes for bicycle use.

In 1973 my "cross country" bicycle design was first conceived; until then my 'track bike' design theory had been to build stronger with oversize steel parts, doublethick butcherbike technology. Suddenly it came to me; build light and strong, using alloy parts, derailleur gears, and ten-speed technology. But I still wanted hub brakes; I wanted them to work and to be lightweight. I knew it could be done.

After all, hub brakes have been used on motorcycles and cars for years. On motorcycles the brake shoes are forced apart by a turning cam, just as they are on bicycles. But on cars they are forced apart by hydraulic rams, one for each shoe. The significance of this will become apparent.

I had vague knowledge about leading and trailing shoes and an idea that they might be at the root of the problem, and I had foggy designs in mind,

not tangible enough to translate onto paper or into metal. After six years of searching I had some small, relatively lightweight hub brakes with an all-important feature: the smallest of details, but one that would mean brakes that worked where others failed.

Internal workings

Most people are unfamiliar with the internal workings of hub brakes. **Figure 1** shows the two basic parts; the hub shell, which is part of the wheel proper, being laced to the rim with the spokes, and the brake plate assembly, which fits inside the hub shell. The brake plate assembly slides over the wheel spindle or axle and is tightened into place with the wheel nuts, while the anchor arm is attached to the frame or fork.

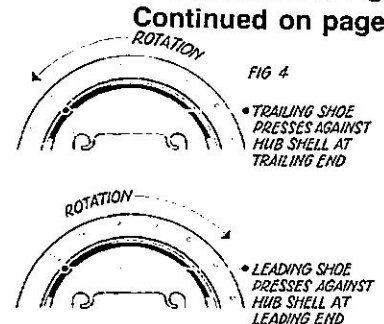
Figure 2 shows the internal side of the brake plate assembly with all parts named.

Figure 3 shows the brake operation as seen from the inside of the hub shell, a ball bearing's eye view. The brake works when the cable is pulled by the brake lever, turning the cam and forcing the brake shoes apart. The brake linings press against the inside face of the shell, slowing the wheel. The anchor arm fixed to the frame keeps the brake plate assembly from turning with the hub. The brake shoes are pivoted at the fulcrum and when the cable is released the return springs draw the shoes back to their normal positions.

Figure 4 shows the difference between a leading shoe and a trailing shoe, relative to the fulcrum, the cam and the direction of rotation. A trailing shoe literally trails its contact end, while the leading shoe pushes its contact end. It is this critical factor that is at the root of my thesis.

You may have heard of 'twin-leading-shoe' brakes. These have two cams connected by a linkage, rather than the cam and fulcrum arrangements shown here.

Because the leading shoe does most of the work and wears more rapidly than the trailing shoe, we soon have the situation illustrated in **Figure**



Continued on page 31

Continued from page 30

5. After some use the leading shoe has worn to the point where it no longer exerts the same pressure on the shell as the trailing shoe. Bear in mind that the cam, pivoting on a fixed axis, displaces each shoe to the same degree.

The effect is that the brake now works at a fraction of its potential. It is now, in technical terms, a "single-trailing-shoe" brake, and the only way to get anywhere near effective braking is to adjust the cable until the trailing shoe is binding heavily.

If you go backwards, the brake will work fine because the trailing shoe becomes the leading shoe. This is not a frivolous statement, since there are situations where a rider will stall on a steep slope; the only hope of retrieving the situation with any dignity, if not avoiding injury, is to lock the bike's wheels and use it to gain a purchase. For this reason the "twin-leading-shoe" arrangement is unsuitable for bicycles because the setup doesn't work well in a backwards direction, and off-road bicycle brakes should be equally effective in reverse.

When I started using hub brakes that worked all the time and didn't weigh too much, I thought the cycling world would beat a path to my door. Not so; resistance to hub brake is as strong as ever. But before long, hub brakes will be THE THING for cross country cycling, as long as they are of the "adjusting pivot cam" type.

That's the answer: a hub brake with a cam pivot that adjusts to equalize the differential between the leading and trailing shoes, as shown in **Figure 6**. Here the leading shoe has worn to a greater extent than the trailing shoe, but because the adjusting cam pivot shifts the axis of the cam to one side, the pressure is equalized and the

leading shoe is still as effective as it was before it began to wear, if not more so because it now has an increased contact area.

Positive but progressive

What we have now is a positive but progressive brake, which can apply as much or as little braking effect as is needed. The brakes work every time, no snatching, no loss of effect if it's raining or you've just been through a river. You don't even need true rims. Some of those who own my bikes are proud of their buckled wheels; every buckle tells a story.

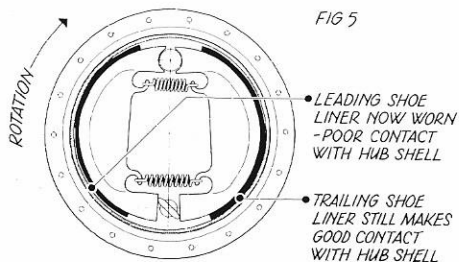
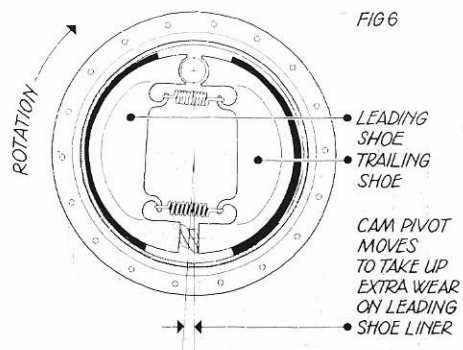
The adjusting pivot cam feature is available in just two hub brakes on the English market, probably the world market. Our own Cleland "Mighty Stopper" brake has a damped system for equalizing shoe pressure which adjusts itself automatically as the liners wear. These cost about the same as other hub brakes currently available. The other is the HighPath "OTT" brake, which is mega-strong, lighter than any other available, looks beautiful and solves several other minor problems associated with hub brakes. The cost? A small fortune. The people at HighPath are working on a smaller hub brake that will be as light as present cantilever systems.

