

# The Broken Spoke

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

August 2008

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## Hello Everyone, Welcome to 'The August Edition'

Well another busy month both in the shop and out. Lots of new product releases and 2009 bikes already going out the door. Also lots of interest in the upcoming groups from both Campy and Shimano. Pam is already holding deposits for the Campy Super Record 11, due in November. You can read about both on page 5.

Obviously cannot have an August newsletter without comment on the Tour de France and you will find ours on page 4.

We are also starting a new series this month, "The History Of" page. Each month we will feature a bicycle company that we feel deserves mention for its contribution to cycling. This month we start with Gitane

who, coincidentally, have won the Tour more than any other manufacturer.

Also new this month, our feature crossword puzzle... Found on page 4. First correct entry on Pams desk will receive a prize worthy of the achievement.

The Jeff Riders page is still a little sparse but it has been a month of ironing out the rough spots. The membership has grown as have the ride routes thanks to Jerry. Pam and I will try and have a social event as a meet and greet sometime this month. We shall keep you informed.

That's about it. Enjoy the newsletter and if anyone has something you would like considered for the next issue, email or stop by the store.



Mark & Pam  
Hartsburg Cycle Depot

## This Months Featured Customer is... Joe Christian



Joe Christian and his new Raleigh Mojave 2.0

Joe is pictured here with a shiny new Raleigh Mojave 2.0 in black and red fade. Joe and his Uncle, local well known cyclist Jim Findlay, hammered out a deal in which Joe was made to toil relentlessly for many months doing Jims yard work, finally earning himself the Raleigh. Justice was handed out however, on the first ride, when Joe gave Uncle Jim a sound thrashing on a race to Hartsburg. Well done Joe.

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# Track Stands 101

Someone asked me a while ago “What is a track stand?” Well I figured there may be a few readers who may not know or would like to try one. So to that end we give you Track Stands 101.

A track stand is a technique used by track racers to outsmart their opponents. Riders often try to get each other to take the lead so that they can then draft them and get the other rider to make the pace. Sometimes each racer slows down to a complete stop. Here begins the track stand. Balancing on a bicycle at a complete stop without putting your feet down takes more than a little skill and practice.

With most people nowadays using some form of clip or cage to affix themselves to the pedals, perfecting the track stand can be quite handy. Especially if, like me, it takes you a distance comparable to an Ocean Liner stopping from 10 knots to get clipped in. There are many techniques to pull off the perfect track stand and masters of the art all have preferred methods, but, if you have not tried one before and need a little direction I shall try to give a few pointers. It gets quite addictive and competitions are held in big cities to see who can stay upright the longest. Hey, maybe we’ll arrange one here in town.

The stand is easier to pull off if you are on a slight incline. If on the road you can use the camber of the street to your advantage, most roads have a camber along the

centerline to aid water runoff. So, as you come to a stop, turn your front wheel 40 degrees or so toward the uphill centerline. As you stop keep a little pressure on the pedals to stop yourself rolling backwards ( That big SUV stopped 10 inches from your rear wheel can probably take the hit unscathed but that would be considered cheating .) Balance yourself by kinda rockin back and forth ever so slightly, alternating between putting pressure on the pedals and un-weighting them. As mentioned above you will develop your own personal style and, with practice, the ability to defy gravity will increase.

Apart from being a cool party trick, developing this skill can be a very handy tool. Whether you’re a mountain biker or a roadie, amaze your friends with your new skill. Mountain bikers will love the increased balance whilst playing in the rocks and roadies, if you can come to a four way stop and not unclip you will gain 50 yards on your riding buddies who did. You will be in the big ring powering away as the sounds of cleats mashing on pedals and the words “Sonaofa###” echo in the distance...

To give you an idea of how long people can sit on their bikes going nowhere, during a race at a velodrome in Munich, two guys did a track stand on the start line for over six minutes before one made a break for it. Talk about watching paint dry.



## Some Things To Ponder.

The most efficient animal on earth in terms of weight transported over distance for energy expended is;

A human on a bicycle.

The most efficient machine on earth in terms of weight transported over distance for energy expended is;

A human on a bicycle....

When considering a bicycle, especially a modern one, you become aware of how complex they have become. On closer examination it is surprising how many separate parts there are. However there is one component alone that has more than half of the total number of parts found on the whole bicycle. The Chain!!!

