

The Broken Spoke

The Newsletter of 'The Hartsburg Cycle Depot' & 'Jeff Riders Cycle Club'

April 2009

Issue#3

Welcome To Spring

Well we made it through another Missouri winter. I guess it wasn't too bad, it just seemed to drag on longer than usual. Hopefully everyone reading this enjoyed the holidays and managed to remain sane while pedaling trainers in the basements.

We kept busy ourselves, our new website was completed this year much quicker than last year even though it grew considerably in size. It seemed that one of us constantly had a laptop in one hand. Pam worked hard through the winter, talking and meeting with suppliers and consequently we have added a few new names to our frames list. We now are dealers for 'Moots' and offer their full range of Titanium bicycles even a full custom design option, all hand built in Colorado. Also this year 'Orange' mountain bike frames have been added. This is a very popular brand of mountain bike from the U.K., one which Mark used to ride back in the day. Another brand that we are excited about is 'Voodoo' and we have added them to our stable as well. Again, another brand that Mark rode way back when he was young, fit and

awesome... and has always held in high regard. They are all on our new website so check them out. www.hartsburgcycledepot.com. Also thanks to everyone who helped with the website, all that feedback made it much easier for a couple of luddites like us.

Big excitement for anyone with a passion for road bikes was the release of all the new groups for 09. Lots of changes this year and some really nice stuff. Some years just the decals change but it seemed this year the big three went for full makeovers. We have a little review elsewhere in this issue and will report later in the year on how they are performing based on feedback from installs that we have already done. Suffice to say you need to bring a fat wallet to the table for any one of the top options but some will be surprised at the order of some of the price tags.

So welcome to Spring and let the riding begin...

Pam & Mark

Mountain Bike Mecca

Over 150,000 acres of prime forestry land is being given over to mountain bikes. The Forestry Commission in England has allocated this huge slice of land for the development of mountain biking in the very popular Kielder forest. The area already attracts some 300,000 mountain bikers annually and this new commitment will likely increase that figure substantially. Along with the land there will also be a \$1.3million budget for the development of trails and also nearly \$400,000 for a purpose built mountain bike hire and repair centre on site. I understand that this building is quite stunning, made from local timber, and is already nearing completion.

The centre is located at the hub of many of the new trails and is also close to Kielder Castle so it will be a major focal point of the whole complex. The whole aim is to make this area the nation's pre-eminent off-road venue.

Anyone not familiar with Kielder, it is a beautiful area of England close to the border of Scotland and has always been a favorite with hikers, climbers, canoeists and cyclists. If you get a chance to visit, it should be taken. If you need more information on the area or need help planning a trip, just give us a call and we can point you in the right direction.

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Customer of the Month

A common theme last year was repairing crash damage. Among the carnage were two titanium Litespeeds. One suffered a high speed dismount and basically had the carbon parts replaced and some upgrades done, the other however underwent a complete transformation. The owner of the bicycle was hit by a car and both bike and rider suffered damage. The rider, Mr. Ralph Horne, was easily fixed with stitches, the bike though needed a complete refit. The frame a litespeed 'Vortex' was a few years old and was looking a little ragged. The original blue paint had seen better days and it was decided to strip all that off and refinish the bike to a bare brushed Ti finish common on most Titanium bikes today. The frame was also put into a jig and checked for alignment and some alterations were made. A new Reynolds carbon fork and new 3ttt handlebars and stem were added. Ralph also took the custom wheel route and Mark built a new wheel set using DT Swiss rims and spokes.

A new lease of life for a classic bike.



A very happy Mr. Horne taking delivery.



The titanium frame before being stripped of old paint and decals.



New decal set being applied to brushed finish.



The bicycle with new parts and upgrades including a set of Marks custom wheels

Bikes and Bombs...

An interesting report found its way onto my desk recently, not sure what it says about my mother land but hey, I just report the facts. The 'Financial Times Newspaper' in England recently released their annual rundown of the state of industry in the U.K. Surprisingly number two on the list of fastest growing manufacturing segments is bike manufacturing. The only sector growing at a faster rate is weapons!

Is My Carbon O.K.???

