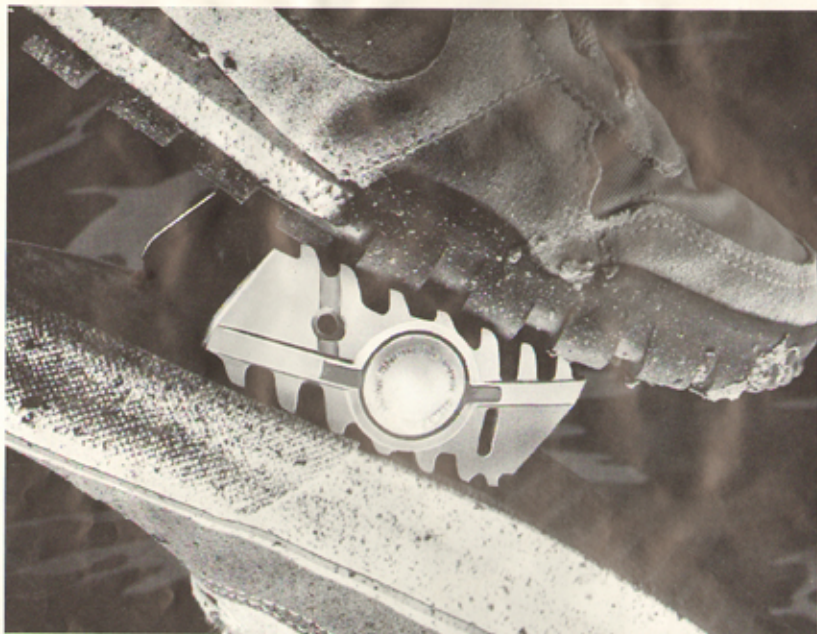


Fat Tire Flyer

MAGAZINE





SOLE GRIPPING PERFORMANCE

GX GRIPPERS FROM SHIMANO.

When it comes to all out pedal performance, new GX Grippers outgrip the rest. GX Grippers from Shimano are the new look in high performance all terrain pedal design.

Advanced composite construction and automatic platform design make GX Grippers the pedals for the toughest kinds of riding.

GRIP STRONG.

GX Grippers grip with rows of reverse angled, wave-form teeth along the alloy sides of the pedal body. These teeth maintain a positive and secure grip through the entire power stroke and are specially designed for increased traction with rubber soled shoes.

The unique angle and shape of the GX teeth set them out into every kind of sole pattern for surefooted all terrain performance.

GRIP FAST.

GX Gripper platforms are anatomically contoured and tapered-shaped for optimum support and comfort.

Labronit seals keep moisture and particles away from the ball bearings and races.

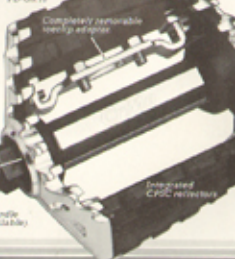
Self-cleaning front and rear body teeth form a concealed extra wide base to locate your shoe in the power position, and keep it there.

And with the famous Parallelogram Profile your feet are always on the pedals fast... no round surface to slip off.



Reverse wave form teeth put in at angle for maximum gripping action and resistance in forward slippage.

MODEL PD-GX10

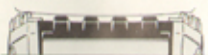


GRIP TOUGH.

Rugged GX Grippers are the right kind of pedals for every kind of hard cycling from BMX and freestyle to mountain bikes and cruisers.

The advanced, lightweight composite/alloy design and polished natural finish can take a beating on or off the road. Integrated reflectors can't get in the way or be easily damaged.

And the superhard Chromoly steel axle and adjustable ball bearings are protected by Shimano's low friction, labyrinth sealed mechanisms to fight damage from moisture and dirt.



Concealed composite base forms a cradle to position foot and reduce side slippage.

Parallelogram Profile, developed for competition, gets GX Grippers into the power position fast.



SHIMANO SALES CORPORATION

9630 Colby Road, Chatsworth, California 91311

Fat Tire FlyerTM

MAGAZINE

JUNE • JULY VOLUME 5, NUMBER 3

MANAGING EDITOR/PUBLISHER

Dennis Carmagno

EDITOR

Charles Kelly

ART DIRECTION

David & Pamela Ross

GRAPHICS

Imagine That Studio
Lanham, California 94459
(415) 927-0996

PHOTO EDITOR

Wendy Clegg

PHOTOGRAPHERS

Ron Harford
Charles Kelly
Greg Vann

PRINTED BY

Ovid Bell Press, Inc.
Fulton, Missouri 65251

COVER

Director of the Pacific States Series, BRIAN SHIMMER, tries to get down.
Photo by Ron Harford



Char Blackford

4 EDITORIAL

Minority Opinion

5 FAT FEEDBACK

7 BIKING IN BROOKLYN

By Ann Greenberg

A Fat Time in the Old Town

8 A MOUNTAIN BIKE ANECDOTE

By John Kirkpatrick

Adrift on the Stream of Consciousness

11 COMING EVENTS

What and Where, You Tell Us Why!

