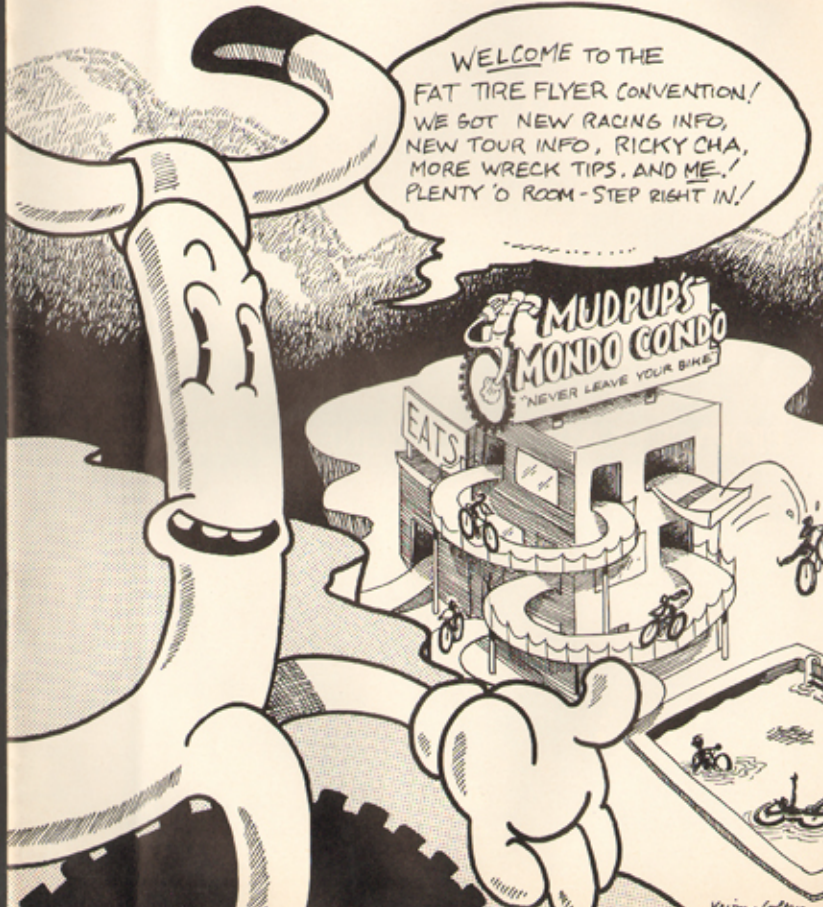


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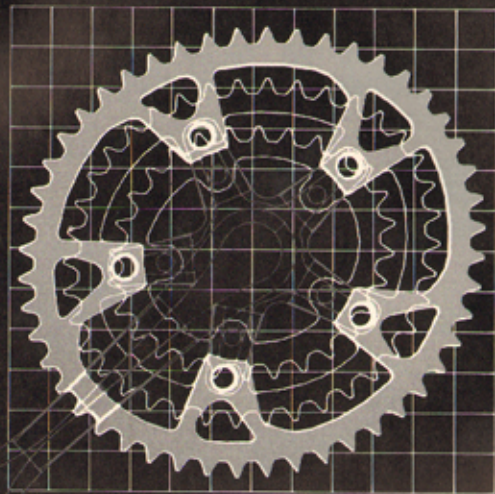
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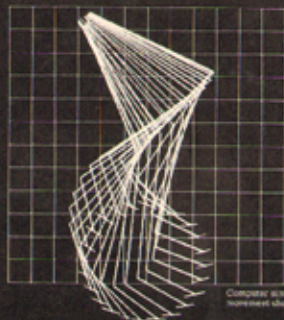
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Editorial

Ready, set . . . wait a minute.

That's right, the racing season is on us once again, and this year promises to be quite a bit different from last year. Factory teams everywhere, paid riders, NORBA sanctions and insurance, and a few of us relics who don't feel like taking on a bunch of Olympic cyclists on their days off but just like to race and have a good time.

Fortunately for the relics, there is a class that isn't Olympic caliber; it's called "Novice." Yippee. Some of us aren't novices by any stretch of the imagination, but we're not ready to race in Eric Heiden's class. Maybe promoters could come up with another category, such as "unpaid," or "competent."

So, it's time to cut down on the ice cream and start hammering out those miles, fix up and grease the old heap, er, bike. And remember, when your tongue is hanging below the handlebars and your oxygen debt starts to feel like a lifetime obligation, that there isn't any fun in the world like off-road racing.

Okay now, GO!



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BACK ISSUES

We couldn't possibly take the time to individually answer everyone who has asked about back issues, so we'll do it here. 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 indicated 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.

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Fat Feedback

Dear Denise and Charlie,

I've heard many descriptions of the strange lifestyles in Marin County. Some have compared them to the looking-glass world of Alice and Lewis Carroll. The "Fat Notes" piece on NORBA and Glenn Odell in the Jan/Feb issue might indicate a little of this has crept into the FIT editorial style. Parts of it read more accurately when held up to a mirror.

You have reversed the priorities of NORBA and Glenn Odell. Yes, Glenn hopes to generate some personal income from his labors. It is safe to say that for the foreseeable future, though, he could earn more splitting peas for soup in Buelton. The primary goal of NORBA . . . virtually the whole reason Glenn puts so much of his time, effort and money into . . . is the promotion of mountain cycling and the protection of the rights of off-road cyclists. His dedication to our sport is intense, and his efforts are driven by a genuine enthusiasm that could not be purchased. He is similar in this way, presumably, to the folks who started the FLYER, Mountain Bikes, and the other small businesses that have helped to make mountain cycling so popular.

I have had many conversations with Glenn Odell about the external and internal politics of our sport. Without exception I have been impressed by his intelligent and level-headed approach to the issues we face. And he is being very productive. This is why I have chosen to support Glenn and NORBA, both financially and with my personal efforts as the NORBA contact for San Diego (no charge).

L.A.W., USCF, AYH, Sierra Club, and other organizations we are all familiar with use paid staffers to further their goals. NORBA is little different. Glenn has only forgone the complexities and burdens of nonprofit operation, practical only with a large and active membership base that we don't have, to pursue our common goals through a more efficient proprietorship. He deserves to be compensated along the way for his efforts on our behalf.

NORBA deserves the unqualified support of every mountain cyclist, including the staff of the FLYER. Those few who harbor petty jealousies, those who feel their little toesies were stepped on when NORBA changed hands, should clam up and step aside. They are threatening the most promising path we have for improving our sport.

R. Kevin Montgomery
Co-Organizer, S.D. Mountain Cyclists
President, Skid-Lid Mfg. Co.

Dear Glenn;
If I correctly interpret your lead item

in the Feb NORBA News, you have decided to raise dues and include 24 hour cycling insurance as a membership benefit as a result of the informal poll included in the Dec-Jan NEWS.

I realize that "our" organization is operating without written by-laws, or an elected leadership for a variety of reasons. I had assumed, however, that you were using guidelines typical of any other member organization. By initiating significant changes in membership obligations and benefits without a vote of the membership which is clearly identified as a ballot to consider organizational changes, you are, in effect, choosing to delay the membership vote until it is time for us to consider renewing our memberships. In light of the need for an organization like NORBA to be dealing with regional and national off-road cycling issues from a broad and secure support base, I don't consider it wise to risk that support on the assumption that:

- 1) Members do, in fact, want 24-hour recreational insurance;
- 2) Members aren't aware of what happens;
- 3) Members consider NORBA's advocacy role more important than the possibility of organizational impropriety; or
- 4) Members will have forgotten this issue by the time renewal comes around.