A large part of my day is spent answering questions and not a week goes by without someone asking me about damaged carbon fiber. Sometimes these diagnoses are straightforward and sometimes not so much. If I am presented with a fork in three pieces we pronounce the time of death and move on. However more often than not I open an email with a grainy picture attached or worse still Pam hands me the phone with a worried voice on the other end who proceeds to describe how they were just riding along when suddenly... While I am hip to the whole “just riding along” phenomenon, there usually are mitigating factors that have conspired against said component. While I love that we have customers and people that value my opinion from some far flung states and countries. Maybe a 30 minute, long distance charge from Sydney Australia could have been whittled down some had you told me earlier in the conversation that the “Slight tap” that your bars received was from a tree while doing 25... And that some of that tree stayed imbedded in the bars! But hey, I like to talk and by the way sending us a Happy New Year card was a nice touch but showing you guys riding in shorts and tees on your Christmas day ride and complaining about the 102 temp was just cruel.

Anyway I digress. My purpose here is to maybe give you some guidelines to follow when dealing with carbon fiber and when to worry.

If you have just purchased carbon components or even a frame, good news, that stuff is pretty durable. Carbon has been around for some time now and the cloth and bonding agents have steadily improved. We rarely sell anything below a 2k weave and even the cheaper carbon components are generally over built. Carbon from 5 years ago is still good carbon, the techniques were not as good as they are now but the major kinks and mistakes had been worked out.

Now is where it gets a little grey. Carbon fiber production from the ‘first wave’ as I like to call it was a little sketchy. Some big names in the industry made some very big mistakes. Now I am not telling you to immediately go to the trash can with your favorite 12 year old carbon frame but you do need to pay special attention to joints, finish and high stress areas. Especially if you have one of the early carbon tube to alloy lug frames. Lots of frames were made without insulators between the carbon and alloy, which was bad. Most of these frames, I think have long been laid to rest but we still see the occasional one in the workshop, and last year we

had a customer in Colorado who reported that his long faithful steed had imploded. When he shipped us the box of debris to be salvaged and built onto a new frame we did have to clean off some blood. It didn’t look like main arterial blood but it did look like painful blood...

So my point being, carbon is great, it makes a good frame, it looks way cool on anything. But you need to keep an eye on it. Wipe down the frame often and look for damage. If you have carbon components do the same on those, check high stress areas and stress risers. Look at the finish and note dull areas or cracks in the clear coat. All are warnings. Don’t wait till you drop the bike or crash before you look at the thing for the first time, you need to know what was there before and what caused the blemish.

When carbon fiber is made into a thing it has a dull dusty look to it, you can see the fibers, kind of like looking at a nylon rope encased in a condom, although the newer multidirectional weaves loose that checkerboard look. What gives the finished article its glossy appearance is nothing more than a clear coat of lacquer. Do not worry about damage to the clear coat too much, it is inevitable to scuff it or scratch it. Computer mounts, zip ties, cables rubbing, will all ruin the finish over time. Now, if whatever has rubbed the finish coat continues to rub and eat into the layers of carbon you have a problem. Some parts like forks or chain stays and seat stays, have varying layers of carbon. On some areas these parts may have over 40 layers of carbon, on the less stressful areas it may be half that number.

While this kind of damage is unfortunate it is not really a big deal. If you notice scratches or rubbed areas obviously stop or remove the cause and either you can leave it be or put on another protective layer of lacquer. If you are mounting anything to carbon put a protective layer on first, a piece of rubber inner tube works great.

Okay we have covered what’s O.K. now what signals a parts burial. A common inquiry in the store is “I heard a cracking sound from the seat post, but it looks fine.” Answer is always the same. Get rid of it. If you hear a crack it is done you killed it. I don’t care if looks fine on the outside that crack was the sound of the carbon layers pulling apart and it is just a matter of time before failure occurs. Trust me you do not want to be sitting atop a carbon seat post at the time of failure...

One of the easiest ways to break a carbon tube is to clamp it. Never ever, ever clamp your carbon seat post or frame in a bike stand and if you witness someone

else clamping it they owe you a new bike and you can tell them they can keep the one in their stand. If you have all carbon and want to use your clamp stand then remove the seat post and put an alloy one in it. Alternatively get an internal dummy post that expands on the inside of the seat tube, Park tools make a good one that we use in our workshop.