12 RACE REPORTS

Slow and Steady Doesn't Work

15 NEW PRODUCTS

Translations of Press Releases

17 FAT NOTES

All the News That's Fat to Print!

18 FAT FOTOS FROM FARAWAY PLACES

21 TECH TIPS

By SeeKay
Facts and Figures 1 through 16

FAT TIRE FLYER is published bi-monthly by the Fat Tire Flyer, P.O. Box 752, Fairfax, CA 94950, (415) 456-6395, (415) 457-7016. ©1984 Fat Tire Flyer. All rights reserved. Republishing in whole or part is expressly forbidden, except by written consent of the publisher.

"FAT TIRE FLYER" is a registered trademark of the Fat Tire Flyer. Any use of this mark without written permission is prohibited by law.

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.

SUBSCRIPTIONS

A subscription to the FAT TIRE FLYER will guarantee you don't miss a single action-packed issue. At \$10.00 per year or \$18.00 for two years (a savings of up to 25% off the cover price) you just can't lose! Foreign subscriptions are \$16.00 per year or \$28.00 for two years (U.S. Currency).

Just fill out the Order Form on page 6 and start receiving the world's leading magazine for Fat Tire riders.

ADDRESS CHANGE

Are you moving? To insure that you do not miss an exciting issue of the FAT TIRE FLYER send us your old address label along with your new address.

BICYCLE DEALERS

The FAT TIRE FLYER is now available in bulk for resale in your shop. Cost to the dealer will be \$1.00 per copy, and the cover price is \$2.00. Minimum order is ten copies.

Magazines will be shipped UPS, net 30 days with approved credit. Any unsold copies on good condition may be returned for credit.

The FAT TIRE FLYER is a valuable sales tool and an excellent way to get customers into your shop. Join us now in the fun of the fastest growing aspect of modern cycling!

Write or call us for more information.

NOTICE

To any and all Fat-Tired, creative persons! In order to provide a complete, well-rounded and objective publication, we need your help. Photographers, writers or just plain readers/riders, send us your stuff! Unsolicited manuscripts and photographs are always welcome as are letters or comments. Photographs should be in black and white.

We cannot return any material that is not accompanied by a stamped, self-addressed envelope, so if you need it back...S.A.S.E.

Address all correspondence to:



FAT TIRE FLYER
P.O. BOX 757
FAIRFAX, CA 94930

(Please enclose a self-addressed, stamped envelope if you want your material returned.)

Fat Feedback

HEY FTF:

Got an idea and a secret I want to share with FTF and all readers (read: serious off-road). Ever want to take the bike overnight or two? Sure, we all have sooner or later! Know what's the cold turkey for packin' in campin' 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 min 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 (Aridalasia). 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
4350 Redklinhausen
West Germany



SLATE RIVER TRAIL, Crested Butte, Colorado

Photo by Greg Madison

1985 MOUNTAIN BIKE CATALOG

Outfitters of the
Finest Mountain Bikes
& Equipment

Touring/Racing/Trials

California Handbuilt
Frames & Equipment

RITCHY—CUNNINGHAM
POTTS—IBIS CYCLES
WILDERNESS TRAIL BIKES
FISHER MOUNTAIN BIKES
SPECIALIZED
AND MUCH MORE

MANY NEW AND HARD TO FIND ITEMS



MARTIN COUNTY'S PREMIER
MOUNTAIN BIKE DEALER

For more information call or write
11631 Highway One
Point Reyes, CA 94956
(415) 663-1768

CALL NOW FOR FREE CATALOG

in California 800-245-3777

Superior service, repair
and performance
modifications of
water-cooled German
bicycle transporters.



mellow motors
INCORPORATED
SERVICE (415) 924-2211 • (415) 924-6509
PARTS (415) 924-8312
48A INDUSTRIAL WAY
GREENBRAE, CA.
94904

Wide Open Spaces...

The Call of the Wild...

BACK COUNTRY BICYCLES

Off-Road Cycles
for the Enthusiast

FISHER • STUMPJUMPER

Rentals by Reservation

916-644-5271

A thousand miles of dirt
at our doorstep!

6110 PONY EXPRESS TRAIL
POLLOCK PINES, CA 95726
(Off U.S. 50 East of Sacramento)

NOW AT SUNSHINE bicycle center

Large Selection
of Summer
Clothing By:
Le Coq Sportif
Descente
Tiempo
Tri Suits
by Vigorelli

Expert Repairs and Service, Wheel Building,
Clothing and Accessories

MITSUBISHI KITCHEN SPECIALIZED
FAT FLYER

SUNSHINE
bicycle center

737 Center Blvd., Fairfax 455-3334
OPEN SEVEN DAYS 10-6/SUN 11-4/WED 10-7

BACK ISSUES

Some issues are out of print and out of stock, never to be seen again except by the fortunate few who subscribed early. We do have available copies of some of our back issues. You will be relieved to know that the price of \$2.50 includes postage, which costs us more than the bulk rate we use for your subscription copy. Outside the U.S., add \$1.50 (U.S.) for each copy.



