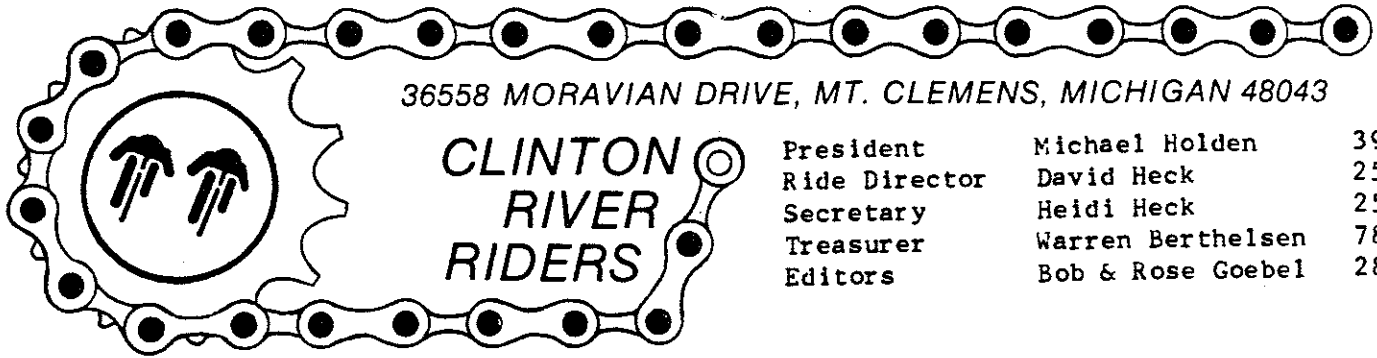


# FEBRUARY 1989

36558 MORAVIAN DRIVE, MT. CLEMENS, MICHIGAN 48043



President	Michael Holden	398-1677
Ride Director	David Heck	254-1868
Secretary	Heidi Heck	254-1868
Treasurer	Warren Berthelsen	781-6706
Editors	Bob & Rose Goebel	286-0384

**DUES ARE DUE - THIS IS YOUR LAST NEWSLETTER IF YOU HAVE NOT PAID YOUR 1989 DUES.** Individual \$7.50 - Family membership \$10.00  
Please send checks to: Clinton River Riders  
36558 Moravian  
Mt. Clemens, MI 48043

**NEXT MEETING** - Monday March 6, 7:00 p.m. at the Fraser Public Library, located on 14 Mile Road, west of Utica Road.

**NEW MEMBERS** - The Clinton River Riders would like to welcome Jim Corless, Stuart Hahn, Dennis, Nancy and James Kelly, Toni Laemers, Veronica Wanczyk and Family, and John Williams. We hope to see you on the coming events and that you have many enjoyable rides with the club.

**ELECTION RESULTS** - President Michael Holden  
Ride Director David Heck  
Secretary Karen Mousseau  
Treasurer Warren Berthelsen  
Editor John Rabaut

As an enthusiastic Club we have confidence that all members will give their complete support to the officers of the Club.

**THIRD ANNUAL BIKE CLUB FEAST** - All tickets have been sold for this years feast which will be Saturday March 4th at the Melvin G. Bailey Recreation Center, 36651 Ford Road, Westland Michigan. 6:00 Social Time - 7:00 Dinner (B.Y.O.B). There will be door prizes and awards, so please wear your club jersey.

**CLUB JACKETS** - Members who have ordered club jackets and have not received them, please contact Bob Kosen (774-9855).

**NEW CLUB JERSEYS** - Should be in the week of February 14. Please call the clubs hot line 792-4670 for more information.

**DISBURSEMENT OF CLUB FUNDS** - If you may have any suggestions on purchases or donations, using club funds please contact our president Michael Holden. He will then present the ideas to the membership at the monthly meeting. Phone (398-1677) or write:

Michael Holden  
716 Frederick  
Royal Oak, MI 48067

FROM THE RIDE DIRECTORS WINDLOAD SIMULATOR,

Soon all this snow and cold will leave us and we will once again embark on another riding season. This is the time to start thinking about leading a club ride. We are looking for ride leaders for our Tuesday, Thursday and Friday night weekly rides. For our new members - the Tuesday night ride starts and ends at Pavlat's store and the turn around point is Metro Beach Park (25 miles round trip) easy pace of 13 to 15 mph. The Thursday night ride starts and ends at the bank on 17 and Garfield and the turn around is Stoney Creek Metro Park (30 miles round trip). Last year this ride had 2 versions a fast pace 18+ mph and a slower pace at 15 to 17 mph. The Friday night ride starts and ends at MCCC South Campus and the turn around point is an ice cream store in Grosse Pointe. We are also looking for ride leaders for Sunday rides. These can be any length and pace. This is a great way to learn new routes in the area as well as restaurants ("Eat to Ride, Ride to Eat" (quote from friends). I am looking forward to this riding season. I hope it is a great one for the Club and bicycling in general. We are ambassadors of the sport so lets observe traffic laws and be courteous, it is for our safety and those that follow. Have a safe and rewarding season.