I don't need to go into how much better hub brakes are than rim brakes, but they should cost about the same as a set of roller-cam rim brakes and a pair of good quality sealed hubs.

We're not out of the woods yet. Perhaps you are convinced now that you need hub brakes. Mention it to your chums or ask at the bike shop for a second opinion. This may be when you hear the myth and the lore. Among other absurdities, you may be told that because the braking effect must be transmitted through the spokes it distorts and breaks them. Just consider

how power is transmitted through the wheel. But there's more.

Believe what you will; you won't find either the Cleland or the HighPath hubs in shops. If you see a Cleland or HighPath bike, you might ask the rider for a tryout, and you can decide for yourself. Since it is likely to be a while before you see one, your other option is to track down David Wrath-Sharman at HighPath or me at Cleland in England, stump up the cash, and be convinced that way.



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Sunglasses. Besides shielding the eyes from glare, sunglasses help protect the eyes from harmful particles, such as dust, dirt, mud, branches and twigs. Sunglasses are indispensable for those who wear contact lenses, because they prevent drying from wind. Sunglasses should be attached to a cord around the neck.

Hair grooming: impossible on the ride, so cover your hair with your helmet and forget it. The easiest way to deal with hair is to keep it cut short. Always shampoo after a sweaty ride; you may not notice the funky smell, but others will.

Helmet; a must for all cyclists. Individualize yours with decals, spray paint, custom logos or, if you're really trendy, trim to match the rest of your outfit. Camouflage helmets and pants make a definite statement when you enter a skinny-tire event; your outfit tells roadies about your mountain bike roots.

Clothing. More is better than less, for warmth and protection during hard riding. Dress in layers to keep comfortable in a variety of weather conditions. Road apparel such as jerseys and shorts is now common on mountain bikers, and there are mountain bike knickers to keep you warm and comfortable. Sweatpants or athletic tights can be worn over shorts and peeled off when you get warmed. For gnarly downhill races elbow guards and BMX pants with padded knees are a good idea.

Take along a windbreaker or extra jacket in your fanny pack to keep from getting chilled after working up a sweat. A wool or polypro jacket is warmer, but a windbreaker often does the job and takes less room in your pack.

Long athletic knee-high socks protect legs from scratches and poison oak or ivy on tight trails. You can choose from several shoe styles: sneakers, running shoes, special stiff-soled mountain bike shoes with treads for traction on the pedal and on the ground, or cyclocross shoes with cleats on the heels.

Tips for women: skip the full make-up job for the ride. Waterproof mascara and lipstick are adequate to keep you looking pretty under grit. Protect nails with several coats of buff-colored polish sealed with heavy duty clear top coat. This isn't just vanity; nail polish protects your fingernails from breaking when

they are used as screwdrivers or repair tools. Natural colored polish hides the gunk under your nails, and won't show when it chips.

Women who don't normally wear a bra may want to do so while riding for protection against twigs and branches that whack tender parts of the torso. As for shorts, some women find traditional spandex-lycra bike shorts uncomfortably tight. "Hike and bike" shorts, designed like walking shorts except with padded seat for riding, are looser and cooler.

Swimsuit tops that tie behind the neck are great for suntanning, but straps digging into the hyperextended neck can trigger a neck-ache. Try wearing a backless leotard under shorts; you'll get a tan and stay cool while riding on sunny ridges. Of course, baring the skin is stupid during hard downhill and races; cover up with a long-sleeved shirt and pants.

There is no reason why apparel can't look sharp and colorful while providing the protection and comfort the sport demands.

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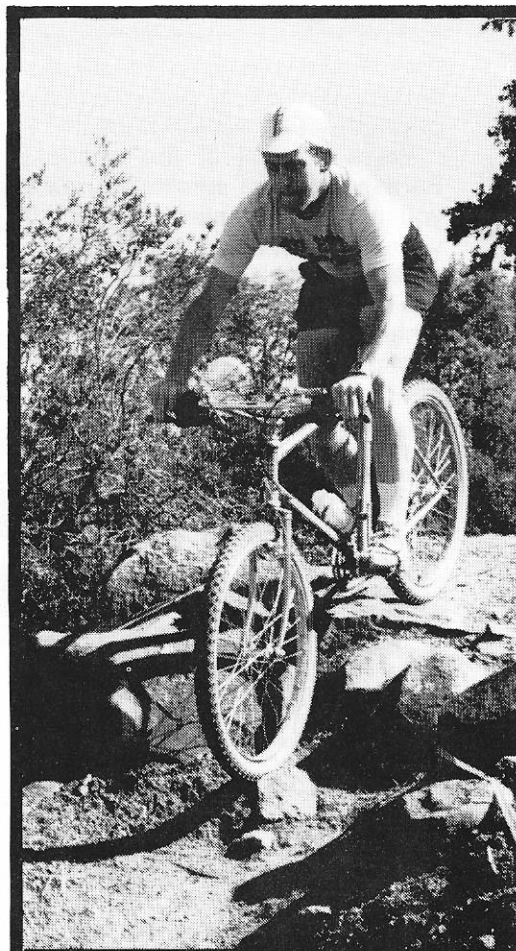
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BY
F. EWE
BAILOUT