Another clamping issue is the seat post binder bolt. We recently had an example of this in the store. Problem here is that people don't want the seat post to slip and crank on the clamp way past recommended torque. This post had been crushed so much that not only was it cracked but had also deformed and had forced a nub of carbon into the seat tube slot. Very impressive... What is more scary is this was actually done by a bike shop and not the owner. With carbon you must use a torque wrench and be aware of all manufacturers specs. Most carbon parts have torque measurements stamped on the part itself as this is so important. If you are unsure get online and visit the manufacturers website or call us and we can advise. Another product that we use is carbon assembly paste. FSA make a good one which we have been using for some time now and I highly recommend it.

Another common issue is when alloy attachments become loose. This is common on some older forks and frames at the dropouts. Basically these dropouts are just plugged into the carbon tube ends and bonded with glue. I have spoken to pretty much every carbon fork manufacturer about this issue and not one of them has ever said it is okay to repair. What happens here is that the carbon tube splits ever so slightly at the join and allows the plug in to wiggle slightly and break the glue bond. Bottom line is, change it out. Not such a big deal on a fork but a frame is another matter. One reason I never recommend putting carbon frames in static fixed trainers is for this reason and I never like to see carbon forks clamped into bike racks. Both these things really stress those areas. There are a couple of companies that specialize in repairing carbon and I have seen frames repaired really well at the dropout area. It is expensive and not worth doing on a fork but a nice carbon frame is another matter.

I am going to split the next category between road and mountain because my advise is different for both with regard to crashes and scrapes. The design parameters for both road and mountain are obviously quite different. Carbon road components are required to be predominantly light and aerodynamic, and while they are still very strong they are not really designed to

withstand constant crash damage. Cut through a fork leg for example and you will see different thicknesses of carbon at different points on the leg all engineered around where the known torque and stresses are likely to come from, i.e. the rider. Clip a lamp post or a car mirror and it will likely have a negative result on the handlebar and stem. I treat crashes on road bikes pretty much in the same way every time. I categorize them as the 'gentle slide' crash or the 'holy shit end over end' crash. If you are laying into a corner and the wheels decide they want to lay down all the way this is a gentle crash. Not perhaps for you, but for the frame which is more important. If you slide to a gentle stop your frame will likely be okay. Check it for scratches and scrapes and if there are none or slight ones your good to go. If you have some deep scratches or areas where you can see fraying fibers then probably this can be repaired. Sometimes the fraying fiber thing looks a little worse than it is, but not always. Bottom line, get it looked at. Handlebars have usually taken quite a beating as they stick out and they can also dig in and get banged pretty good. For this reason I recommend a change but it's your call. If they look okay and have no scratches you're probably ok. The carbon stems on road bikes tend to be pretty beefy, and if your bars survived then your stem did. Forks are the same, a gentle slide crash usually results in the wheel and quick release skewer taking the brunt of the damage. Again check for scratches and make a call.

If you have a high speed crash and you can't remember what the bike did because you were too busy screaming or if your ride buddies are arguing about how many complete revolutions your bike did before coming to rest, then my recommendation is always the same. Carbon fork, stem, seat post and bars are now paper weights or wall art. The frame is probably a good candidate for a clothes rack too at this point but, I know you probably sold a kidney for the it so follow the same procedures for evaluating it as described above and if there is visible damage then we can take it from there and get one of the carbon repairers involved. My worry though would be the damage that you cannot see.

Okay now for mountain bike carbon. While still obviously light weight the main requirement for anything bolted to a mountain bike is strength. Cut through a carbon mountain handlebar and it is pretty much solid carbon at high stress areas. Whereas road bikes are not expected to take high impacts, on a mountain bike it is pretty much compulsory. As my mother is fond of saying. "If you haven't had a brush with death, you

haven't had a full day!" And she's right of course. If you go into the woods and come out with the same amount of blood as you went in with. You just ain't trying... Anyhoo, bottom line mountain bars and stems made of carbon can take a hit but the same principles do apply. Scratches are inevitable but if they are into a couple of layers of carbon they need to be taken care of. Visible cracks or audible ones spell death. A big impact where the bike careens off down a cliff face would, in my opinion, be cause for replacement regardless of the carbons appearance. I know there are a couple of manufacturers out there making carbon mountain bike frames, we have a couple of Scott full carbons that we see regularly. These things are cool looking and are ridden hard by the owners.