Individual Time Trials:

This year we will have male and female categories. The format will be the same as last year. At this time I am planning on holding them at Stoney Creek again. The tentative dates follow, other details will be in upcoming newsletters.

April 23, June 25, August 27

I would also like to hold a tandem time trial again this year, but we need more participation. Looking at an August or September time frame. Other ideas that are being looked at is a "flying start mile" time trial and a team time trial (this would consist of 2 or 3 people per team). More details on these will be in future newsletters.

The Club "First Century Ride" is tentatively set for September 17. Like last year this will be a fully supported ride.

The "Dam Long Ride" (200 miles) is tentatively set for July 2nd. We are looking to have this fully supported.

This is your Club. I welcome any suggestions you have about rides that we can do. We want people to get involved.

See you on the road,

David Heck

New rider forms will be available at the next meeting.

In 1988 we started to keep records of the miles ridden. This year we will be recording the number of rides and miles that club members complete on club rides. We are setting up goals for people to shoot for. At the end of the year the level you have reached will be rewarded (this is what is to be determined at the meeting on February 20, 8:30 pm at the Goebel's). What follows are the guidelines that will be used this year to make a ride count.

### GUIDELINES FOR CLUB MILEAGE CREDIT FOR RIDES

**Purpose:** To provide guidelines for authorizing club mileage credit for club rides and rides sponsored by other clubs. The idea is to encourage bicycle riding.

#### **PROCEDURE:**

1. The ride Director shall have the right to place limits on what rides are included. The idea is to have rides of general interest. Both road and mountain bike rides are eligible.
2. Club ride guidelines:
  1. Must be in the newsletter.
  2. Must have a ride leader.
  3. Must have a sign-up sheet. Which will include the ride leader name, number of miles ridden, date, name of ride if applicable and the names of the other participants.
3. Other Clubs Organized Rides (ex: Peach of a Ride):
  1. Must be in the newsletter.
  2. Must have a ride leader.
  3. Must have a sign-up sheet. Which will include the ride leader name, number of miles ridden, date, name of ride if applicable and the names of the other participants.
  4. All members of the CRR should be eligible to participate, but there can be exceptions (ex: W.O.W.).
  5. Rider ability requirements shouldn't prevent a rides eligibility.
  6. The ride should be of general interest to members and accessible.



**BOARD MEETING** - Monday, Feb 20, 7:00 p.m. - Changing of the Club Officers.

8:30 p.m. - Members are welcomed to attend a meeting to establish goals and awards for 1989 Club mileage. Both meetings will be held at the Goebel's residence, 39729 Aynesley, Mt. Clemens.

**CLUB ROSTER** - A new roster will be published in the coming months. Members objecting to having their phone number or address on the roster, please contact Michael Holden (398-1677)

### CLUB EVENTS

PLEASE CALL THE CLUBS HOT LINE (792-4670) BEFORE A SCHEDULED EVENT FOR ANY LAST MINUTE CHANGES.

March 12 Sunday - ST. PATRICK'S RIDE - WEAR GREEN - Ride leader Patrick O'Moorman - leaving Pavlat's at 9:00 a.m. for a 25-30 mile ride, 14 to 16 m.p.h. pace. Destination unknown. There will be a breakfast stop.

Every Sunday - X-Country Skiing - Meet Andy Neumann at the West Branch Parking lot in Stony Creek at 8:00 a.m. Weather permitting... For more skiing information call the Hot-Line.

Tuesdays, Thursday and Fridays - X-Country Skiing under the lights at Addison Oaks, located on 32 Mile Rd. west of Rochester Rd. 4:30 till 10:30 p.m..