A clearly identified membership vote would largely eliminate the risk of losing NORBA's support base by later finding that none of the preceding assumptions were true. And what would NORBA have lost by failing to provide additional coverage if a majority of the membership didn't want it?

As an early NORBA member (. . . client? . . . patron? . . .) who believes that this organization needs to exist, I hope you can reassure me that I have interpreted your actions incorrectly, and that I don't have cause to vote against NORBA leadership at my next renewal notice.

Knobbies forever—
Tyler Groo NORBA #34
Paulina, OR

cc: FAT TIRE FLYER

Dear Fat Ones,
The Fat Tire Revolution has arrived Down Under and I was one of the first victims. I have abandoned a boring 9 to 5 existence and now operate Mountain Bike tours in the rain forests of the Cairns hinterland. You are partially responsible!

Perhaps I can return the favour and introduce some North Americans to the joys

 *Continued on page 6*

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

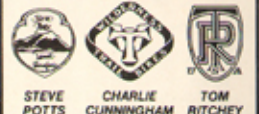


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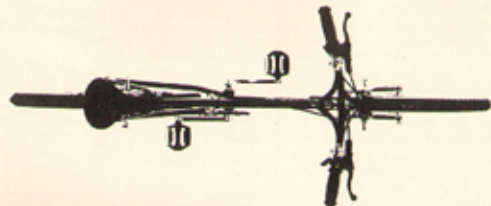


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FAT FEEDBACK *Continued*

of Fat Tire Flying in North Queensland.

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Devor Strickland

See "Tropical Bicycle Odyssey" in our Touring
Section, Editor.

Editor:

I'm one of no more than a dozen
Scampjumper owners in New Zealand. I
bought mine from an American touring here.
Apart from a locally made more BMX than
"mountain" bike, the only import sold in
New Zealand is the "Explorer" and that sells
for \$500.00 N.Z. due to sales tax and ex-
change rate.

Would it be worthwhile placing an ad
in "FAT TIRE FLYER" enquiring if any
mountain bike owners were contemplating a
bike tour of N.Z. to see if they would sell
the bike (providing the frame size was OK)
before returning home?

Waiting for another bike to suddenly
appear for sale in the newspapers could be a
frustrating exercise.

Incidentally, apart from wind the
South Island of New Zealand is ideally suited
for bike touring with a mountain bike. So
much of the really good scenery, fishing,
tramping (hiking), is off secondary metal
roads.

I love the title of your magazine.

Yours sincerely,
Gordon Roberts
Fawcetts Road
Ashley, Rangiora RD2
Canterbury, New Zealand

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Fat Tires in MILAN

Bianchi, Italy's major bicycle
manufacturer, was the first
European company to intro-
duce a mountain bike of its
own. Note the crankset,
which is a triple adaptation
of Campagnolo's soon-to-be-
introduced Victory, and the
Campagnolo long-cage front
derailleur from the same
component group.

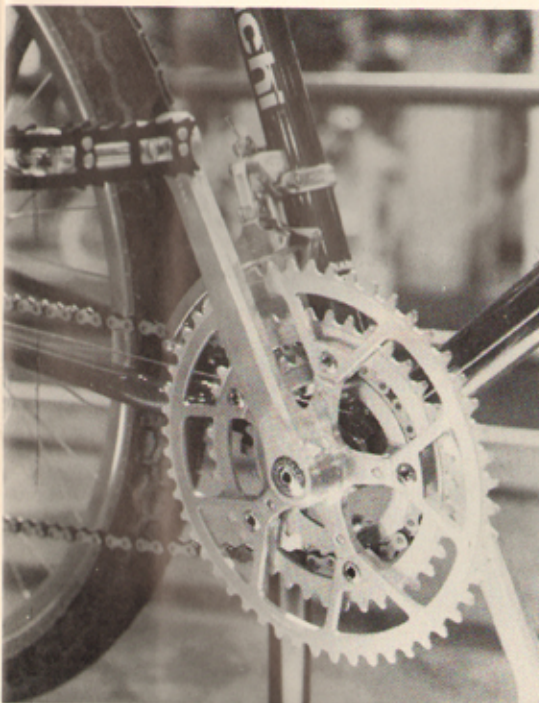


Photo by Rob Van Der Plas

by Rob Van Der Plas

Mr. Van Der Plas is the author of THE
PENGUIN BICYCLE HANDBOOK. He
is currently following the bicycle scene
in Europe.

The Milan bicycle and motorcycle show, held in late fall, is the
biggest bike show of them all. This year Fat Tires made it to Milan in
a big way; as recently as 1982 at the Cologne show I had spotted only
one machine that looked as though it might safely carry the rider
through a ditch, and not a single manufacturer had touted his com-
ponents as being suitable for off-road use. This year in Milan everyone
and his brother had something for off-road use--real or imagined.

Not that most Italian visitors were
taking notice of this dawning of a new age
right in front of their eyes. Most were too
busy trying to spot faded bicycle racing
celebrities like Bartali, Gimondi, Moser
and Merckx, who all made their rounds of
the show. But the manufacturers and dis-
tributors were paying attention, and some
of the Italians and other Europeans appear
to have learned very quickly.

Columbus, the Italian tubing manu-
facturer, showed its OR mountain bike
tube set, double-butted chrome-moly in
thickness that promises to make the light-

Simplex's new 'mount Gear' front derailleur is essentially a
reinforced version of the old off-road standby made by the
same company.



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Fat Tires in MILAN

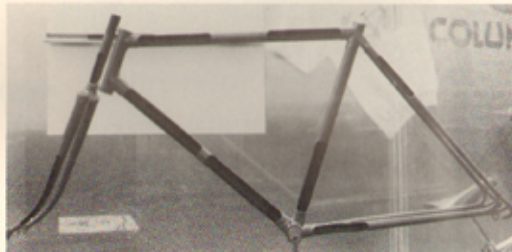
est frame of all currently available mountain bike tubing. The main tubes are dimensioned to established mountain bike standards, 1 1/4" seat and top tube, 1 1/4" down tube. The down tube is reinforced with a single butt at one end and a two-step butt at the other. The steering column has helical reinforcing ribs. Chainstays are offset (dog-legged) by 18mm to allow the use of a ready-made bottom bracket shell. Reynolds has revised its mountain bike tubing set to be similar to the new Columbus, although the Reynolds is made from a high-manganese steel, which lends itself more readily to auto-

matic manufacturing techniques.

Cinelli introduced a beautifully made die-cast fork crown for Fat Tire use, and this may be the answer to the problems of many frame builders. The Japanese Takahashi company also showed a fork crown, as well as a bottom bracket shell and other lugs for mountain bike use.

Since Mafac, the granddaddy of cantilever brakes, went out of business in early 1983 several other manufacturers have taken up these ideal off-road brakes. Weinmann's version which promises to be the least expensive, is nearly identical to the Mafac, except that it has more clear-

Columbus OR mountain bike tube set of thin-wall bursted chrome-moly steel. The fork crown is Cinelli's new off-road fork crown.