# The History of Gitane



Marcel Bruneliere

Marcel Bruneliere started the company at the same time he began a mechanics workshop. The year was 1925, the place Machecoul, France. The shop specialized in agricultural machinery parts and as a side line to the main farm implement business he began producing parts for bicycles. The next year, he opened up a cycle fabricating

workshop in a few stables on Rue des Redoux in Machecoul, which made two to three bikes a day using the trade name Marbru.

It followed in 1930 that Mr. Bruneliere used the brand name Gitane for the first time on his bicycles. By this time he had a staff of around ten people producing components for bicycles in the little workshop. It was not until 1940 however, that the company started to produce frames and consequently complete bicycles. The company was renamed Cycles Gitane in 1952, and added motorcycles to its repertoire and quickly grew to one of the top motorcycle engine producers in France. It was during this time that the company started sponsoring both bicycle and motorcycle racing teams.

Gitane made its mark on the professional cycling world starting in 1957 when, the great, Jacques Anquetil stormed to victory aboard a Gitane in the French National Championships. Thus began a period of dominance for Gitane. This period would last into the early 80s and produced records in racing that, probably, will never be beaten.

In 1960 the company was renamed Micmo S.A. and could produce around 500 bicycles a day. Quite a change from the humble beginnings when 3 bikes made was a good day!

By the time 1972 rolled around, Micmo was France's top exporter of cycles; the numbers of units being exported per year at the time was around 185,000. Coincidentally a bicycle boom was happening here in the USA and Micmo's "Gitane" European racing bikes were ideally placed to take advantage. The Lightweight bikes introduced an entire generation to the joys of road racing, touring and the drop bar culture. Although the company had a full range of cycles to choose from the bike everyone lusted after was the 'Gitane' "Tour de France".

Resplendent with Reynolds 531 tubing, Simplex derailleurs, Normandy hubs, Mafac brakes and Stronglight cranks, bottom bracket and headset.

In the early seventies the Renault car company took a large stake in Gitane and through this merger we entered a golden age for the cycle company. Flush with cash and with the will to win, the Renault-Gitane Cycling Team began a long winning streak. With some of the most famous names in bicycle racing sitting on the saddles of their bikes, the history books are littered with records.

Gitane bicycles have won every major race, including the Tour de France 9 times. They even held a land speed record! No other bicycle company can compare, Gitane has arguably the most successful race pedigree of any manufacturer in bicycle racing history.

All good things, however, must come to an end and Gitane's story is no different. France entered an economic slowdown. Renault's car sales dipped along with bicycle sales. Belts therefore had to be tightened and bicycle racing was the first to suffer. Gitane bicycles still fielded teams but since 2003 the name has been absent from the races.

Ownership of the brand now belongs to Cycleurope who seem happy to let the great name sit on a shelf to gather dust. Hopefully they will see the error of their ways and let the marque soar once more.

## Smoothie Recipe of The Month



Instead of the drugs, this year's banned tour riders should have used my perfectly legal, performance enhancing smoothie.

Try this delicious treat before your next ride and leave your buddies eating your dust...

### High Energy Raspberry Smoothie Recipe

- 2 fresh bananas (peeled, sliced)
- 1 1/2 cups of pineapple juice (chilled)
- 1 cup of fresh raspberries (frozen)
- 8 ounces of vanilla yogurt or yogurt of your choice (low-fat)
- Add ice cubes if needed

# Tour De France Results

Well another Tour comes to an end and, difficult to say if a success or not. Unfortunately, as has become the norm lately, barely had the wheels begun to turn in anger before the doping scandals started. Three riders had already fallen to testing for cycling's drug of choice, EPO, when on the last day, news of number four started to circulate. Overall winner Carlos Sastre was still doing victory laps when the news hit that Dmitriy Fofonov had tested positive for a "very heavy dose" of heptaminol after the 18th stage which obviously put a damper on celebrations.

So the list of dopers at this years Tour reads; Riccardo Riccò of Italy, Manuel Beltrán and Moisés Dueñas Nevado of Spain and finally Dmitry Fofonov of Kazakhstan.

Team Saunier Duval quit the race and fired Ricco. The team sponsor also said it was pulling out and severing its ties with pro cycling. South African company, Barloworld, also said it was done with cycling after Dueñas's tested positive.

After this initial cleanup, we had ten days without incident, then news of Fofonov on the last day. Sad when just ten days of clean tests is a cause for celebration...