### WALLYBALL

The next sessions of wallyball will be on Feb 25 and March 11, at 8:00 p.m. at the Gateway Racquet Club located on Van Dyke north of 14 Mile Rd. (near the Premier Center). The Club has reserved the courts for 1 1/2 hours (6:00 to 7:30). The cost is \$30.00 per court divided by the number of people playing. Club members, please limit guest to one per member. Afterwards join the group for a bite to eat. Again a reminder, try to arrive early, bring a towel and a lock. Anyone wishing more information call Warren Berthelsen, 781-6706.

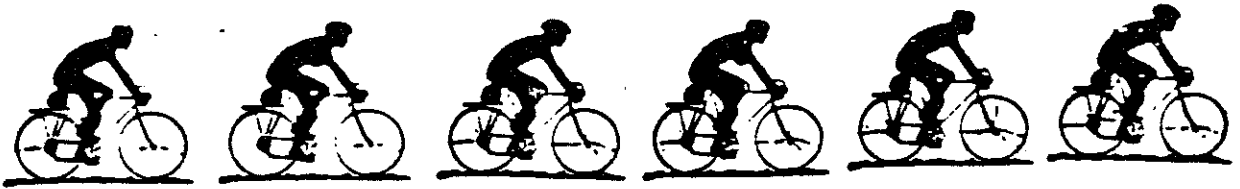
### TOURS SPONSORED BY OTHER CLUBS

May 7 - Metro Grand Spring Tour - 20 to 105 mile routes available. Includes: Sag, maps, fanny patch, food stops, etc.

May 13-14 - TOSRV (Tour of the Scioto River Valley) - A 220 mile ride from Columbus, Ohio to Portsmouth and return. To get your application, you must send a self-addressed stamped envelope to - TOSRV, P.O. Box 23111, Columbus, Ohio 43223. Applications forms will be mailed February 1 and you must return your application form and money as soon as possible to be accepted.

May 20 - Frankenmuth Fahrrad Tour

June 16-19 - GEAR 89 (Great Eastern Rally) Saratoga N.Y. Skidmore College - GEARS are annual conventions for bicyclist, held by League of American Wheelmen and hosted by local cycling clubs, attracting bicyclist from all over the country. For more



information and a registration form, send a S.A.S.E. to GEAR 89  
Saratoga, P.O. Box 127, Albany N.Y. 12260

June 18-24 - The Great Ohio Bicycle Adventure - Sponsored by the  
Columbus Council of American Youth Hostels. A one week tour of  
Ohio, about fifty miles per day. Cost is \$45.00. For more  
information call the Ohio Tourism 24 hr. hot line, 1-800-BUCKEYE  
or send your name and address to The Great Ohio Bicycle  
Adventure, 3130 North High St., Columbus, Ohio 43202.

Sunday July 23 - (R.A.T.) Ride Around Torch - Elk Rapids, MI -  
Three routes of 25, 62 and 100+ miles. Sponsored by the Cherry  
Capital Cycling Club. Popular Club weekend. More information  
will be coming in newsletter.

### CLUB RAMBLING'S

THANK YOU to Karen Mousseau for the excellent job in organizing  
Whirly Ball in January. Claudia Dominick proved to be the high  
scorer of the evening with two goals.

A good time was had by all who went bowling last month. High  
score of the evening was Jerry Pavlat, who was very modest at his  
first two games 200 plus. Big Jackpot winner of the evening was  
Bob Kosen.

Much success to Malcom Walsh with his new job in sunny  
California.

Eric Berthelsen has already attempted to capture this years  
"Crash Gordon Award". We hope that his hand mends fast and that  
this will be the only entry for this years award.

Club members that helped celebrate Andy Neumann's annual birthday  
ride, had a good time and warmed up at the Berthelsen's for hot  
coffee, goodies and cake. At that time Mike Boden announced that  
he will be getting married to Lynn Caloia on Valentines Day. We  
wish them much happiness together.

For the past two years we have enjoyed being your Editor. Seeing  
the Club grow had to be the most rewarding part of the job. We  
would like to thank all of the members for sharing their riding  
tips, training techniques and experiences.  
At this time we would like to turn our duties of Newsletter  
Editor and Historian over to John Rabaut.