Easily removable plastic off-road fenders from Madison of England.



Photo: Van Der Pijl

ance for fork blades and seat stays. Also from Weinmann is the Turbo HP brake, which requires special braze-on mounts. This brake works on the principle of a mechanic's vice; when the cable is pulled a spindle with a helical rib is turned, and this pushes the brake block toward the rim. It looks as though Japanese dominance of the off-road derailleur scene may end. Both Huret and Simplex introduced complete derailleur and control sets with wide-range front and rear derailleurs and ratchet-type thumb shifters. Huret's set is based on its well known DuoPar Eco rear derailleur with double parallelogram linkages, complemented with a newly designed long-cage front derailleur and new ratchet shifters. Simplex bases its system on the old favorite front derailleur for this type of work, the SLJA 523, which now has a stronger cage and has been matched with a new wider range rear derailleur and smoothly operating thumbshifters. A Simplex spokesman told me that Trek has selected Simplex components for its mountain bikes in 1984.

At the Las Vegas Interbike show just two months before, Sturmev-Archer had shown a couple of mountain bikes equipped with hub gearing and drum brakes. In Milan I had the opportunity to get an answer to the question I had posed in Las Vegas: isn't it generally agreed that hub gearing and drum brakes don't stand up to serious off-road abuse? Sure, the reply was, but Sturmev-Archer has discerned a trend toward pseudo-mountain bikes, i.e., bikes that look like the real thing but aren't ever going to be taken in the dirt. "Fat Tire city bikes" is perhaps the best term for these machines, and folks who choose these bikes may indeed be well served by such equipment.

Sturmev-Archer also recommended its Brooks 66 Champion saddle for mountain bike use. This is a double-wire saddle with very sturdy coil springs. It is a big step forward from the Selle Italia saddle which masquerades under Avocet label in the U.S. even though that is the best choice among the padded nylon-base leather saddles. The problem with the Brooks 66 lies in the twin wire design, which precludes the use of a standard micro-adjusting seatpost, unless a custom adaptor is installed.

Two manufacturers came up with the answer to my bad-weather problem: fenders for mountain bike use. Madison, the British firm considered the pioneer in that country, showed an interesting pair of clip-on fenders that can be installed and removed in a matter of seconds. ESGE, the German manufacturer of fiber-reinforced plastic fenders, expects to market its 2 1/2" fenders for permanent installation by the beginning of March, 1984.

MARIN'S
MOUNTAIN BIKE
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Village Peddler

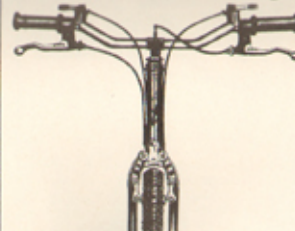
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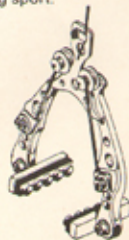
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by Richard Knox

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1983

1983 was the first year for a semi-official national mountain bike championship. Conducted over the hill from Santa Barbara, California at Rancho Osso (Ranch of the Bears), 67 riders battled the rain and mud of Camino Ciello Ridge; a grueling six mile climb followed by an ugly four mile fall north and down the ridge, then back to the ranch houses. Five laps. Fifty miles. NORBA at the helm. National Off-Road Bicycle Association's National Mountain Bike Championships.

Ross' mountain team was there. Team Ritchey fielded a team of eight. Specialized and Raleigh were showing for the first time with teams of five and three respectively. Steve Cook represented Cunningham, as did two of the three female competitors.

It was a hellish day, December 11; too late in the year, but mountain bike racing didn't really take off until 1983. Team Ritchey, the Ross Indians, and Cunningham got things started with strong teams featuring name riders, including Olympic medalist Eric Heiden, Ironman winner and former national road champ John Howard and Coors Classic winner Dale Sterina. Before you knew it everyone was throwing a mountain bike race and the competition was getting tough.

So it's time for the Nationals and who better to throw the event than NORBA. The father of protectionism. A necessary evil. The Organization, if you will. Glenn Odell at the helm.

Rain had fallen all night, and now the oozing mud lay there waiting to grab mountain bikes and chew them up. The race went off around ten, and by the end of the first lap half the field had dropped out. Just too tough. The Raleigh team was one, two and three after the first lap with Steve Tilford, Roy Knickman and Alexi Grewal, followed by Steve Cook of Crested Butte fame, who had lost his lead to a puncture that cost two minutes to repair. By the end of the second lap more had died on their bikes.

Halfway through the third lap and three hours and ten minutes into the race, the president of NORBA cut the race short to three laps.

NATIONAL MOUNTAIN BIKE

CHAMPIONSHIPS

About twenty-five people crossed the line, led by Tilford, Cook, Joe Murray and John Loomis. Jacque Phelan was the first woman across.

Clearly, Mr. Odell was nothing more than a nice guy trying to do what seemed right, safety and all that. Nor were his intentions questionable, he simply cut the race off because he thought it was dangerous. He only made a logical decision which violated the world history of bicycle racing. No matter what happens, no matter how many die, no matter who sticks a pistol in your ribs, you do not change the length of a bicycle race in the middle of the event. There is no greater sin.

In the end, the 1983 National Mountain Bike Championships didn't quite happen, so there isn't much to write about. 1983 will be remembered as the first National Mountain Bike Championships, the one that didn't quite happen, completely.

Editor's note: We have a report from Tom Hillard that conflicts in some details with Mr. Knox's. Here are the differences.

According to Hillard the order of riders after one lap was Tilford, Knickman, Clark Narwick (Specialized), Grewal and Cook.

Hillard also said that when Tilford came through after his second lap, he was in bad shape and asked that the race be shortened. Shortly afterward this was done. Later Tilford

claimed that he was ready to do all five laps, but a number of dropped-out riders dispute that version.

In Mr. Odell's defense it should be pointed out that on many of the bikes the brake shoes had been worn completely to the metal by the abrasion of the deep mud after only three of the scheduled five laps, making it dangerous for the competitors to continue.



Charles Kelly

STEVE TILFORD, winner of the NORBA National Race




RESULTS

1. Steve Tilford, Ames, IA (Raleigh) 3:27:18
2. Steve Cook, Crested Butte, CO (Cunningham) 3:31:59
3. John Loomis, Tiburon, CA (Unattached) 3:37:47
4. Robert Stewart, Larkspur, CA (Potts) 3:42:28
5. Joe Murray, San Anselmo, CA (Ritchey) 3:44:00
6. Scott Nicol, Walnut Creek, CA (Ibis) 3:53:11
7. Dale Sterina, Boulder, Co (Ritchey) 3:55:18
8. Dave McLaughlin, Palo Alto, CA (Ritchey) 3:55:18
9. Mark Michel, Santa Cruz, CA (Salsa) 4:00:31
10. Roy Knickman, Ames, IA (Raleigh) 4:00:57
11. Clark Narwick, Pacifica, CA (Specialized) 4:01:24
12. Don Davis, South Lake Tahoe, CA (Ross) 4:05:51
13. Jim Harkow, Redlands, CA (Ross) 4:12:47
14. Olin Guy, Fairfax, CA (Unattached) 4:17:55
15. Don Myers, Jr., Sunnyside, CA (Unattached) 4:18:49

WOMEN (two laps, three starters)