Here is my take on carbon mountain frames. The ones I have seen have been beautifully made and although being light have had a real feel of substance and strength. As mentioned above we have some customers with full carbon Scotts and these things are ridden hard, and they are, so far, taking it in their stride. They are beginning to look a bit ratty but that's to be expected. The thing is that there are more things in the woods and mountains to contend with than when riding in the streets and the chances are greater for catastrophe. It basically all comes down to money and luck. Buy that frame if you can live with the possibility of replacing it early. This, obviously, is a possibility with any frame but I feel that the odds are a little higher with carbon as is the replacement cost. If you are considering a carbon frame for your next XC rig consider this. Look at your present bike, does it have dents all over it, scratches and dings that you never even bothered to wipe clean. Do you just throw it in the back of your pick-up and go ride? Then carbon is probably not your best choice if you are looking for a frame purchase to last indefinitely. You would be best to stick with Ti, Steel or Aluminum. I can tell you with absolute certainty that my 18 year old Marin, had it been made of carbon, would be lying in a shallow grave somewhere on an English hillside. Time of death; 1993...



Spring Green Smoothie

Okay this recipe sounds a little weird but trust me it is pretty good. A recipe for Popeye maybe...

Ingredients - Serves 1-2

- 3 oranges
- 1 or 2 ripe bananas
- 4 large handfuls of baby spinach
- 10 soaked almonds
- 1 heaped teaspoon of shelled hemp seed (optional)
- 20 frozen blueberries



How to make

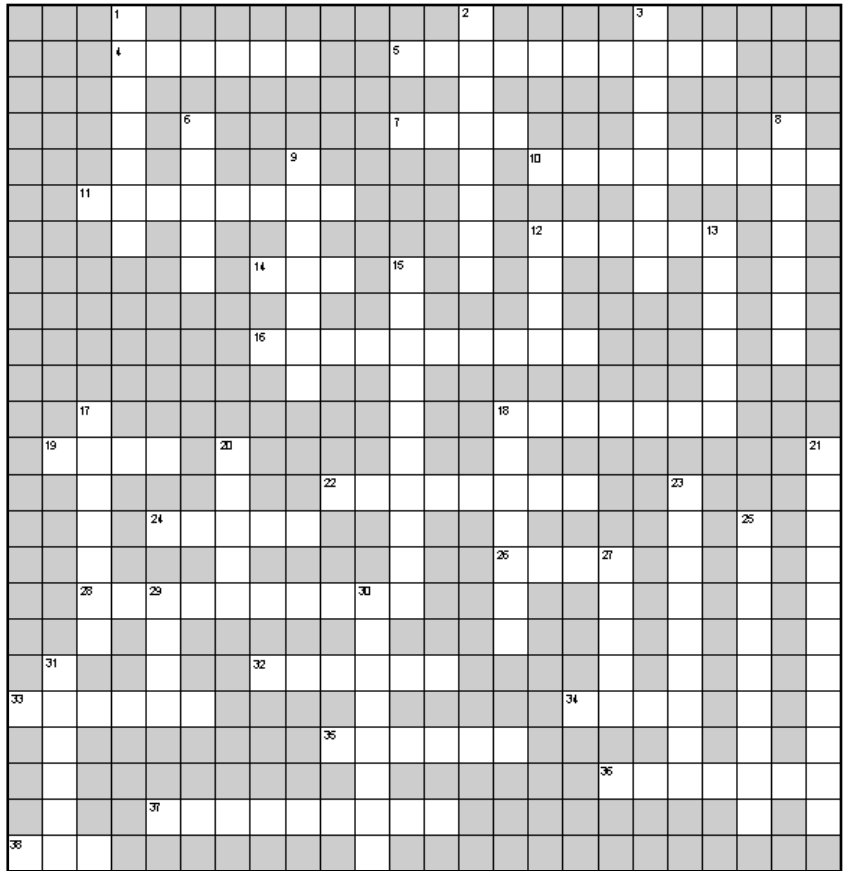
Put the juicy flesh of the oranges into the blender, minus the peel and pips. Peel the bananas and throw them in. Drop in the soaked almonds and hemp seeds if using them. Blend until smooth. Next pour in the blueberries little by little and blend to the desired consistency. I know the spinach sounds disgusting but it is actually quite sweet. Kinda like carrots in a carrot cake...

My two favorite things; Bicycles and Ferraris

Ernesto Colnago presents Ferrari F1 World Champion, Michael Schumacher, a custom Ferrari themed mountain bike. This began a whole range of bicycles bearing the Ferrari and Colnago name. Life just does not get any better.