So was this Tour a success or not? After the last three years where at the end of the race we all say 'It can't get any worse' we are proved wrong the following year. How much more can Cycling's blue ribbon event take. Teams are getting hit hard and, it has to be said, some deservedly so. Sponsors are pulling out in droves and TV coverage of many countries local channels is being dropped because of the constant scandals, which also does nothing to attract new sponsors. While I'm sure I was not alone in hoping for a clean Tour this year, it was never going to be. But, I think this year we can say with some confidence that 'It can't get any worse.' I think we have hit rock bottom and I take some encouragement from how this years testing was handled. It was swift and confident and I think it will send the right message to the cyclists and the teams. But I have been wrong before!

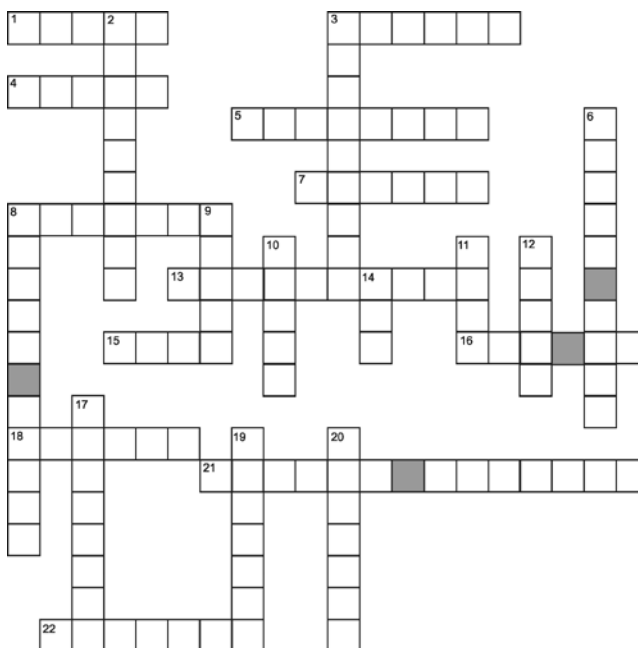
That was the bad news so now to the good. Who won? Well I did, at least one of my picks did. If you would all kindly refer to last months newsletter you will see that Carlos Sastre was one of my top five...

## 2008 Tour de France Results

1 Sastre, Carlos	Team CSC Saxo Bank
2 Evans, Cadel	Silence - Lotto
3 Kohl, Bernhard	Gerolsteiner
4 Menchov, Denis	Rabobank
5 Vandeveld, Christian	Garmin Chipotle

Heck, in fact Sastre, Evans and Menchov were all in my top 5 list. Man I'm good. I shall be in Vegas all next week...

# Bike Puzzle 1



## Across

- When tuning a Derailleur the high and low---screws are used.
- When referring to a chain rings B.C.D. what does the C stand for?
- Italian for track.
- Shimano's first indexed shifting system
- This company has been producing bicycle saddles since 1866.
- The new thing in bearing material.
- They are bringing out an 11 speed cassette?
- Can also be used to eat lunch.
- To stop brakes from squealing we add what to the pads? (two words)
- The rear drop out spacing on a modern road bike frame is one hundred and \_\_\_ millimeters.
- An Isis perhaps? (two words)
- Horizontal or vertical

## Down

- In the acronym ISIS. What does the second I stand for.
- This maybe a 53. (two words)
- Another term for a pinch flat. (two words)
- The tubes that connect the bottom bracket to the rear wheel. (two words)
- An Ashtabula perhaps.
- On what component would you commonly find a thread per inch of 56.
- When referring to a chain rings B.C.D. what does the B stand for?
- A bottom bracket has an adjustable and a ---cup side.
- Not the star Spangled Banner' but the Star Fangled -----.
- When referring to a chain rings B.C.D. what does the D stand for?
- When referring to a hub's, the term U.L.D. is often used. What does the L stand for?
- Cables pass through this.

## Shimano Breaking News

After weeks of speculation Shimano revealed their plans for electronic shifting. Dura Ace DI2, "Digital Integrated Intelligence" will be available in January 2009 and will be an option on the 7900 group set.

The system has been around for roughly 2 years and has been tested extensively during that time on all surfaces and conditions, finally being passed for general consumption. I'm guessing Campagnolo's new 11 speed group has something to do with the release date and the press release confirming DI2...