1. Jacque Phelan, Fairfax, CA (Cunningham) 3:07:10
2. Casey Patterson, Topanga, CA (Cunningham) 3:52:14
3. Carmen Carrouche, Arcadia, CA (Mania) 4:06:00



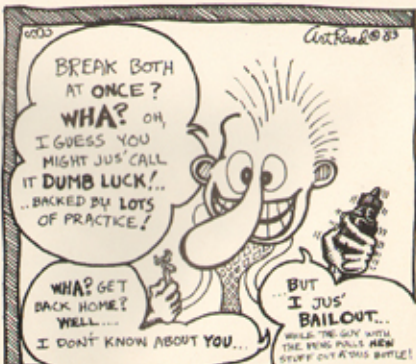
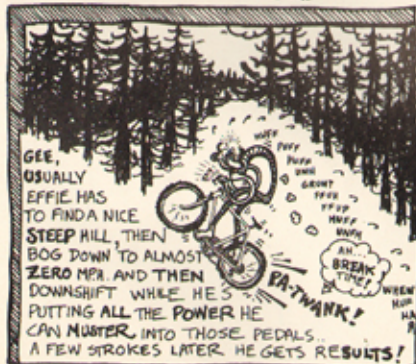
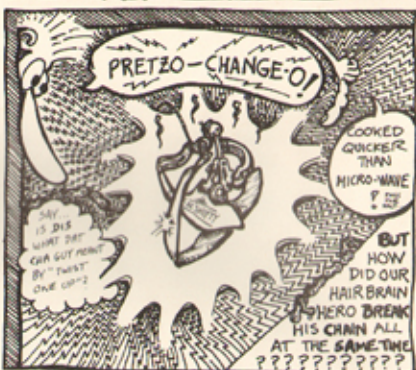
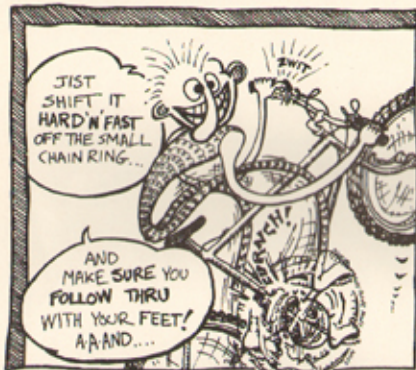
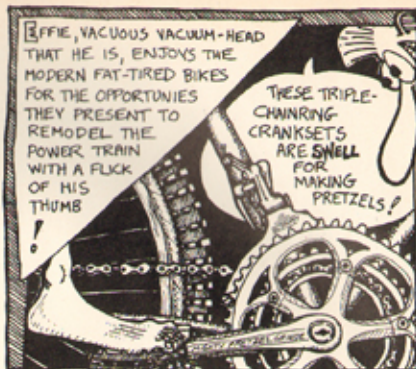
ROSS BICYCLES 

The Mountain People.

WRECK TIPS

BY F. EWE BAILOUT

ADVERSE ADVICE FROM THE "NOBODY'S HOME" NOGGIN OF



→ OBVIOUSLY, WRECKING PARTS IN THE WOODS IS ONLY HALF OF THE STORY. FOR SOME GOOD ADVICE ON HOW TO RIDE, AND DEAL WITH THIS NEW BREED OF BICYCLE, MOST OF WHICH APPLIES TO ALL BIKES, AND SOME OF WHICH APPLIES MOST BIKES; PLUS BAD ADVICE FROM EFFIE... LOOK FOR ART READS NEW BOOK AT BETTER BIKE AND BOOK STORES!

Klunk like a BURRO

AT THE Punk Bike Enduro

BY ART READ

The original podiums for Tom and the other teachers were cyclocross bikes, though there were some vintage heavy sleds from the first running in 1976. As the bikes developed, each FBE saw more of them fatter; this year the race seems to have outlived its original intent: no cycloskinnies or BMX showed up at all! Total big fat power—all twenty of them.

Since this event never went 'official,' it's still just a word-of-mouth, low key good time day, though some heavy hitters have attended during its history. Its even gotten its comeuppance when Joe Tanner won it on a 24" BMX rig several years back, showing that his motor was ready for more than a couple of quick motos.

Typically the stages are no more than a couple of miles, are mass-start, and may go up, down, or both. The first six riders get points: 10, 7, 5, 3, 2, 1, and are sent to the rear of the pack for the start of the next stage. That shuffles the deck to make the hotter dogs work for their points, and gives more people a chance at a few. Oddball stages have included jumps (points for distance and form) and splashes (artistic interpretation points), sometimes rolled into one stage.

This year's variety pack included two observed trials and two time trials, one uphill and one down of each. The trials stages were run without setting up ribbons and flags by going through

zones that were extremely difficult no matter which way you went. The uphill trials was set on Upper Steve's S trail, which Rockhoppers will remember as the unrideable bit at the very top of the course. Go 'til you can't, then park where you plant. The downhill TT was that next section of Upper Steve's, the lush little trail through the woods.

Andy Farber was this year's course designer/official (or UNofficial) and should be complimented not only for the course, but for keeping it to nine stages, then shortening it to eight on his own initiative. Sometimes it has taken a near rider's strike to shorten it down to fifteen from twenty stages as the going got late and the tough wanted to go home. Besides, Hillard was winning most of the stages this year, building up a boringly huge lead, so it was nice that the course was fun in its own right.

The only two stages that Tom didn't win were the downhill TT, won by Steve Stripespeke (appropriately enough on Steve's S), and the jackhammer down-

The oldest continuous fat bike race was run again on February 5 in Santa Rosa's Annadel Park. Started as a method of teaching mid-seventies, hang-out-at-the-bike-shop, 20' punks some respect, this 20 (or fewer) stage race that is completed in one day was devised by Tom Hillard.

hill stage on Burma trail won by Gordon Burns, which ate an inner tube, a front derailleur and some forks in three separate snackings.

So now that you know what one is, you can make up your own Punk Bike Enduro or variation thereof. After all, you have to keep your ear to the ground to wind up at ours, and who wants a dirty ear?

And you Ukiah guys: sorry, I don't have your last names. I just won't include anyone else's in the results; but that fits right in with the texture of the event.

RESULTS

- | | |
|-----------|-----------|
| 1. Tom H. | 6. Tom R. |
| 2. Gordon | 7. Kelly |
| 3. Keith | 8. Dave |
| 4. Steve | 9. Maury |
| 5. Mike | 10. Art |

Race Reports

Tech Tips by See Kay



The main thing that separates us Fat Tire Freaks from the rest of the two-wheel world is the size of our tires, so let's consider them for a few moments. The advantage of a Fat Tire on rough ground is that it provides a good cushion. The cushioning effect is not the result of the size of the tire, but is a function of the lower air pressure used. A skinny tire would feel the same as a Fat Tire at 40psi, but it would bottom out on the rim and destroy itself in seconds on a rough road.

A lot of novice Fat Types have wondered aloud what is the best pressure for off-riding, while a lot of veterans will give expert opinions

ranging from 18 to 70 psi. It boils down to what you are looking for in your tire, and what compromises you are willing to make for either comfort, ease of riding, or durability.

There are, believe it or not, still riders out there who prefer to use their bikes for high-speed downhill such as the downhill races held in various parts of California, including the notorious Repack run. The most successful of these riders use lower pressures, 25-30psi, than you would use for all-around riding. At the lower end of this range there is a definite risk of pinching the tube by hitting an obstacle, and at pressure any lower the bike begins to skate around corners.