MARCH-APRIL 1982
(Cyclo-Cross, Ricky Cha, MudPup)



MAY-JUNE 1982
(Reseda-to-the-Sea, Coyote Derby, San Anselmo Race, Ricky Cha, MudPup)



JULY-AUGUST 1982
(Race Reports, Carmel Valley Criterium Tour, Worm Come the Kids, Ricky Cha, MudPup)



JANUARY-FEBRUARY 1983
(The Wheel Thing, Crested Butte Tour, Las Vegas Show, Tech Tips, Fat Tire Explodes in America)



MARCH-APRIL 1983
(Gearing, NORBA, Glossary, Bumpy the Frog, Tech Tips, Products)



JULY-AUGUST 1983
(Of Bikes and Men... and One Crazy Lady, Brake Reviews, Tech-Tips, Frames... Why Custom?, MudPup, Shimano Grand Prix, Poetry Corner)



JANUARY-FEBRUARY 1984
(Crested Butte, Race Reports, NORBA vs. USOC, Wheel Tech, Tech Tips, Race Reports, Trail Etiquette, MudPup)



SEPTEMBER-OCTOBER 1984
(Flyer Jinx in Japan, Mugsy Bill's Bicycle, Chequamegon Fat Tire Festival, Get These Behind Me, MudPup, Tech Tips, To the Top Down Under)



NOVEMBER-DECEMBER 1984
(An Elder of the Off-Road Tribe, Mountain Bikes in Mountain State, Uncommon Options, Point Reyes Update, Tech Tips, NORBA Nationals)



February/March 1985
Call to Perspective, Poetry Corner, Race Reports, Tech Tips, Uncommon Options, Fat Tires



ORDER FORM

☐ New ☐ Renewal Subscription

\$10.00 per year or
\$18.00 for two years \$ _____

Foreign Subscriptions
\$16.00 per year
\$28.00 for two years
(U.S. Currency only)

☐ Back Issues (Indicate Month & Year)

_____ \$ _____

_____ \$ _____

_____ \$ _____

TOTAL AMOUNT \$ _____

Name _____

Address _____

City _____

State, Zip _____

Send with check to:



FAT TIRE FLYER
P.O. BOX 757
FAIRFAX, CA 94330

Biking in Brooklyn

By Ann Greenberg

THE HIGHEST MOUNTAIN where I live is all of 575 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, Ciccis, Lascagna, Petucine (Brooklyn is 20% Italian) abound but no tricked-out mountain bikes here. Oh sure, you'll see a sleek special "city bike" (only \$99.99...) but no Fishers, Ritchies, 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 Racemate 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 ATBs. 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 Stumpjumper SC, 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 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 skunksniffers 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 "flail" 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 they my fierce black straps were knives. New York is tough, but not that tough!

EVER 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

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 break fast. 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 Eddy

WILDERNESS BICYCLE TOURS



COYOTE FLATS CHALLENGE LABOR DAY SEPT. 1-2, 1985

BEGINNING & ENDING IN BISHOP, CALIFORNIA

THIS IS HARDWARE. THIS IS NOT A RACE. THIS IS CATERED.
THIS IS A CELEBRATION. THIS IS FUN.

CALL OR WRITE FOR MORE INFORMATION

P.O. BOX 692 TOPPING CA 90290 (213) 455-2544



Mountain Bike Accessories

Tool Packs • Bar Pads • Fanny Packs
We do custom work, too!

For brochure send \$2 to
Runney Survivals

Box 31 • Runney NH 03261 • (603) 796-9344

**FAT CHANCE
KICKER**
\$795.

**FAT
CITY CYCLES**
331 Somerville Ave.
Somerville, MA 02143
617-625-8922

Call or write for brochure

**introducing
Rack Mate**

Rack Mate • 412 N. Mackay Avenue • San Fernando, California 91340 • (818) 361-3002

PROTECTS YOUR GEAR AND YOUR REAR FROM MUD AND WATER SPRAY!

GREAT for mountain bikes, touring, and commuting.
STRAPS ON Blackburn, Verba, and similar racks.
SLOTS for panniers and topbags.
LIGHTWEIGHT, only 110 grams.
MADE IN U.S.A. of quality, U.V. protected Hapolymer.

\$4.95
Suggested Retail

AT QUALITY CYCLE SHOPS NATIONALLY.



GONZO EVENT ▶▶▶▶

One of the more notable races on the list of upcoming events is the "Kamikaze Downhill" scheduled for July 19 at Mammoth ski area in California. Racers will ride from the 8,000' level to the summit at 11,000' in the ski area gondolas for a mass-start downhill on the ski area service roads. The 15 mile course includes 1500 feet of climbing, so it's not all coasting. The average gradient on the downhill section is 12%, the steepest part is 26%, the total descent will be 4500'. For those who don't want to race but just want to go crazy on the downhill, there will also be a fun ride that doesn't include the uphill section, a total of 3000' descent over 10 miles.

We build every one of our competition and expedition bikes as if we would race them and ride them ourselves. That's because we do.