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FROM THE BRAIN-PAN WITHOUT HANDLE...
THE MIND-BAR WITHOUT GRIPS

FASHION IS RIGHT UP EFFIE'S CUL-DE-SAC....
ONLY A MODEL CHANGES ZUITS AS OFTEN,
AND ONLY SUPERPERSON AS FAST!

BETCHER WONDRAIN HOW I DO DAT, EH?

PHONE 575-3

BLASH

WELL, IT'S EASY WHEN YER SKINSUIT IS REAL SKIN....
CHAMELEON SKIN, THAT IS.
...AND IT'S ALL MINE.

SKWEECH SKWEECH

IT'S NOT GRAFTED ON LIKE SOME JEALOUS RUMORS HAVE IT. HECK NO! EFFIE'S NO PLASTIC SURGEON'S PET PROJECT... HE WAS BORN THAT WAY!

MY DAD WAS A CHAMELEON... A FLASHY LIZARD WHAT CAME IN FROM A BLIZZARD. MY MOM WASN'T A CHAMELEON, BUT SHE CHANGED HER MIND ALOT... AND DAD'S SKIN FOLLOWED SUIT. HE WAS JUST LIKE A MOOD RING, BUT ALOT MORE FUN!
(MIND YER HEAD! THERE'S ALOT OF WORDS IN THIS PANEL!)

GYO MOM DAD

SO I'M REALLY A NUDE DUDE IN FLESH AND BLOOD DUDS!
AN' I'M REAL GLAD I CAN JUST CHANGE MY SKIN ALONG WITH MY MIND, AS OFTEN AS I BAILOUT!

BUT YOU CAN'T RIDE AROUND NEKID...
LEAST NOT ALL THE TIME! SO, ALLOW ME TO GET CRASS AND SUGGEST:
GET ONE OF THESE!

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VISA
MC

DEALER INQUIRIES WANTED.

IF YOU CAN'T LOOK LIKE ME, AT LEAST YOU CAN LOOK JUST LIKE YOU... ONLY BETTER!

Trials Series: Omaha, NE
April 13, May 4, June 8, July 13, August 10, October 12, November 9, December 7

Contact: Dan Streight 402-345-2046

Trials Series: "First Sunday," Newton, MA
First Sunday each month.

Contact: Mike Augsberger 617-489-3018

August 2; race: "Rainbow Trail Roundup," Westcliffe, CO

Contact: Event Management 303-481-3550

August 10; race: "Lake Eldora," Boulder, CO

Contact: A Sporting Proposition 303-449-8896 x 121

August 10; Race: "Rumpstomper," Santa Rosa, CA

Contact: Bob Shaw 707-795-5382

August 16, 17; Race: "Bromont," Quebec, Canada

Contact: Joanne Laflamme 800-363-8920

August 17, race: "Mosquito Pass Challenge," Fairplay, CO

Contact: A Sporting Proposition 303-449-8896 x 121

August 30, 31; Races: "God's Country Fat Tire Challenge," including NORBA Midwest Observed Trials Championship, La Crosse, WI

Contact: Coulee Climbers 608-782-3480

August 30, 31; Race: "St-Jean-de-Matha," Quebec, Canada

Contact: Marc Levebrve 819-425-7415

August 31; Race: "Sugarloaf Challenge," Boulder, CO

Contact: Jim Carley 303:447-8931

September 6, 7; race: "White Mountain Championship," Plymouth, NH

Contact: John Rankin 603-536-3655

September 11-14; stage race: "New England Fat Tire Stage Race," Wendell, MA

Contact: John Kirkpatrick 800-221-6764

September 13; Relay Race: "Bike 'n' Tie," Park City, UT

Contact: Turner Competition Services 801-649-5063

September 13, 14; Festival: "Chequamegon Fat Tire Festival," Cable, WI

Contact: Chequamegon Fat Tire Festival 715-794-2577

September 14; Race: "1st Annual Onion Festival Cowtown Mountain Bike Classic," Vacaville, CA

Contact: Mike Posey 916-448-1911

September 28; Race: "N.O.R.B.A. National Championship," Durango, CO

Contact: Ed Zink 303-247-4066

September 21; Race: "Pedal Pushers Front Range Challenge," Boulder, CO

Contact: Jim Carley 303-447-8931

September 27, 28; Race: "Mont Megantic," Quebec, Canada

Contact: Claude Grondin 819-888-2206

September 28; Race: "Sleepy Bear Mountain Bike Classic," Traverse City, MI

Contact: Rick Weiler 616-325-8666

Pete Edwards 616-334-5100

October 4, 5; Race: "Mont Ste-Anne," Quebec, Canada

Contact: Patrice Drouin 418-827-4561 ext. 14

October 5; race: "Road Apple Rally," Farmington, NM

Contact: Clifford Clark 505-327-0376

October 19; race and trials: "Trailridge Ruffrider Challenge II," Gretna, NE

Contact: Dan Streight 402-345-2046

Sunday Riders:

Yuma, AZ: Sunrise Schwinn 602-782-6601

San Jose, CA: Brightside Cycles 408-294-8536 (Joe) or 408-287- 2869 (Akos)

Fort Collins, CO: Cycle Transport 303-221-2869

North Florida, South Georgia: Kudzu Bicycle Club 904-878-2901 (Gary)

Baton Rouge, LA: 504-387-6319 (Tim) or 504-383-2453 (Chris)

Portland, ME: Chris Ingleheart 207-772-4137

Plymouth, NH: John Rankin 603-536-3655

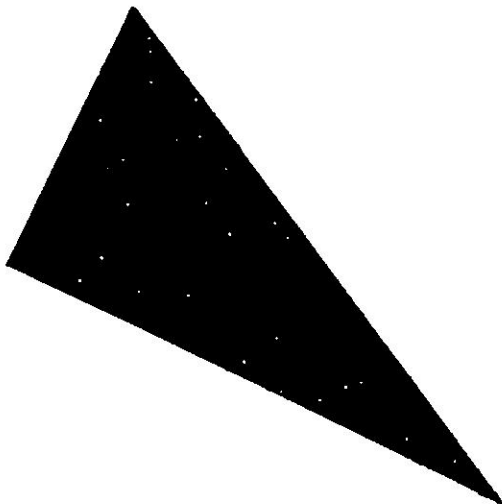
Taos, NM: Two Wheel Drive 505-243-8443

New York, NY: Mark Forman 212-255-3641

Omaha, NE: Dan Streight 402-333-1031

Deep Gap, NC (Saturday Rides): 704-264-2989 (Marie)

Philadelphia, PA: Bike Doctor 215-424-3773 (Steve)



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NO ADS!
NO LOGOS!
JUST SOME OL'
"FLIRT WITHE DIRT"
PROPAGANDA
AND ME!
...RIDIN' HARD
AN' STUPO DOWN
YER CHEST/HOW FUN!
ASK ABOUT MY BACK-
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TOO!

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- ADVERTISEMENT -



Don Mertle

FUN WITH FIGURES

We couldn't help comparing two interviews given to separate magazines by the same well-known mountain bike manufacturer. In one interview he gave 1985 sales as "over \$1 million..." while in the other mag he gave the figure of \$5 million on the same number of bike sales. Better count it again.

NEW JERSEY UPDATE

Dave Teich of the New Jersey ATB Newsletter writes to say thanks for a previous mention of his effort, and to remind us and thus our readers that his quarterly publication is free with a SASE (that's Self-Addressed Stamped Envelope for those who don't speak Acronym). Address is:

New Jersey ATB Newsletter
P.O. Box 358
Roosevelt, NJ 08555

MORE OFF-ROAD OUTREACH

Following (and citing) the example of the Hollywood YMCA program to get disadvantaged youth off the streets and even off the roads, Marilyn Price of Mill Valley, California has put together a similar project to take kids mountain bike riding in rural settings. If you're looking to be a rider, guider, or other insider, call Marilyn at 415-381-2941.

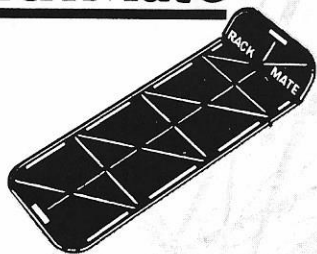
Not a Retraction

We didn't mean to slight **Mountain Goat** in our coverage of observed trials, but we managed to anyway. We gave the impression that their Trials model was available by special order accompanied by begging and pleading. "Read the dad-blasted goldurn literature," says owner **Jeff Lindsay** (who, we should also point out, was one of the first people on the market with an off-roader of any kind). A belated perusal of the literature from that firm shows that the "Trials" (cool name) model is available off the shelf from any Mountain Goat dealer, as is the chainring guard. Okay Jeff, release the hostages. (Just kidding. Really.)

One Less Competitor

In March of this year we acquired the **KNOBBY NEWS** from the parent company, **Mountain Bike Specialists** of Fort Collins, Colorado. If you had plans to subscribe to that worthy journal, send the money here instead, because we're going to get it anyway. Those who had subscriptions to both magazines (and we know who you are) will have their **FLYER** subscriptions extended by the appropriate number of issues.

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THIN AIR REPAIRS

by
Art Read

The outback in Baja, California is a long way from any bike shop that might be able to sell you a crank arm bolt. For that matter, downtown La Paz, a city of 150,000, may be just as far away, though I didn't check the bike shops thoroughly.

La Paz was the destination of the week-long Sierra Bicycle Touring Company's off-road comet-peeping trip. Sure, the van hauled our food and bags on the sandy washboard roads that took us up the coast of the Sea of Cortez from San Jose del Cabo, but they certainly couldn't haul a shop full of spare parts to cover all possible breakdowns, or there wouldn't have been enough room for beer. I was lucky enough that a broken fork on company founder Larry Glickfield's pre-delivered bike had caused an extra rental bike to come on the trek with us. When I broke my rear axle on the third morning, I pirated the spare bike's wheel for the rest of the trip.

But the new wheel didn't stop the klunking noise that I had at first thought might be my freewheel, then figured was my cracked axle, since it had broken. So, after klunking my way through some more amazing coastal desert to the lunch stop, I broke one of Seekay's (and Ann Landers') favorite ax(le)ioms: "If it ain't broke, don't fix it."