Another fun feature of running low pressure is that with repeated braking, the tube can slide around the rim. If this happens the valve stem will become cocked, and it behooves the rider to deflate the tire and line things up before said valve stem becomes history.

On the sidewall of most balloon tires the recommended inflation is 35-40psi, and since this is what they were designed for, this works great for routine dirt riding. I ride at the high end of this, 40psi, for regular dirt riding.

There is also a case for higher pressures. In races riders want to reduce rolling resistance; since every change involves a compromise, in this case the rider gives up comfort in varying degrees, and at really high pressures there will be a loss of control on rough roads because the bike will bounce rather than track. Many racers use 1.75 tires for lightness, and this means that unless they run at fairly high pressure, say 50psi, they will be riding a flat. I don't find these narrower tires to be very comfortable either, and in a long, rough race comfort can loom as a bigger and bigger factor.

One thing I noticed after switching from 1.75 tires back to fatties was that my cornering ability had improved from learning to handle the bike on the narrow tires. Try this: put 1.75 tires on your bike and take a few runs down your favorite downhill (wearing a helmet, of course). Then switch back, and your bike will feel like it's on rails!

There are several elements involved in high-speed cornering in racing situations. These are aggression, confidence, and somewhat less important, technique. The reasons technique seems less important is that in the heat of competition riders will get quickly around corners in a number of interesting and different ways. More than style, the key is desire; if you want to badly enough, you'll get there.

Check out a good rider on a downhill course. He is relaxed and confident, no matter how hard he is on the gas (or pyrogen, if you will). When confidence goes, the bike will follow shortly, because there is no time for tentative moves. Confidence is a matter of trust in yourself and the bike, and experienced riders have many tales of times when their bikes got them through situations that looked beyond hope.

Technique and aggression are linked. An aggressive rider anticipates the corner and drops his inside shoulder down and forward, weight on the steering end of the machine and to the inside of the corner. This means that even if control is lost, it can either be regained or will lead only to a slide-out type spill, the easiest to deal with. A less confident rider overleans the bike and keeps his body weight straight up, which can lead to fancy slides that aren't very efficient, or worse, the "high-side" crash, in which the rider falls to the outside of the turn after being substantially launched by the bike.

«STUBBORN CONVERSION»



Editor's note: the following article is one of the best contributions we've had yet from our readers. The writer, however, committed the cardinal sin of not putting his name on the manuscript, and his cover letter was separated from it within fifteen seconds of its arrival at our offices. If he will step, or, pedal forward, he will receive due credit.

I didn't think off-road cycling was for me. A couple of years ago Dick and I took on the challenge of climbing Monjeau Road, a bumpy, rutted, rockstrewn, steep, dirt road that ended at a Forest Service fire lookout at 10,000 feet elevation. The 2,500 foot climb took most of a beautiful Saturday morning with me on my ten year old Schwinn "Super Sport" with "fat" (!) Le Tour tires and Dick on his homemade cruiser-framed "clunker" bike. Dick's bike reminded me of my sprung J.C. Higgins of almost twenty years ago, and looked totally out of place in the world of the top of the line, lightweight, modern road machines we both had at home.

As I waited for him at the beginning of the ten miles of winter-eroded dirt road, I watched Dick labor up the paved hill toward me and wondered how he expected to manage his creation over the deteriorated conditions ahead. I need not have worried.

Some three hours later I finally caught Dick at the lookout and collapsed in a sweaty heap. The beautiful scenery was wasted on my fatigued, semi-conscious mind and body as I rolled over to examine more closely this colossus machine of Dick's. He pointed out differences and technical execution of design that were mere utterances of jabberwocky to my uncomprehending mind. I'd show him on the downhill. Wrong again.

My entire upper torso was in revolt and seeking a saner mind to support as I lay on my living room floor. How could Dick do this to me? We were road riding friends from years ago. He never outdistanced me on the road and I would never

inflict such anguish on his body. And my trusty commuter "super" was totally inadequate when the going got rough.

The next month he asked me again to go for a little off-road adventure. "Are you crazy?" I said, as hysterically calm as was possible. "My bike is still not speaking to me!" So he forged on alone.

About every two weeks he'd come by after work and tantalize me with his off-road escapades, while telling me how much I'd enjoy it with proper equipment. He extolled the benefits of no traffic, noise or pollution, as well as the adventurous exploration possibilities that were there just waiting for the likes of me. The man was patient and I continued my road riding, which included week-long tours and hundred mile day events. The old road machine was still calling.

The summer came and August faded, and Dick came by to see me again. This time there was something lurking behind his unassuming facade of a face. A twinkle of something exciting in his eyes. This was no ordinary visit about clunker-crushing terrain. No, sir. He came by to invite me to go with him to some place called Crested Butte for a gathering of "Klunker Krazies" as he called them.

What! I screamed, as subdued as possible. "I have to work," I said, relieved at the legitimate excuse. Undaunted, he explained the maniacal weekend and I listened as a good Freudian psychologist might.

But wait; his disease was contagious. I found myself excited by the challenge. But my mom raised no fools, so I declined. Besides, I was scheduled to spend that weekend at another road event, which was at least in my home state. Saved two-fold. He then said he'd lend me his back-up clunker. No way.

And so he went with his wife and son. On his return his enthusiasm was mesmerizing as I sat and listened to an account of the grueling ordeal called the "Crested Butte Aspen Bicycle Tour," which should have been called "Mountain Goat Mania." He loved it so much he had already scheduled a portion of his yearly vacation to coincide with this naturally high event. He spoke of designers he had met and unique equipment with fifteen speeds (and I thought all that was needed was a stamp-pulling low gear to get up and gorilla arms to control the uncontrollable coasting going down), "anti-something-or-other" brakes, "moosebul" (exotic animal?) handlebars on some kind of "Rich" bike (these off-road bikes make money on the side?), and he talked of mountain goats with wheels. I thought to myself that Dick had finally pedaled too far. His mind had been permanently lowered into dirt-think technology. So I continued my sane road commute all winter wondering how I was going to bring this lost soul back to the road life we had shared for so long. Then Spring sprung.

"How about a ride up Monjeau tomorrow?" asked Dick's innocent voice. At least this time my negative response was not so violently vocal; time does heal all wounds. He persists. "Come on by. I want to show you my new bike."

"A new bike," I thought. He had hinted some time before about getting something. Continued on next page



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1983

Giro de Briones / 1st, 2nd
Rockhopper II / 1st, 2nd, 3rd, 4th, 5th
Crested Butte / 1st King of Mountain
1st Downhill
1st Overall (tie)
1st Criterion

Rockhopper I / 1st
Prairie City / 1st
Mountain Mania / 1st, 2nd
NORBA Championships / Most Finishers
3rd, 5th, 7th, 8th, 14
Repack Downhill Recordholder / 4:22:14

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Continued on page 22

thing new and "specialized" that was coming on the market for his off-road masochism, and I was interested.

I drove over. Wheeled onto a stand in the middle of his garage was Dick's Specialized "Stumpjumper." It was a beautifully crafted machine that relegated his homemade cantilevered clunkers into their Neanderthal perspective, for here was a thoroughbred. After the appropriate drooling, Dick offered me a ride. Twenty minutes later I realized that the man's patience had paid off. I started thinking dirt. And serious catalog perusals began.