1421 E. FRANCISCO BLVD. SAN RAFAEL, CA 94901 (415) 459-2247

Send in coupon below for:
INFORMATION • REGISTRATION
RACE T-SHIRT • ACCOMMODATIONS

Sierra Cycle S-E-R-I-E-S JULY 18 - 21 • 1985 Coors

The 1985 Sierra Cycle Series is three PRO/AM bicycling events packed into four fabulous days of racing, tours and fun... There is something for every age, every ability and every pocketbook. Available are bicycle rentals, Expo tent, live music, free mapped tours, and even a children's play area, so bring the whole family!

Here are the dates and details:

Plumline Mountain Bike Rally July 18, 19 & 20

Guided Tours • Rallies
Fun Rides • Observed Trials
Competitive Events

Whiskey Creek Stage Race July 19, 20 & 21

Altitude 9000 Hill Climb
Mammoth Lakes Road Race
Whiskey Creek Critérium

Redline BMX Classic July 20, 2-5 p.m.

BMX Competitions for all ages

For FREE information and race applications SEND your name and address, with your marked requests to: SIERRA CYCLE SERIES, P.O. Box 970, Mammoth Lakes, CA 93546 or CALL Promoter Wally Hofmann at (619) 934-3498. Do it today!

YES! Send more information on the following:

- Official Race Events—
- ☐ Plumline Mountain Bike Rally
- ☐ Whiskey Creek Stage Race
- ☐ Redline BMX Classic

- Official Race T-Shirts—
- ☐ Limited Pre-Race Offer, \$8.00*

- Official Accommodations—
- ☐ Race Week Rates, \$26/for 2**

*Include \$2.00 postage/T-shirt. (This is the same 4-color T-shirt which is included with all paid registrations.)

**Highly race week rates begin at \$26/night for two. Rates have been reduced 40% for race week. Write or call the Mammoth Mountain Inn, the Official Race Headquarters, toll free from Southern California 1-800-328-4971, other areas dial direct (815) 934-2581.

COMING EVENTS

JUNE

June 25; race: "Pacific States Series," Eugene, OR. Contact: Brian Skinner 215-572-2151

June 30; race: "Pacific States Series," Seattle, WA. Contact: Brian Skinner 215-572-2151

June 30; race: "Carlsbad Grand Prix," Carlsbad, CA. Contact: Bob Hadley 714-624-5395

JULY

July 7; race: "Pacific States Series," San Francisco, CA. Contact: Brian Skinner 215-572-2151

July 12-14; race/rally: "Mountain Bikes in Mountain State," Sligo Fork, WV. Contact: Gil Wilis 504-572-5771

July 14; race/rally: "Revenge of the Siskiyous," Ashland, OR. Contact: Siskiyou Cyclery 505-482-1997

July 14; race: "HORBA Rocky Mountain Series," Ft. Collins, CO. Contact: Glenn Odell 805-688-2525

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 504-259-5606

July 21; race: "The Great Flume Race," Incline Village, NV. Contact: Max Jones 702-852-0726

July 21; race: "HORBA Rocky Mountain Series," Boulder, CO. Contact: Glenn Odell 805-688-2525

July 28; race: "HORBA Rocky Mountain Series," CO Springs, CO. Contact: Chris Caunt 505-475-0149

July 28; race: "Tour of the Laurel Highlands," Somerset, PA. Contact: S.A.S.E. to Dave Willard, 1550 Victoria Drive, Pittsburgh, PA 15227

AUGUST

August 4; race: "Bigfoot Challenge," Willow Creek, CA. Contact: Tim Foster 707-445-0871

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

August 4; race: "HORBA Rocky Mountain Series," Denver, CO. Contact: Scott Carpenter 505-759-5178

August 11; race: "HORBA Atlantic States Series," Plymouth, NH. Contact: John Rankin 605-536-5655

August 24; race/tour: "Cascade Cruise," Bend, OR. Contact: Speed and Research 505-589-4315

August 24; race: "Mosquito Pass Challenge," Leadville, CO. Contact: A Sporting Proposition 305-449-8896 X121

August 24; race: "Oregon State HORBA Championships," Bend, OR. Contact: Speed and Research 505-589-4315

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

SEPTEMBER

September 1; race: "HORBA 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 Hinchpatrick 212-654-8400, 800-221-6764

September 8; race: "Third Annual Mountain Mania," Placerville, CA. Contact: Bob Edwards 916-759-6951

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 715-654-5794

September 16-22; race, tour: "Fat Tire Bike Week," Crested Butte, CO. Contact: Neil Murdoch 505-549-6761

September 21, 22; race, trials: "Canaan Mountain Series," Davis, WV. Contact: Laird Knight 504-259-5606

September 28, 29; race, trials: "H.O.R.B.A. National Championships," Santa Barbara, CA. Contact: Glenn Odell 805-688-2525

OCTOBER

October 5; race: "Flood Apply Rally," Farmington, NM. Contact: Clifford Clark 505-327-0576

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 704-877-4215

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

REWARD
\$5,000.00

★★ ROSS ★★
BICYCLES
PRESENTS

THE
NEW ENGLAND

FAT
TIRE

3-DAY STAGE

RACE

SEPT. 6, 7, 8

WENDELL STATE FOREST, MASS.