This latest stab at electronic shift engineering is based on the standard indexed systems with the actuation being carried out electronically instead of mechanically.

DURA-ACE 7970 will consist of a pair of dual control levers, electronically operated front and rear derailleur's and a long life, 7.2V Lithium-Ion rechargeable battery pack. The system is a wired system and therefore all the separate components will have to be connected together. Apparently it could have been made wireless but the power required to do that would have meant the use of a much larger power pack. I guess we will have to wait until they bring out version 2 for that. Everything else in the group is standard mechanical Dura-Ace 7900.

Braking is obviously performed by squeezing the brake levers as usual but, when you want to shift, just press one of the handy dandy little buttons. The buttons are placed in a similar position to the old levers so the whole process should remain intuitive. Reach and position is more adjustable than previous models which will make the fit for smaller hands easier. I will be pleased to see

that feature as I spend a lot of time trimming rubber shims to adjust the reach of Shimano and Campy levers. The Sram road levers, at the moment anyway, offer the easiest reach adjustment.

Another feature that the DI2s have is satellite switches. This means that you can add shift buttons to anyplace on the handlebars. Shift from the drops, the hoods, hell your kneecaps if you want. Pretty cool feature and ideal for a time trial set-up. Talking of time trials they will have a separate group that is time trial specific, the 7971.

A further benefit of the setup is the ability to shift under braking. Possible with mechanical setups but not always accomplished with style or success. Lastly, although offering no real performance benefit I feel is a slick addition and only really possible with electronics, is automatic trimming of the front derailleur. The front derailleur's chain guide constantly adjusts in relation to the setting of the rear gears and resulting chain line. No more rubbing chain and annoying rattle.

So what's the verdict? Well I guess it was inevitable that electronic shifting would come to pass. It has been tried before with varying degrees of success, along with using compressed air systems. That was just weird though. Nothing like hurtling along in the woods with enough compressed air strapped to the chain stay to blow your leg off!!! But I digress. On the face of it I think this is a workable system. Usable enough that it will be a part of the range for groups to come and therefore be refined. In 4 years time I think the big three will all have an electronic system in their range. I

## More on The Campy Super Record

Following last months article where we told you of Campy's impending release of the 11 speed group, we have been fielding questions every week. We thought we would give you all a sneak peak of the beast this month. The group will be available by November this year and Pam already has orders. As we told you last month, anyone contemplating a Super Record 11 build will need a flame proof wallet or a credit card that is not just gold in color...



like the satellite button feature and the auto trim is slick. Downside is the wires. If you have a bike with this and computer, cadence and light, people are going to be stealing them to smelt down for the copper... Like so many things nowadays we are hampered by battery technology, too heavy and polluting. I think that it would have been better to utilize a dynamo system and make use of all those parts that are spinning away down there. Maybe next time. Not sure what the cost will be yet but I imagine enough to make the credit card buckle.

We will keep you informed.



# THE JEFF RIDERS

This month has seen a few rides take place and Jerry is adding some more. Also, we have a rider who is interested in doing a couple of singlespeed rides. Contact me if your are interested in that.

The Velo Cal site, I think is working. It is a good way to liaise and create groups of riders with preferred paces. Hopefully, we will soon have a gentle Katy trail ride perhaps culminating in a light lunch...

We also have a group beginning within the group. The "No Spandex Allowed Group". Two guys just meet at the trail head in Jeff most nights.

So I think we have success and the original aims are being met and riders are getting together with the emphasis still being on relaxed rides.

I still would like to have some fun stuff for the column and I ask again for some mileage reports of members so that we can post the top and worst producers... And maybe we will give some prizes too.

Also this newsletter has a readership back in England so perhaps some friendly competition from across the pond!!! Although they will have the advantage of being able to ride year round.

If you would like to join the group, contact us here at the store or email us at; [spiritcycletworks@yahoo.com](mailto:spiritcycletworks@yahoo.com) and we can get you hooked up and answer your questions.

## The Ride Around Fulton.

A new route was added to the calendar this past Sunday and the inaugural ride was deemed a success by all who took part. The ride left from Holts Summit and looped Fulton before returning to the start point again. About four or five Jeff Rider members started the ride and by the end the group had grown to around eleven. A beautiful day to ride a bike and surrounded by good company, what could be better.