"I have too much tied up in my three road bikes. I can't justify the expense of a 'Stumpjumper.'" So my reasoning went, I looked for a less expensive machine; after all, I'm a road rider! And Schwinn came to my rescue with the introduction of the "Sidewinder." I wasted no time. Dick analyzed the bike and gave it his stamp of approval with some minor and one major change which changed the gear ratios and crankset. He even drove me the fifty miles to the bike shop to pick it up. What a Fat-Tired friend!

It was now midsummer and Dick was to take me on my first trail ride in the local national forest. I was hooked—dirt-think had infiltrated my sanity. Another forest ride the next day and Dick said disarmingly, "How about Monjeau?"

Yes! When? "Was my now enthusiastic response.

"Saturday," I could hardly wait. Nine a.m. It's a beautifully clear, robust day. We attack the slope, ford the stream, follow the horse trail, and torque the low gear up the rutted, rock-covered road. The top is achieved and the lure of the off-road bike imprisons my mind and body with the glorious freedom of minimal mechanized motivation in a natural environment.

As the cold and snow settle for another brisk, white winter in the mountains of south-central New Mexico, thoughts of forest trails invade my imagination. Spring is coming all too slowly this year as I wonder how much my modified "Sidewinder" will bring so I can move up to a thoroughbred machine. Will they take a dusty road bike as well?

NOTICE

from the Fat Tire Flyer

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

Send all materials to:
FAT TIRE FLYER
P.O. Box 767
Fairfax, CA 94930



Fat Tire Touring

As many of you have no doubt noticed, a Fat Tire bike is more ideally suited for touring than any other vehicle. (If you don't believe that, get a different magazine!) This is especially true for touring away from paved surfaces, and this fact has not been lost on several entrepreneurs. As a public service we are listing several companies which offer package off-road tours. Services and prices differ. Minimum service includes guide, mechanic, and support such as meals. Most, but not all, will carry the gear, and some will also rent or loan you a bike.

Wilderness Bicycle Tours, Box 692, Topanga, CA 90290 213-455-2544 Cassy Patterson/One- to seven-day trips, rental bikes available. Prices range from \$15 for day trips to \$450 for one week.

Wild Tracks, 60 Canyon Road, Fairfax, CA 94930 415-453-4744 Don Ritchie/One- to three-day tours, bikes supplied. Prices from \$25 to \$125, all meals included. Two levels of tour, depending on ability.

Koenig's Mountain Madness, P.O. Box 135, Helen, GA 30545 404-878-2851 John Koenig/Bike and map, \$10 half-day or \$17 all day. "Shuttle Downhill," ten mile downhill run (2200 vertical feet), limited to six riders, \$14.50 (bike supplied). Three night, two-day tour with meals, lodging and hot tub, \$145.

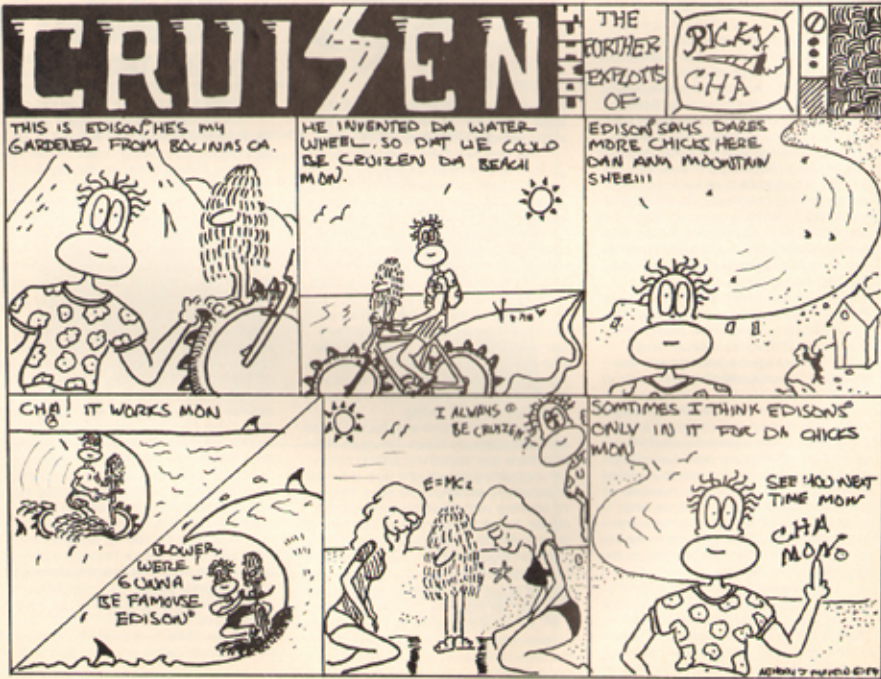
Bicycle Detours The Great Southwest, P.O. Box 44078, Tucson, AZ 85733 602-326-1624 Frank Lister/One- to two-week tours, bikes supplied. Prices from \$85 to \$125 per day per person. Meals provided, saw- wagon to carry all gear, some luxury accommodations, some camping.

Bikecentennial, P.O. Box 8308, Missoula, MT 59807 406-721-1776 Stuart Crook/Along with package road tours, Bikecentennial is offering three off-road tours with differing degrees of difficulty. All are six- or seven-day trips, bikes are not provided. Prices from \$345 to \$450.

Colorado Bicycle Tours, Box 45, Pitkin, CO 81241 303-641-4240 "Fat Tire Fever Week-ends" are deluxe tours that include the use of a bike, hot tubs, meals and lodging. All tours begin in Crested Butte.

Tropical Bicycle Odysseys, 26 Abbott Street, Cairns 4870, Australia. Or: Queensland Tourist and Travel Corporation, 3550 Wilshire Boulevard, Suite 1738, Los Angeles, CA 90010 213-381-3062/260 km tour in one week through the Atherton Tableland. Departures scheduled to coincide with the full moon, limited to seven riders per trip. Cost is \$340 (Australian) and does not include meals, but does include bike rental.

Bikecentennial Holland, Cattenbroeker 63, 3445 EH Woerden, Holland Not specifically for off-road bikes, but rugged! Four-week camping and cycling trip in Iceland! Some camping, some accommodations, 600 total miles. Price is \$650 from Amsterdam. Bikes are not supplied. Riders carry own gear and share cooking chores.



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This is the machine that gave the movement its name. Every off-road bicycle on the market uses elements introduced by Ritchey.

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Dealer Inquiries Welcome. Write: Ritchey USA, Box 409, La Honda, CA 94020

New Products

Rack Mate

For years riders have been using shingles, Life magazines, or similar devices on their rear rack to keep mud and water off their backs. Now there is the Rack Mate, a plastic shield that clamps easily on to the rack and looks a little classier than a rolled-up magazine. It also keeps your jacket or lunch from dangling through the rack. Available from bike shops for \$5-6.

Yakima "Loadwarrior"

Aside from having one of the all time great product names, the Loadwarrior is a highly versatile car-top rack system. A strut over the rear wheel stabilizes the bike, and the wheel is secured by a strap that adjusts to any size wheel. One advantage to this design is that pumps, water bottles or cables won't interfere with the clamping, nor will oversize tubing. According to the manufacturer, the Loadwarrior can handle any type of bike, including BMX, racing, or off-road.