For further information and registration write to: ROSS BICYCLES, THE FAT TIRE RACE, P.O. Box 147, Rockaway Beach, N.Y. 11693

ROSS BICYCLES



Photo 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: Stee 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. Yet 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.

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)

Photo by Charles Kelly





Custom Bicycles — Designed for Performance

TRIALS BIKE In addition to our touring and racing models, Ibis is now producing a bike specifically designed for trials riding. We are excited about the increasing popularity of trials riding. This bike reflects our enthusiasm.

PAINT Ibis paint jobs, from mild to wild, tasteful to tasteless. We do them all! Retrace your bike with roller cam brakes and some new braze ons this winter, along with one of our custom paint jobs. Excellent quality, the finest materials.

T-SHIRTS The above design is silkscreened using a 6 color process on high quality cotton shirts. White, silver-blue, heather grey or lilac. Short \$10 Long \$12 add \$2 for shipping.

LYCRA JERSEYS The same incredible design printed front and rear on a custom made jersey. Side panels match screened colors. \$45 plus \$2 shipping.

ETC. Our usual items. The finest handling bicycles around, Speedmaster brakes, drop bar retrofits, race wheels, power pulleys — cantilever doublers. Check us out.



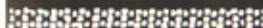
IBIS CYCLES, P.O. Box 275, Sebastopol, CA 95472
(707) 829-5615
Brochure Available

*Indicate second color choice.

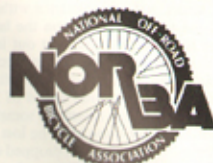
California residents add 6% sales tax.

MANTIS

BUILDERS OF THE FINEST
ALL TERRAIN RACING
AND TOURING BICYCLES



MANTIS BICYCLE COMPANY
350 E. ORANGETHORPE, #27
PLACENTIA, CA 92670
SEND \$2.00 FOR BROCHURE



NATIONAL OFF-ROAD
BICYCLE ASSOCIATION
2175 HOLLY LANE
SOLVANG, CA 93463
(805) 688-23325

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.



BREEZE & ANGELL
DEVELOPMENT COMPANY

is proud to announce the...



as Standard Equipment for

1985

on



&

JAMIS



STEVE POTTS
BICYCLES/
SWIFT ENGINEERING
and more!

Send Check or Money Order for
\$24.95 Postpaid

California Residents add 6% tax

ADJUST INSTANTLY



SEAT LOCATING SPRING

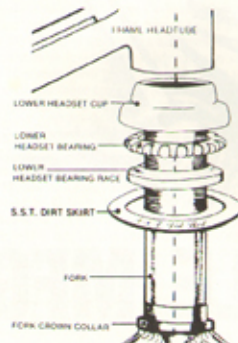
- Adjust seat instantly and easily while riding.
- Push down for control on rugged terrain.
- Springs up to your most efficient height for cruising.
- Seat always remains centered with frame.
- Mounts quickly.
- Prevents seat theft.
- Fits 90% of quality mountain bikes made.



BREEZE & ANGELL
DEVELOPMENT COMPANY
P.O. Box 5401
Mill Valley, CA 94942 USA

Dirt Skirt™

Seura 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.



MARIN'S
MOUNTAIN BIKE
HEADQUARTERS

Village Peddler

featuring:
REDLINE CONQUEST • NEW •
CANNONDALE
The aluminum mtn. bike
ROSS 4 models
SPECIALIZED 4 models
SEKAI 3 models
CYCLE PRO 2 models
K.H.S. 3 models

plus
CRUISERS

Prices start at \$199.



1141 Magnolia
Larkspur, Calif.
(415) 461-3091

MONTANEUS

The Mountain Bike with the "Adjustable" Head Bearing Unit!

Montaneus represents the leading edge of a bold new technological breakthrough in bicycle design and main factor engineering. A design that offers the best of both worlds; stability and quick handling, all in one handcrafted bicycle. The patented adjustable head unit allows the Montaneus to adjust to any terrain condition or rider characteristic.

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.

The best and only the best was chosen for the Montaneus.

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 out 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: 11 1/2 inches

Fork rake: 2 inches

Call or write for a FREE BROCHURE:

AMERICAN BICYCLE MFG.

Box 1245 • St. Cloud, MN 56302 • (612) 251-1641

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 Postjes 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 Acaguanca in Argentina (22,835'), Mount Everest (29,000'), Mount McKinley (20,300'), Mount Kosciuszko (7,305') as the highest un-biked 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 hear 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.

Llantrwyd 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 Llantrwyd 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 clutched Morris 1000 Traveller and Alfa Sud for a mountain bike and an interesting t-shirt"

Continued page 20.