Crossword



First correct entry received will win a prize.

Across

4. The new hydraulic disc brake from Avid. (6)
5. Winter sees the start of this type of racing. (two words) (10)
7. Shimano has this ace (4)
10. The name on a new range of road bikes designed by a famous English racer and ridden in Beijing by Nicole Cooke (9)
11. A famous Chris, a place in Ohio and makers of some fine tubing. (8)
12. This company has been making saddles since 1866 (6)
14. The norm is ten on both sides of the front... (3)
16. Just celebrated their 75 anniversary (10)
18. Train on these in the basement if you dare... (7)
19. Makers of speed weaponry (4)
22. Who makes 'Speediums' (8)
24. Best points finisher gets this color (5)
26. A bottom bracket style that is also a Goddess and a part of the River Thames that runs through Oxford (4)
28. Winner of the 2009 'Tour Down Under' (two words) (10)
32. Where in 2012.. (6)
33. Hate them at work but need them on a frame (6)
34. Can be steel or kevlar (4)
35. Pinarello make this regal sounding bicycle frame (6)
36. Road bikes use this style of brake (7)
37. What does the 'E' stand for in the acronym ERD (9)
38. SRAM prefers this color (3)

Down

1. The large main group of riders (7)
2. Presta or ? (8)
3. Last name of Alberto (8)
6. In France its not yellow but... (5)
8. Pedal rpm (7)
9. The best tires are... (7)
12. More world champions have worn this make of helmet than all other helmet brands combined. (4)
13. The norm is 32.. (6)
15. Letourner had to push 255 of these for his world record in 1941 (two words) (10)
17. Oil in a Shimano disc brake (7)
18. What bicycle company is celebrating their 123 year in business (7)
20. Do this to your brakes to stop the squeal (two words) (5)
21. Top level Campy (two words) (11)
23. This has a left handed thread. (two words) (9)
25. Early Racers used this on their bars. (two words) (9)
27. What do the French call that thing you sit on... (5)
29. Can be wet or dry (4)
30. Last name of a Spanish rider who won the TDF five times (8)
31. A wrench used to apply a precise tightness. (6)

Ultimate Training Bike

As most of you know I grew up around a motor racing circuit and developed a passion for all things fast and sleek, especially Ferrari F1... So imagine my excitement when I learnt that Beru F1, a motor sport systems design company had turned its expertise to developing the ultimate road bike.

Named the 'Factor 001' It has been created from the ground up using mostly one off, custom fabricated parts. Anybody familiar with Formula 1 will know that along with all the gadgets and gizmos that get the thing rolling along at breakneck speeds are nothing compared to the electronics that are used to constantly monitor the cars performance and tweak it. This technology is why the Factor 001 is considered to be the ultimate training tool.

The Frame is a twin spar carbon monocoque design using the very latest carbon composites from the world of F1 and housed in the frame and cranks of the bicycle are various sensors that constantly monitor and evaluate performance. Below is a brief rundown of what your \$35,000 will get you...

Biometric data.

The physiological data collection package uses hardware from medical applications for the diagnosis of cardio-vascular problems, and works by transmitting information via Bluetooth from the rider to the bike's head unit, situated on the handlebars. It is able to measure ECG data, respiration rate, skin temperature, respiratory impedance and core body temperature, as well as the rider's vertical, lateral and longitudinal acceleration.

Physical force data

Information on the power generated by the rider is extracted via sensors in the cranks, which utilize BERU f1systems' Formula One torque measurement system, that wirelessly connects to the bike's head unit. For the first time, the power output from the left and right leg can be measured independently throughout the whole pedal rotation, to an accuracy of one degree. This is measured as torque (Nm) at a sample speed of up to 350Hz. Athletes can then analyze this data in a graphical format using the supplied analysis software to maximize the efficiency of their pedal stroke. Accelerometers measure the bike's left and right lean, incline and the rate of climb when ascending and descending. Other data gathered includes rear wheel speed, minimum, maximum and average torque levels for each crank, useful power generated by each leg and



crank cadence. Offered as an optional extra will be Factor 001's infrared beacon kit, which comprises a bike mounted infrared receiver, and a free-standing infrared transmitter. The kit enables the bike's logged data to be automatically segmented, enabling direct data performance comparison over a series of laps.