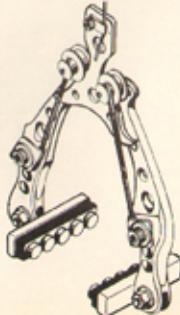
Speedmaster Roller Cam Brake

The roller cam brake is a product that synthesizes a number of old ideas along with some new ones. The idea is to get more pressure on the brake pad, this is accomplished by the use of a cam which permits varying degrees of travel through the stages of application. As the shoes get closer together, the rate of closure goes down, and this translates into increased mechanical advantage when the shoes hit the rim. The Speedmaster permits individual adjustment of each side for proper centering, and according to the manufacturer, brake lever tension is also adjustable. Mechanical advantage is said to be adjustable, anywhere from that of ordinary cantilevers to "more than you'll ever need."

Mounting pivots are larger and placed differently than those for cantilever brakes, so any retrofit will involve brazing and repainting. Shoes from Märthauer, Mafac, Shimano, Dia-Compe, etc., will work on the Speedmaster.

Grab-On Mtn-1 Grips

This grip was designed especially for the off-road market. According to Grab-On, it is made of a newly developed foam with excellent resilience and durability. A new contour allows easy access to controls.



Blackburn MTN Rack™

The MNT Rack™ was specifically designed for off-roads. Design innovations include stainless steel mounting extenders that are adjustable in both length and width. An alloy platform protects the load, and an extra strut adds horizontal strength. Made of heat-treated alloy, the MTN Rack™ is available in black or silver.



SE Racing "Descender"

The BMX pros from SE Racing, a BMX company in SoCal, came up recently to attend the recent Repack trail. The bikes they brought with them were fairly standard BMX racers, some cruisers and some 20" bikes. After a run down this most gnarly hill, they went away mulling something to the effect that BMX machinery wasn't very well suited for this type of riding, but that they would be back with some real gonzo equipment.

True to his word, Brian Skinner has developed the "Descender," a bike made especially to take on fat, rough courses. A monoshock system allows the rear wheel to travel up to 35", and according to Skinner it is practically glued to the road. Weight of the complete bike with eighteen speeds is 31 pounds, and cost of the frameset alone will be over \$500, which will probably limit its use to special riders and events. (No photo available.)



Coming Events Events Events

April 14, tour: "Coyote Canyon Clunker Classic," San Diego, CA Contact: Kevin Montgomery 619-234-4244

April 15, rally: "Jack Rabbit Run," Norwalk, CT Contact: Different Spokes 203-846-3666

April 22, race: "3rd Annual Freeway Flyer," Los Angeles, CA Contact: Brian Skinner, Mountain Cross Racing 213-347-0116

May 5 and 6, race: "Central Coast Clunker Classic," Lopez Lake, CA Contact: Glenn Odell 805-688-2325

May 12 and 13, tour: "All Women's Mother's Day Tour," Point Reyes, CA Contact: Jacquie Pheasant 415-457-1779 or Casey Paterson 213-455-2544

May 20, race: "Rock-Hopper 4-Lungs," Santa Rosa, CA Contact: Lynn Woznicki 800-556-6650 or 707-527-5864

May 20, race: "Spring Runoff," Sacramento, CA Contact: Bob Edwards 916-739-6931

May 27, race: "La Tuna Classic," Los Angeles, CA Contact: Brian Skinner, Mountain Cross Racing 213-347-0116

May 25, 26, 27 tour: "Sierra Nevada Fat Bike Fest," Chico, CA Contact: Chuck Elliot 916-342-1055

May 27, race: "Tray Mountain Hillclimb," Helen, GA Contact: John Koenig 404-878-2851

June 3, race: "Whiskeytown Downhill," Redding, CA Contact: Gary or Bonnie Larsen 916-243-7101

June 10, race: "Mike's Bikes Off-Road Race," San Rafael, CA Contact: Lynn Woznicki 800-556-6650 or 707-527-5864

June 15, race: "Huff 'n' Puff," Quincy, CA Contact: Bob Leibold 408-425-8688

June 24, race: "Earthquake Run," Los Angeles, CA Contact: Brian Skinner, Mountain Cross Racing 213-347-0116

June 24, race: "Chimney Mountain Hillclimb," Helen, GA Contact: John Koenig 404-878-2851

July 22, race: "Short Cut," Los Angeles, CA Contact: Brian Skinner, Mountain Cross Racing 213-347-0116

September 9, race: "2nd Annual Mountain Mania," Sacramento, CA Contact: Bob Edwards 916-739-6931

September 16, race: "Poplar Summit Hillclimb," Helen, GA Contact: John Koenig 404-878-2851

September 23, triathlon: "Tri-Cross Off-Road Triathlon," Santa Rosa, CA Contact: Lynn Woznicki 800-556-6650 or 707-527-5864

September 24-30, tour and races: "Fat Tire Bike Week," Crested Butte, CO Contact: Neil Murdock 303-349-6761

October 14, race: "Rock Hopper 4-Lungs," Santa Rosa, CA Contact: Lynn Woznicki 800-556-6650 or 707-527-5864

Observed trials series: "Koenig's Mountain Madness," Helen, GA Contact: John Koenig 404-878-2851
Dates: April 8, 15, May 20, June 17, July 22, August 19, September 23, October 21, November 18

Fat Notes

The team affiliation situation is getting interesting, as some companies are jumping into racing before they even start building bikes. At the recent NORBA nationals there was a Raleigh team—but who built the bikes? Inside sources say that several custom off-road frame builders were approached to build the bikes for the Raleigh team, and after several refused, a frame builder was located in Colorado who wasn't fielding his own team and who didn't mind building what became the winning bike.

Bill Woodal, formerly race support coordinator for Campagnolo U.S.A., is now working for Specialized. Does this mean that Specialized is about to get serious about their off-road team? If we were to hazard a guess, we'd say derisive toot!

Although it isn't yet on the race schedule, the Gant sportswear company and Bicycling magazine are planning a huge off-road series with potentially thousands of \$ in prizes. Preliminary plans are for at least ten and possibly more races in various parts of the country. We'll keep you posted.

BikeNation is an ambitious off-road tour proposed for 1985, coast-to-coast in only six months on the National Golden West Trail. Total distance will be 4000 miles through fifteen states. There are plenty of details to be taken care of in the next year, so the promoters urge those who wish to assist in the effort to contact them. Potential riders or local organizers should contact BikeNation by sending a SASE to:

BikeNation
P.O. Box 2329
Pleasant Hill, CA 94523

A late report from Bob Davenport of Taylor University's (Indiana) Wandering Wheels tells us that a cross country off-road ride is planned for this year, leaving Southern California about the 14th of June, with a range of eight weeks for the tour. For \$1000 participants get the tour, which includes most meals, two pair of shorts, and a brand new Schwinn High Sierra bicycle. The ride will be limited to 40 or 50 riders, so interested parties should contact Bob at:

Wandering Wheels
Taylor University
Upland, IN 46989
317-998-7940
317-998-2751 ext 336

Eat Them Words Department

In our May-June 1981 issue we ran a letter from Jim Harlow, the Badlands Coyote, which said in part:

"In response to your last issue regarding rules and regulations, I am enclosing a Badlands Racing Rules and Regulations manual:

KING OF THE MOUNTAINS RACE-TOUR (By Badlands Racing) Rules and Regulations—first one to the finish is the winner, no cheating.