Nepal

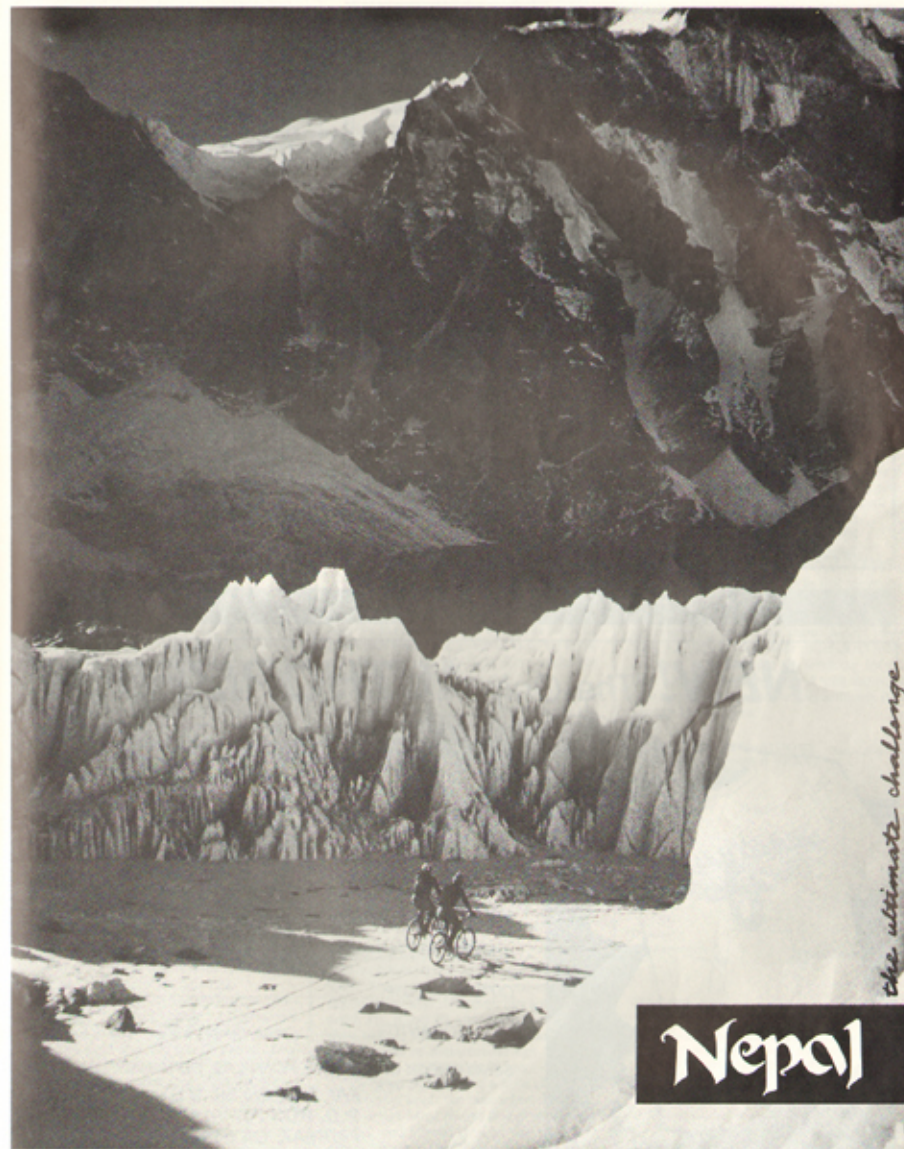


△ mountain people meet
the mountain bike



△ crossing
the glacier △

photos by Greg Vann



the ultimate challenge

Nepal



JAMIS
Competition Series

DAKAR



Distributed by Cycles USA. Specifications subject to change without notice. ©1984 Cycles USA.

Dakar's component parts were chosen from five different countries to bring you one of the most technically advanced All-Terrain bicycles offered in the world today. Dakar retails for hundreds of dollars less than comparable professional ATBs. Write for our free color brochure and see for yourself! Write to: DAKAR by Jamis, Cycles USA, 3000 Commonwealth Blvd., Tallahassee, FL 32303, or call 1-800-874-6630, in Florida 1-800-342-8114.

FAT NOTES Continued

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.

T E C H T I P S



by SeeKay

OBSTACLES

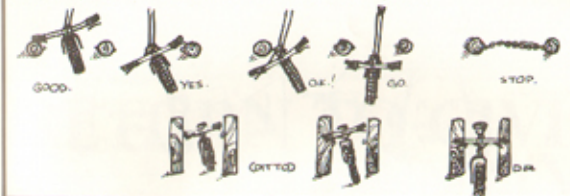
Now and then riders meet with narrow passages between vertical obstacles, such as trees, fenceposts and the like. Because most riders have yet to cut down their bars to proper length, these obstacles require them to dismount to pass. In some cases the passage is too narrow even for bars of the proper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

NEW! The Only AUTHORIZED FatTireFlyer Magazine T-Shirt



PRINTED W/LARGE BLACK & RED LOGO ON FRONT.

\$11.00 PLUS \$1.95 FOR SHIPPING & HANDLING.
ALLOW 4-6 WEEKS DELIVERY.