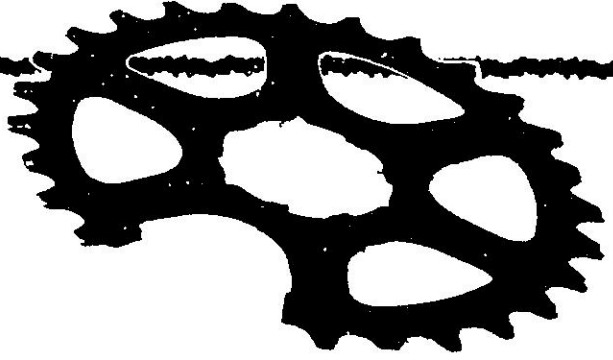
I tightened my crank bolts without first removing them and oiling their threads, and sure enough, I broke one. I was able to remove it, as it wasn't split more than halfway across, but the spare wheel donor bike had crank *nuts*, not bolts, which meant pirating would involve a whole bottom-bracket swap.

One of the jokes that emerged

from the desert-happy group during lunch was, "Hey, why don't you use the crank bolt from the other side of your bike." This har-de-har-har turned out to be the Thin Air Cyclery, as I finished out the week with *solamente uno* crank bolt.

I borrowed the crank bolt wrench from the amply stocked tool drawer of the van, and when the crank arm fell off, I merely extracted the other bolt and used it to reattach the errant part.

This small, absurd repair was necessary only three times in the final ninety miles, a minor inconvenience compared to swapping bottom brackets or, failing a proper repair, riding (egad!) in the van.



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Fat City Cycles
331 Somerville
Somerville, MA 02143

Fisher Mountain Bikes
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Oakley
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Wilderness Group
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Ventura, CA 93001

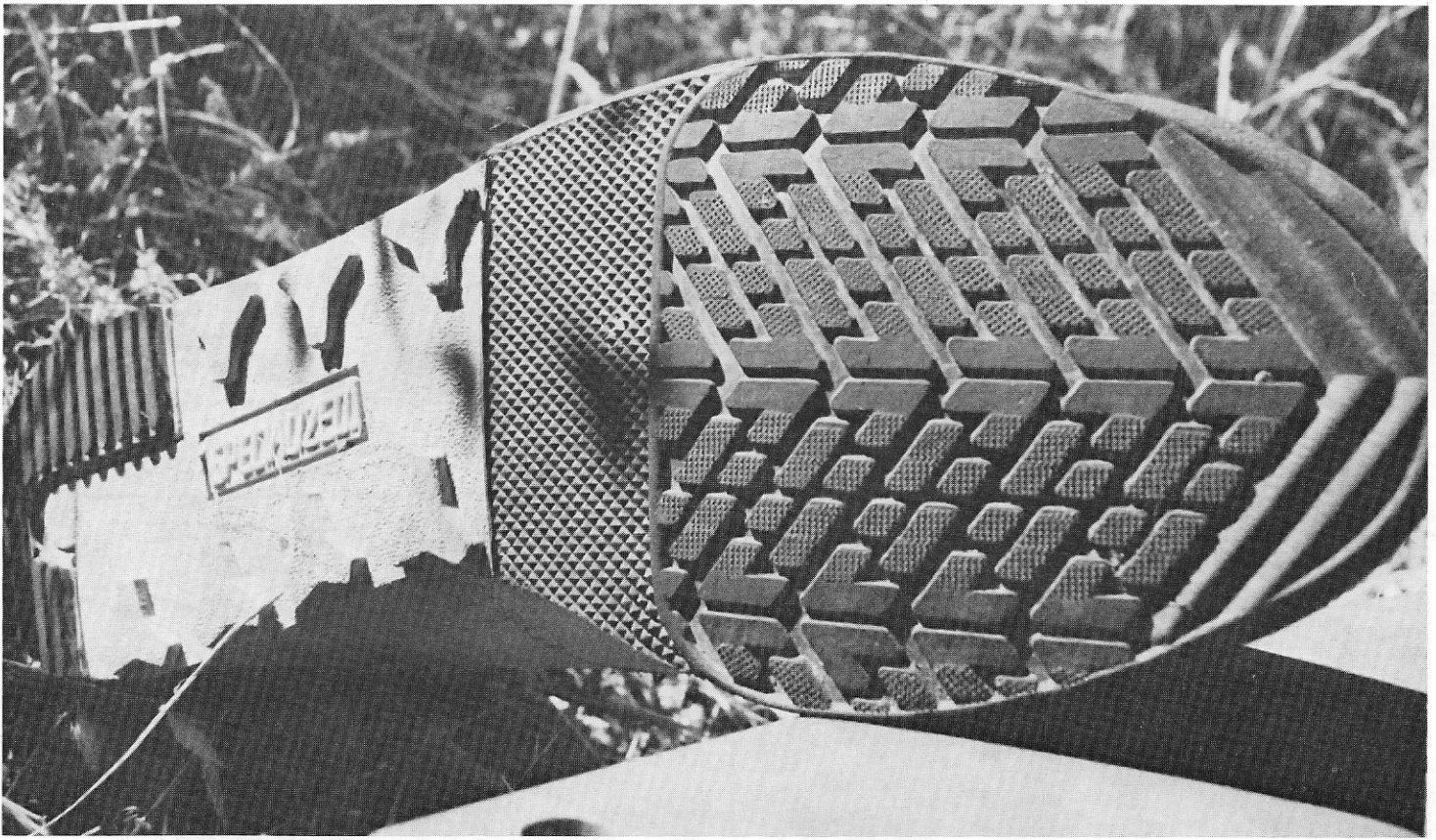
Salsa Cycles
110 Howard Street
Petaluma, CA 94952