When dirt racing gets to the point of having categories I, II, III, IV, Women's, Veterans, Mutants, etc., please count me out because I'll be too busy trail riding with friends...

As we all know, Harlow is a member of the Ross team, and has participated in a number of events featuring just such categories. Rumor has it that his own Coyote Derby will have a "Mutant" class this year.

After the NORBA nationals Tom Ritchey has suggested that any race that could be completed more quickly by a runner without a bike be canceled. Considering the waning time, a good marathon runner would have been very competitive in that event. Ritchey and teammate Eric Heiden quit after they found they had to carry their bikes down the hills as well as up.

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TECH TIPS *Continued*

If you encounter an obstacle while leaned over in a turn, yank the front wheel up and over it, up being relative to the bike frame at whatever angle it is. No matter what happens to the rear wheel, if the front wheel stays in front of it you're doing all right, so let it hit if you must, with your weight out of the saddle if possible.

On rough surfaces relaxation is important. Avoid small obstacles by moving your body weight back and forth over the bike, and if an obstacle is unavoidable, ride right over it with the weight far back so the front end doesn't struff itself. Whatever you do, don't fight the bike. Most of the time it knows better than you do.

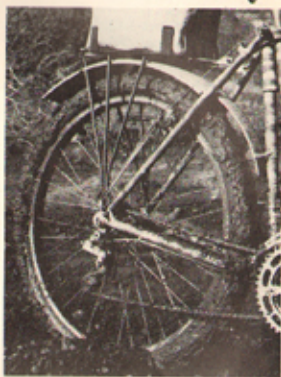
Your paint job and your bike in general will last longer if you keep it clean. This may not be news, but most riders don't know how to do this simple but essential piece of maintenance.

The basic supplies are: a bucket, soap, a cylindrical brush or two, a flat scrubbing brush, a degreaser such as Gunk, rags, and a lubricant for afterward. The cylindrical "bottle" brushes work great for cleaning between spokes, around derailleurs and cranks, and those other hard-to-reach places. Clean between cluster cogs with a rag, and do your rims and tire sidewalls with the flat brush. Your braking may improve if you clean a greasy buildup off the rims.

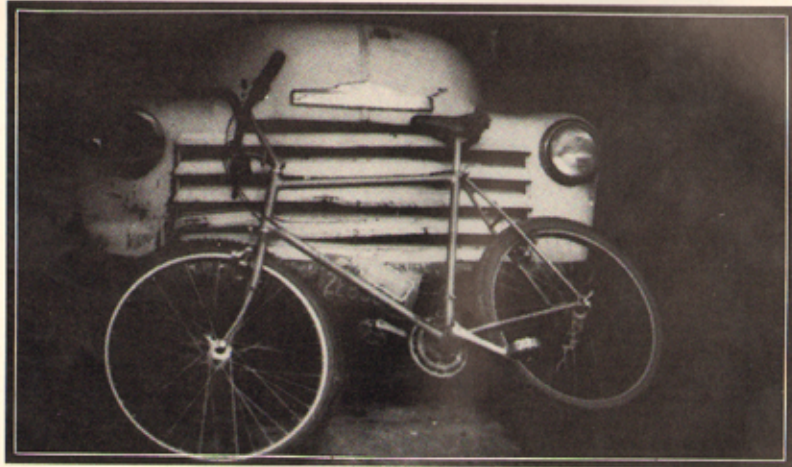
Wipe down your chain to remove water, then clean it with a liberal application of Gunk. Take care not to get it into the bearings, where it will damage the grease. After everything has been cleaned, hose off the bike, but don't spray

the hubs or bottom bracket from the side as this may force water into the bearings. Dry it off with soft absorbent rags, then oil chain, free-wheel, derailleurs, brakes and brake levers. Wipe the excess oil off the chain by running it through a rag.

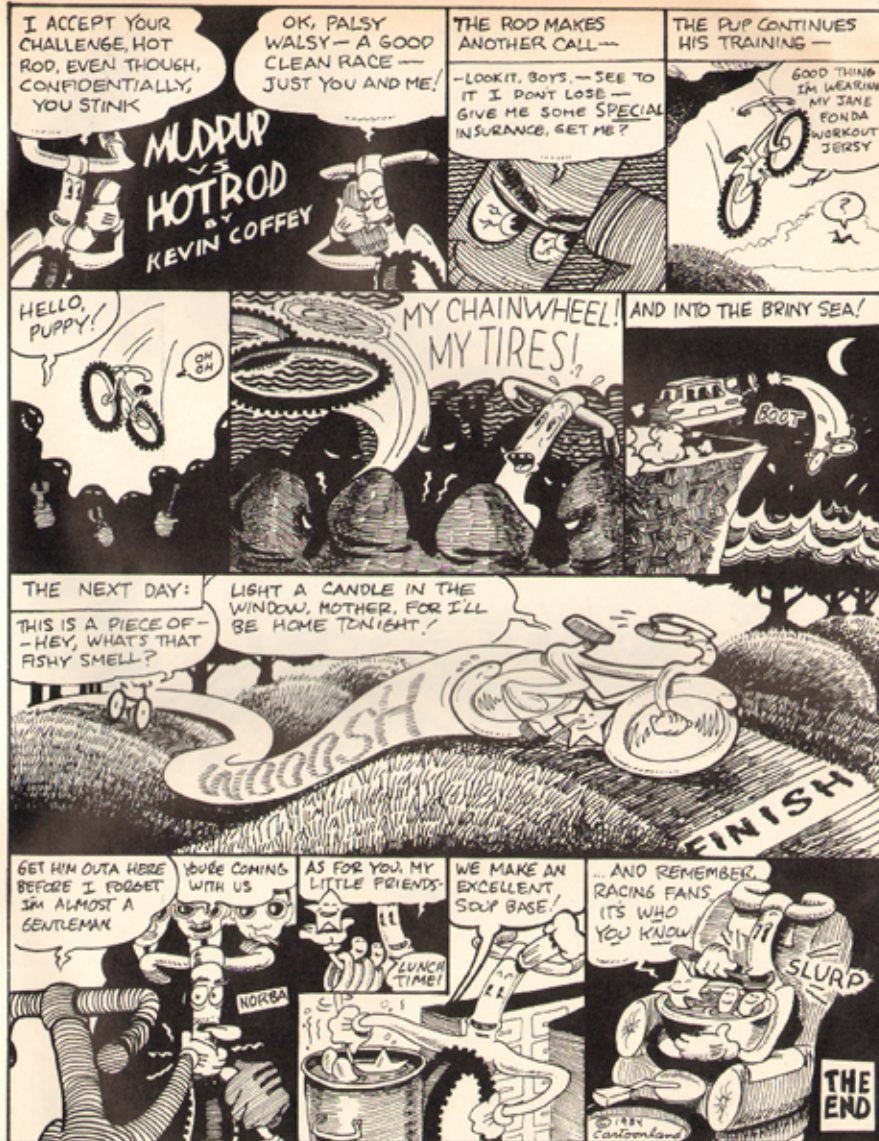
Now step back and admire your clean bike. Doesn't it make you want to jump on it and get it dirty?



David Freeman



CHARLES REELEY



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