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

QUANTITY _____ SIZE(S) ☐ S ☐ M ☐ L ☐ XL ☐

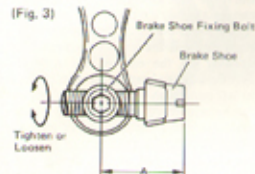
SEND CHECK OR MONEY ORDER (U.S. CURRENCY ONLY)

TO:

FAT TIRE FLYER "TS"
P.O. BOX 757
FAIRFAX, CA 94930



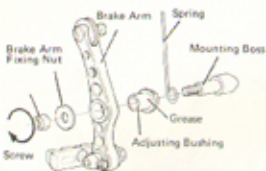
If this is not possible due to tubing abnormalities, the bosses can be filed down. Please keep in mind the filing should be done only to change the radius of these bosses to match the tubing. Avoid shortening the bosses—this will cause inadequate clearance between the stay/ blades and the brake shoes,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



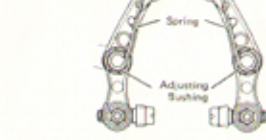
(Chart 1)

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

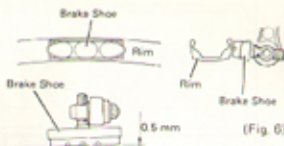
2) Before installing the brake arms, measure dimension "A" in Fig. 3. (Center of the mounting boss to the outer edge of the brake shoe). This distance must be adjusted according to the chart accompanying Fig. 3. The brake shoe is fixed to the brake arm by a threaded bolt. The distance between the brake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



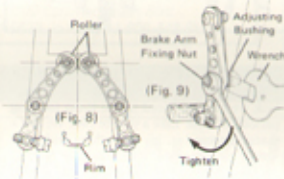
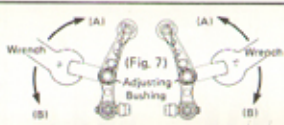
(Fig. 4)



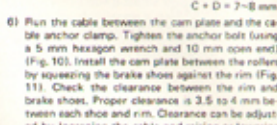
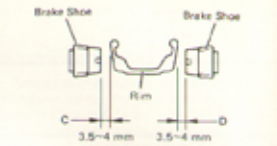
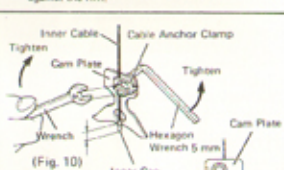
3) When installing the brake arms on the mounting boss, press the contact point between the bushing and the brake arm. Please refer to Fig. 4 for proper installation of the spring.



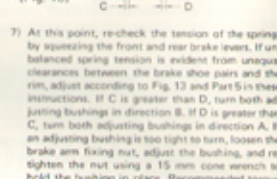
4) Toe-in adjustment of the brake shoe is necessary to ensure proper contact with the rim. There should be 5 mm between the rim and rear edge of the brake shoe, allowing the front of the shoe to contact the rim first. After adjusting the brake shoe, tighten the brake shoe fixing bolt using a 5 mm hexagon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



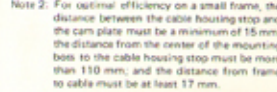
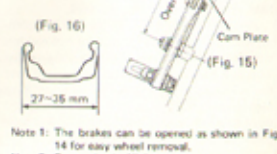
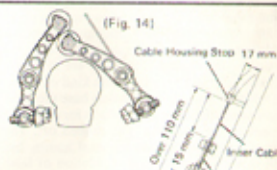
5) Adjust the spring tension by tightening the adjusting bushing of the brake arm. Use a 15 mm cone wrench for this adjustment. Turning this bushing clockwise will increase the spring tension (A). Turning counterclockwise will decrease the spring tension (B). Note that turning the adjusting bushing too 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 shoe against the rim (Fig. 11). Check the clearance between the rim and brake shoe. 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 90 to 100 kgf. cm.



7) At this point, recheck 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. 12 and Part 5 in these instructions. If C is greater than D, turn both adjusting bushings in direction A. If D is greater than C, turn both adjusting bushings in direction B. If an adjusting bushing is too tight to turn, loosen the brake arm fixing nut, adjust the bushing, and retighten the nut using a 15 mm cone wrench to hold the bushing in place. Recommended torque is 90 to 100 kgf. cm. (Fig. 9)



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.



RETURN TO CIVILIZATION SILENTLY.

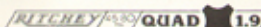
Off the mountainside . . . on to asphalt. Suddenly, the entire bike vibrates. Those towering lugs that held fast in loose dirt are pounding against the pavement; it's nerve-racking.

Tom Ritchey, world-renowned mountain bike designer/builder, found this chatter distracting and obnoxious. So he invented a solution — the QUAD 1.9™ mountain tire.

Continuous QUAD™ Strip Eliminates Road Vibration

Other off-road tires have isolated lugs positioned in the center of the tread. At any speed, you hear and feel the tires rumble.

The QUAD 1.9 doesn't rumble because the isolated lugs are offset — not in the center. The crown of the QUAD 1.9 is an endlessly quiet plateau. The offset lug pattern offers better grip in loose dirt. But, for the first time, trips to and from the wilderness are quiet and smooth.