Environmental data

Sensors monitor and allow storage of information pertaining to atmospheric pressure, altitude, ambient temperature and humidity. This provides a vital record for subsequent analysis and correlation when united with the physical force and physiological outputs. Factor 001 also comes complete with an onboard GPS system. Combining these three sets of outputs allows athletes and their trainers to build a real time picture of road conditions, rider state and effort, and performance. Factor 001's sensor network is built into the structure of the bicycle and connected by an integrated wiring harness that is protected by the composite

chassis. The system is powered by a state of the art lithium polymer battery. The bike's 76mm x 57mm LCD touch screen display gives the rider customized feedback in real time, while hours of data can be recorded for later review. On-the-move, riders can choose the parameters displayed to them from over 100 channels, or easily select between on one of eight screens they have pre-configured.

Anyone wishing to see this machine can do so at the Science Museum in London .

Strange Goings On...

Christmas time saw some strange things coming into the workshop for assembly. And this Mini Quad ranked pretty high on the list. Took more time to assemble than a custom frame and used nearly every tool in the workshop. Not to mention many beers needed to be consumed to figure out the instructions written in klingon. Thanks Roy...



Three arses hard at work...



Cycle Depot's new crash test dummy.

Velo City Expo

The worlds largest conference on cycling will be taking place in Brussels this year on the 12th to the 15th of May. Not just a conference but also an exhibition, demonstrating the role of bicycling as urban transport.

This show is being organized by the European Two-wheel Retailers' Association or ETRA. And is being called "The Velo City" conference. ETRA is probably not known by our American readers but for our European subscribers ETRA will be very well known and is a very persistent lobbying group. Groups like ETRA and Sustrans are the reason we have the massive budgets for bike and pedestrian bridges and paths and trails linking up all across Europe.

The "Velo City" conference is completely free of charge for both the participants and the general public. Well worth the visit if you find yourself in Brussels in May. For those of you that have never been to Brussels it doesn't suck. A very pretty city. Although free of charge you do need a ticket. If you need one just contact us and we can hook you up.

The History Of Colnago

Our 'History Of' segment this issue follows on from the Masi story last time. As you will see there are close ties between both of these Marques of the Bicycle world.

The Colnago family was a farming one and had been farming in Cambiago, a rural town just outside of Milan. Much to the disappointment of the family, Ernesto dreamed of bicycles rather than tractors and had ideas of becoming a professional racer. He did not have to wait long before starting to turn those dreams into reality. His first step was to take a job in a cycle factory and here he began to learn the industry. Soon he was confident to open his own small cycle shop, servicing and repairing local bikes.

Like all young Italian boys with a passion for bicycles, Ernesto yearned to be a pro racer. Sadly a severe accident, resulting in a broken leg, ended the racing career before it had ever really begun. This setback merely funneled his passion in another direction, the design and construction of racing bicycles. Here is where our story merges with our previous history of Masi.

Ernesto figured the best training he could get would be under the tutelage of Faliero Masi and he took a job as race bike mechanic with the master. While working closely with Masi Colnago learned to fine tune his skills and therefore the bikes. He quickly gained a reputation as a mechanic who could get the absolute best performance from a part.

Ernesto Colnago always had one eye on the prize and never wavered from his pursuit of becoming a major player in the bicycle industry. Apart from his mechanical prowess he also had a talent for publicity. Kind of like a Donald Trump of the bicycle world. Colnago had a knack for getting photographed and traveled everywhere there was a major cycling event or gathering and therefore cameras. There are literally dozens of sepia pictures of Colnago taken before he had ever really built frames. If you go to any Colnago website or look at a brochure you will see some of these images still being used.

However, even though he was not shy of publicity and marketing himself, he had the talent to back up the bravado.

In the early 60s Colnago was taken on by the Molteni Racing Team as their chief mechanic and supplier of frames. It was here that one of the best partnerships in the history of cycling was formed. Merckx joined the team!

The irony of this whole era though was that, for some-

one so keen to put his name and face out in the public eye, all the team bikes bore no mention of Colnago but only the Molten (a sausage company) logo. This did eventually work in his favor, due to the success of Merckx and the rest of the team, it became a secret that everybody wanted to know. "Who makes the frames that are creating legends in Cycle racing?" Colnago let this play out until he eventually released the information that all wanted to know and, Boom, the Colnago bicycle was born. It would be akin to me suddenly releasing the news that I had been the one building all Lances bikes for the past ten years...