Sling Shot
Greendale Bicycle Company
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Grand Rapids, MI 49503

Specialized
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Morgan Hill, CA 95037

Victor Vincente of America
1582 Pride Street
Simi Valley, CA 93065

Vigorelli
2200 Adeline Street
Oakland, CA 94607



The Specialized touring shoe makes a good alternative to lug-soles, cyclo-cross shoes, or tennis shoes for racing or touring. Stylish enough to get into this issue of the *Flyer*, stiff enough to ride in for hours, and equipped with a "town and country" tread pattern.

There's Two Things You Need To Know About Mountain Racks

One. We've got a rack that's ahead of everyone. Our new MT-F front mountain rack. It has the aluminum shelf, like our rear MTN rack. It has the awesome rigidity, like our rear MTN rack. It doesn't interfere with any type of brake—like no other rack.

Two. We fit the smallest to the tallest fat tire folks. The wildly popular Blackburn rear MTN rack now comes in 3 sizes. It's only fitting. There's one more thing you need to know about. We now make the strongest cage known to mankind. The MC-1 MTN cage. No

more "Hit a bump, lose a bottle" syndrome.

Jim Blackburn designs for mountain bikes.

It's all you need to know.

blackburn

We've earned our reputation.



MC-1 Mountain Cage

Front MTN Rack

Rear MTN Rack

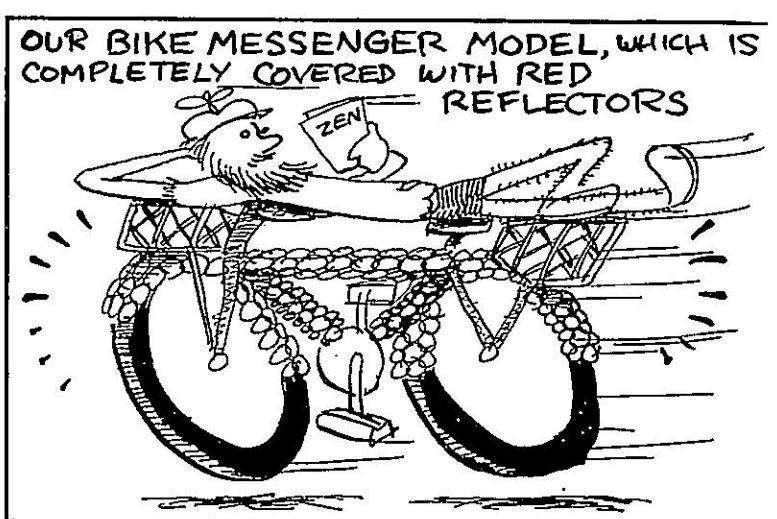
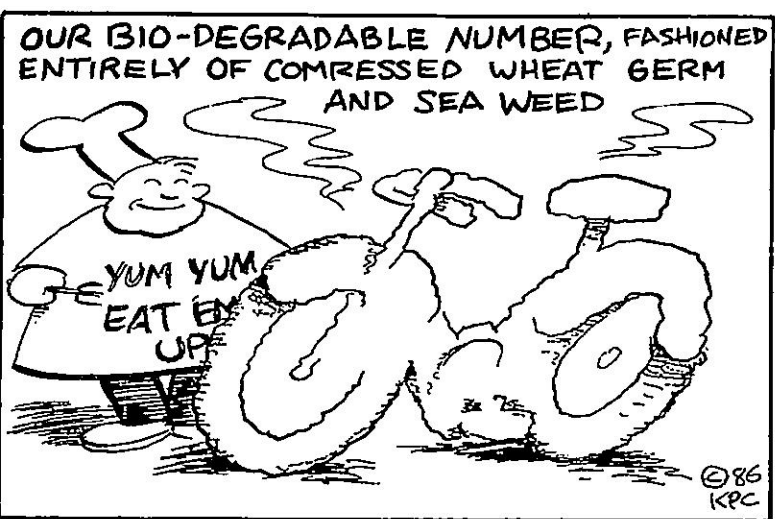
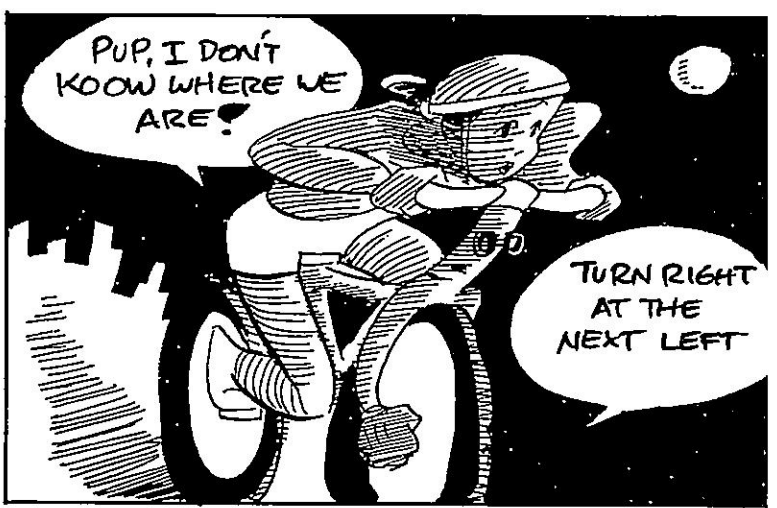
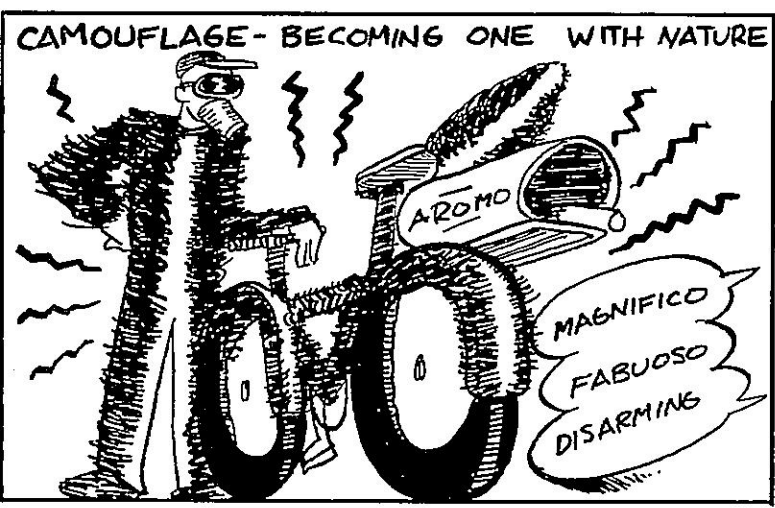
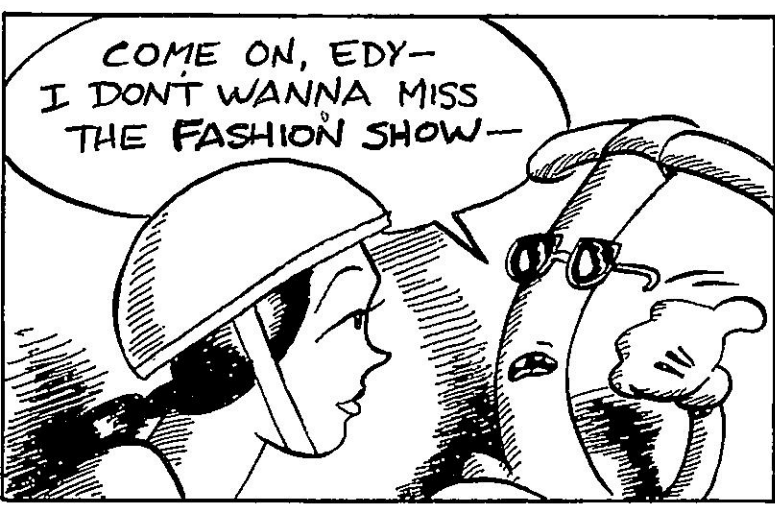
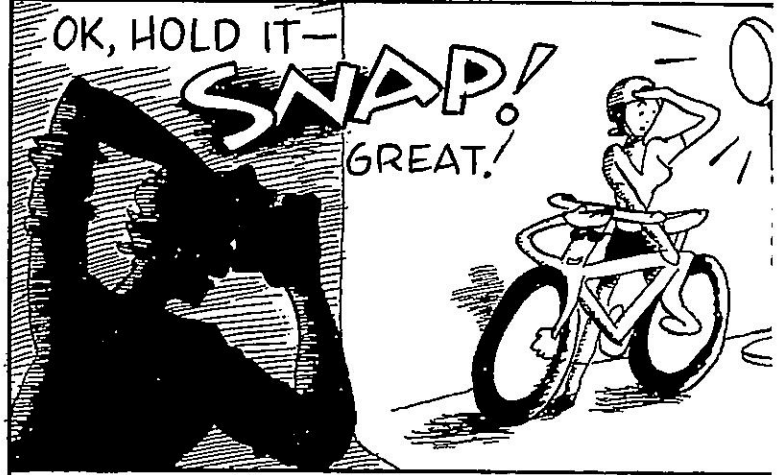