Distributed by AVOCET INC.
also available wherever fine
RITCHIEY bicycles are sold
P.O. Box 7035 Menlo Park, CA 94026
415-321-8501
800-227-8346 out of state
Copyright © Avocet Inc. 1985



New QUAD 1.9 Mountain Tire

Extraordinary GripStrip on Ritchey's new QUAD 1.9 mountain tire eliminates nerve-racking vibration over paved asphalt. A continuous chain of offset QUAD lugs creates an endlessly quiet plateau. Offset lug pattern improves grip in loose dirt.



Engineering for Cyclists

New Tire Width Works To Your Advantage

Conventional 1.75 mountain tires have insufficient volume to protect against bottoming over bumps.

These narrow tires also sink in loose dirt. With any amount of mud, wider 2.125 mountain tires clog between brakes, frame stays, and forks.

The Ritchey QUAD 1.9 is a logical compromise that eliminates all these problems. And the narrower cross-section offers lower rolling resistance. Recommended inflation — 45 psi to 80 psi.

Increased Traction And Reduced Mud Build-up With Ritchey's QUAD lugs

Leave the highway and the QUAD 1.9's quieting plateau turns into a unique GripStrip™. The special shape of the Ritchey QUAD lug provides an improved 8-point bite.

Modified lugs on the sidewalls prevent mud from clogging between brake shoes, frame stays, and forks. Smooth rubber extends farther over the sidewalls, protecting the casing from abrasion.

Fat Tire Flyer

P.O. Box 717, Fairfax, CA 94930

BULK RATE
US POSTAGE
PAID
Fulton, MO
Permit #338

THE RITCHEY MOUNTAIN BIKE

Mountain Bikes from RITCHEY U.S.A.™



Original one-piece bar stem.
Cantilever and roller cam braking systems.

RITCHEY U.S.A.TM UniforkTM

Time and performance-proven geometry and construction.

Our frames are lugless bronze-welded (brazed) using specially designed RITCHEY U.S.A. butted tubing.

Custom quality at production prices. Production, custom and competition models.

Today's mountain bike from **RITCHEY U.S.A.** is the direct descendant of the first bicycles of this type on the market. The most experience adds up to new standards of performance and durability in an all-terrain bicycle.



Mountain Bikes from RITCHEY U.S.A. ®The First. That Lasts.

Before you buy any bike, you owe it to yourself
to ride a **RITCHEY U.S.A.** - and compare.

RITCHIE
"Origin of the Species"

Send \$1.00 for catalog and dealer information.

RITCHEY U.S.A. Rt. #2, Box 405, La Honda, CA 94020

(415) 368-4018

USA

Distributed exclusively by RITCHIEY USA

[illegible][illegible][illegible]

ILLINOIS 1900 Lucas and Hawthorn
KANSAS Source Exchange-Blinn, Topeka Source-Spika
KENTUCKY 1401 Sporting Goods-Boone
MAINE Harvard Source-Exchange-Portland
MASSACHUSETTS College Park Blue Shop-College Park, Putnam Shop-
College Park
MICHIGAN 1900 Source-Cycle Drivers, Petoskey Sports-Ardenwald
MINNESOTA 1401 Source-Exchange

[illegible]

new MEXICO has three new all-inclusives, two located just south of the border and one in the heart of Cancun.

[illegible]

CHALLENGER: *Analysts: Caters-Portland, Peak Sports Canada, Peter Power-Laguna, Murray Bell (Shop-Monster), Kyle Wolff-Monster, Dr. Jay Cohen-Portland, Dr. Sam Carter-Pleasanton, Peter*

TEXAS Bicycle Sport Shop-Austin, Bicy. Ex. Post North, Dallas

Public Cyber-Auditor, Evaluator CyberData, The Nigerian Cyber
 Legal Help Group
 NTAIR Nigerian Cyber Legal, Customs, Border-Security, Lake City,
 Birmingham, Oklahoma, Sunset, West and Chicago, Ohio
 www.nnta.org, www.nnta.org, www.nnta.org, www.nnta.org

WALSH002019 Senior Guard (Army-Military) West, San Antonio
Culver, Pulaski, Austin (Army-Military) West, Lake Travis (Austin),

Other Top Singles Charts: The New Zealand Singles Charttoppers include Bryan Adams' "Open Arms," Gregson's "Every Breath You Take," and Culture Club's "Karma Chameleon."

CANADA

BRITISH COLUMBIA: Sasho Royles (owner, 8881 Glen
Camp Road, in Bradenton/Venice, Saras Co., FL 34109-5942;
phone: (941) 755-0000; fax: (941) 755-0000; e-mail: sasho@bradenton.com)

ALBERTA: New Home Calgary, Stoughton, Cycle-Stratford, Ritey's Cycle-Calgary, Park N' Pedal-Edmonton

WATERLOO: Joseph Manning
WYOMING: The Tail Shop-Maple
YONKERS: Maple Grocery Store, Beer Cycle Works, Beerery
YORK: The Bike Shop-Store