One of my favorite tubing manufacturers has been utilized in Colnago frames for years, Columbus, and over the years Ernesto and Columbus have collaborated on refining and changing the tubes. No tubing was ever stiff enough for Merckx and Colnago, along with Columbus, concentrated their efforts to this problem first then Ernesto soon utilized this new tubing in a frame design that was stiff enough even for Eddy.

Over the years Colnago has pushed the design of tubing and is one of the reasons I, as a frame builder, have such a fantastic selection of high tech steels to choose from. And he has done this with all materials that are out there and used routinely in bicycle frames today. Steel, Titanium, Aluminum and Carbon all of which are used in the Colnago range.

Colnago bikes are not just fantastically designed and built race machines but they are beautiful works of art as well. Colnago have always gone the extra mile when it comes to aesthetics. I remember, many years ago, being at an event where Colnago had a big presence and the area they had been given for their display looked like an explosion in a fireworks factory. There was also a small chain of clothing stores in London that had Colnago bikes smattered around the floor as displays. Not unusual in a bike related store but these stores sold suits. Granted they were Italian suits, but you get my point. I don't think there has been any other bike company that has crossed the line from bicycles into works of art as well as Colnago.

To this day most of the decals and finishing touches are still all paint. No decals or aftermarket stickers to be found. This practice of painting all logos came in very useful in combating a wave of fake bikes bearing the great name in the early eighties. Forgers can create a passable fake Rolex but not a Colnago. The quality of finish on a Colnago frame can only be found in a cus-



THE JEFF RIDERS

Well the Jeff Riders group has had a growth spurt, we are now over fifty members strong. Now that the weather is beginning to turn for the better, finally, the rides are being scheduled thick and fast. An added benefit of the increased membership is that we also have more varied rides. There is now getting to be something for everyone, regardless of fitness level or style of bike. So, we really encourage members that maybe have joined the group but not taken part in any rides yet to keep looking at the ride emails. You will surely find something for your style, also, we still have riders that I consider part of the group but are not logged onto Velocal that are always ready for a Katy ride. So pop into the store if you want to keep it more informal and we will get you some ride buddies.

We did have a few technical difficulties a little while back, the group was inadvertently deleted, but all is well now. The whole episode did have a positive effect as I now have separated and backed up various files so that if a similar event happens in the future a sleepless night can be avoided...

I know a few of you have had difficulties in navigating the system and posting rides and I urge anyone having problems to contact us, as we will gladly walk you through the steps of Velocal and keep everything running smoothly.

The History Of Colnago (continued)

tom paint job. I guess he needs to make up for all those frames painted with sausage logos...

Another fact I learnt while sifting through some articles in old magazines of the day was that Colnago was a very gifted wheel builder. I new I liked him. After his injury he was forced to stay home to recuperate so he started assembling wheels for the pro riders. He became so accomplished that he was soon earning more money than a full time factory worker.

We were going to publish a mileage chart of riders in this issue but apparently when everyone realized that Dan Maxwell was also on the list you all immediately surrendered. So here it is Dans mileage for 2008; 7,141miles....

If anyone else wants his or her mileage published all you have to do is send it in.

Thanks to group member Michael we have a couple of new routes available. I will log these on to the system soon for anyone to try. They are gentle rides of around 11 miles on very quiet roads. Each ride has only one or two very minor climbs that could be managed by most adults and children or walked if necessary. Michael is our man in charge of maps and while others are counting sheep in their dreams, he counts mile markers. Hopefully we can persuade him to dream up some more routes for us so none of you get bored.

Also, these latest two routes will probably be used in an upcoming family scavenger hunt. We will keep you informed. If anyone would like to be involved in organizing these or a couple of other events that Pam has planned just contact us at the store.

So here's to another year filled with happy trails?

Keep on pedaling...

Pam and Mark

Hartsburg Cycle Depot

Colnago is never happier than holding court with anyone who will listen to him and has a wealth of anecdotes and stories involving everyone of note in the last half decade of bicycle racing. In recent years he released his biography and I recommend it to anyone who loves the history of this sport. Still that urge to create ever better bicycles and the passion for the sport that burned bright in the young boy still fuels the man.