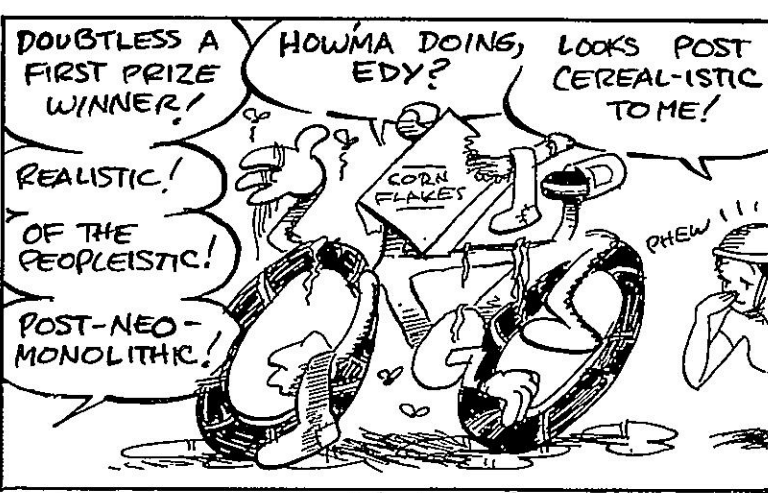
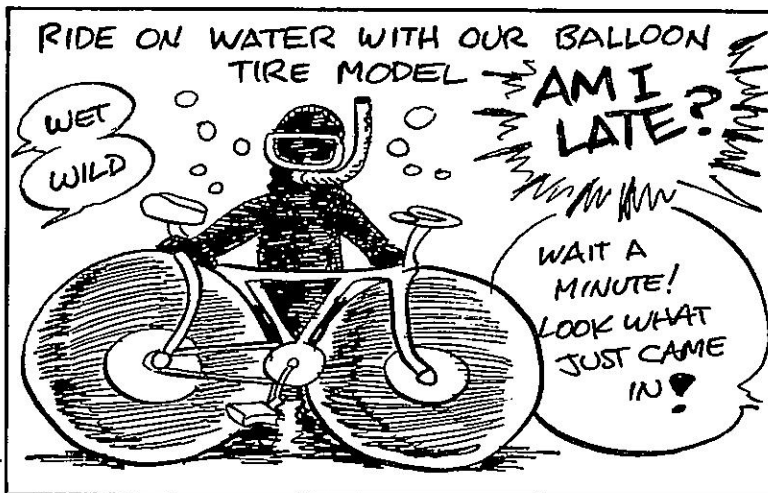
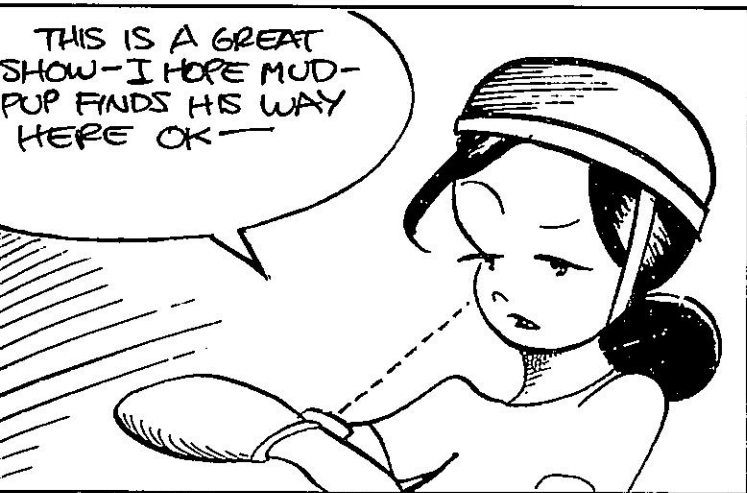
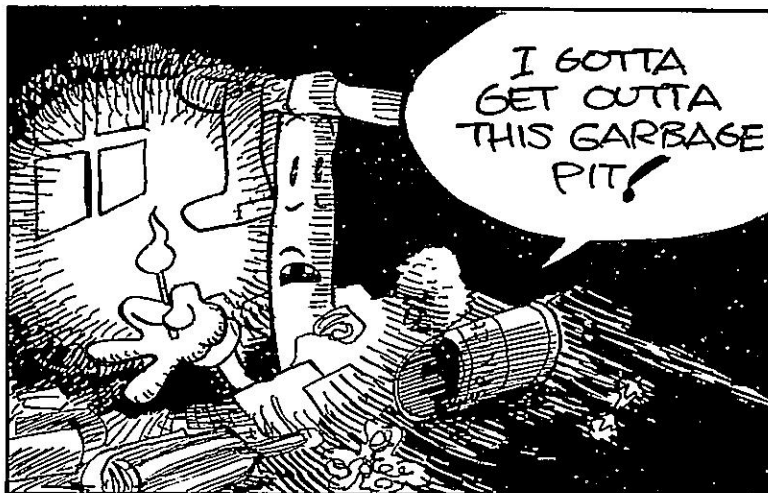
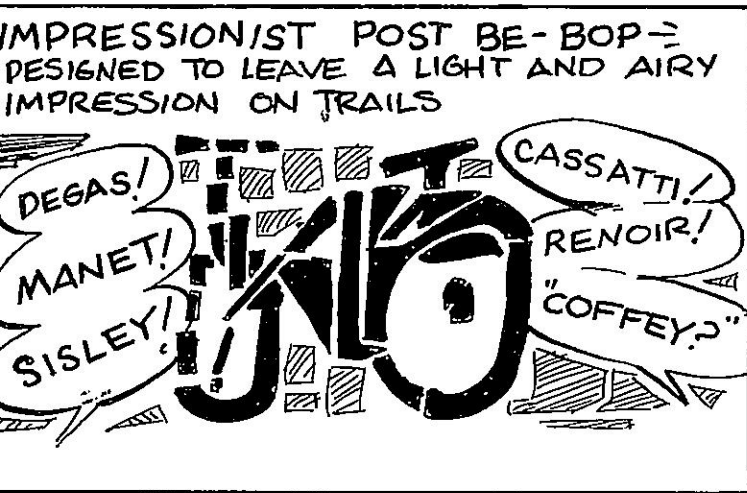
MUDPUPS

fashion issue

SO WHAT'S THE REAL ISSUE HERE?

WE FIND EDY AND THE PUP POSING FOR A LEADING BIKE MAG'S "FASHION ISSUE"





WITH SPECIAL THANKS TO C.K., D.M AND R.END

Kevin Coffey