See you on the road,

Bob and Rose Goebel

CREWING FOR CRAZY ANIMAL PEOPLE  
by Sue Pavlat

On January 22nd I had the unique experience of crewing for two friends of mine who were competing in what some might call, a bazaar race. I think they asked me because it has been known that I tend to crew for people who compete in events that most normal people would never think of. Lets see, the first was for this local guy who rode his bicycle 3,117 miles in 10 days 15 hours 49 minutes across the United States. And this same (or was that insane) fellow did a complete marathon, 26.4 miles on his roller blades at Stoney Creek last fall. Now I can add to my support crew list being a crew member for Patti Brehler and Lou Hotton while they competed in a race climbing the stairs at the Renaissance Center in Detroit. You may think, "Anyone can climb 72 flights of stairs once in a race." But how about running those 72 flights of stairs, not once, but 9 times in approximately 1 1/2 hours?

There were two separate events that Patti and Lou competed in that day. The first event Patti actually talked Lou into doing. The race was called 'UP TO THE SUMMIT' and consisted of running up to the top of the tower of the Westin Hotel (72 flights) as fast as you could. Patti just wanted to do this race as a 'warm up' for the next event called 'THE VERTICAL MILE', which started 1 hour later. Patti told Lou to just pace herself, relax and take her time. Remember, this is just a warm up! Just 9 minutes 30 seconds later, Patti was the first woman to the top with Lou coming in 2nd in 9 minutes 44 seconds. 72 flights in a nice, easy, relaxed pace right?

One hour later the 'real' competition began. This race was called 'THE VERTICAL MILE' which when completed, the runner has gone one complete mile straight UP. The organizers had some fancy way of figuring out how much horsepower was used to propel the body one mile up in the air. Patti and Lou used approximately 1/4 horsepower at the end of their race. Patti was the 3rd woman to the top in 1 hour 37 minutes. And Lou was the 4th woman to the top in 1 hour 41 minutes. WAY TO GO LADIES!! The best overall time was this fast, incredibly insane young doctor from Colorado who finished 'THE VERTICAL MILE' in an awesome 65 minutes. (What do you suppose he does between operations?)

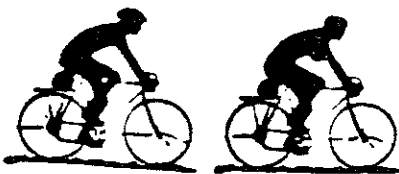
Now you may be saying, "Hey, wait a minute. The tower does not go UP one full mile. How did they do it?" Well, here's one for you mathematicians. There are 16 steps per floor. The race started on the lower level. The runners climbed to the 70th floor 7 times, and on their 8th trip they went all the way to the top, or 72 flights. They would take the elevator down to the 1st floor (not the lower level) and then begin the climb again. Oh yeah the catch is, there is no 13th floor. The question of the day is... 'HOW MANY STAIRS DID PATTI AND LOU CLIMB'? If you are the first to get the answer right, I'll personally pay your

entrance fee for this event next year and crew for you!

How would you be feeling after running up stairs as many times as Patti & Lou did? I know I would probable be home in bed or soaking in the whirlpool. Not Patti. After a short rest that day, she go up and played a game of soccer with her team!! CRAZY ANIMAL PEOPLE.

Why do I call Patti and Lou CRAZY ANIMAL PEOPLE? Because during the race Patti wore a t-shirt that read CRAZY PERSON, and Lou wore a shirt that read ANIMAL TRAINER. Very appropriate!





## ON THE ROAD WITH DUANE AND E.A.

January 1988 - Australia

Dear Fellow Club Members,

We hope everyone had a good Christmas. Ours was quiet and sunny. As you know Christmas is the start of their summer, and the week between Christmas and New Years is their busiest week for camping. We spent the weekend in the town of Robe, 200 miles south of Adelaide. Our Christmas feast was chicken with all the fixings. We aren't sure what the traditional feast is here, but we were glad to find out Santa wears the traditional red suit. We spotted him just before leaving Hawaii wearing a tropical print shirt with matching shorts, and he had sandals instead of boots on his feet.

At least he had no problem finding us. Duane got a slab of stubbies and I got 2 bags of cookies, a litre of ice cream, and the most wonderful tail wind Monday morning. In case your wondering, a slab of stubbies is a case of beer in the short bottles. Duane says the beer here is pretty good, but somebody should tell them about premium ice cream. They don't have anything like Hagen Das.

Our New Years Eve was spent helping a friend string a fence for cattle. Of course we were treated to a wonderful BBQ dinner. Afterwards we sat around the campfire to listen to some great Aussie stories.

The people here never cease to amaze us. The generosity and friendliness we have been shown is overwhelming. Many times we have stopped for lunch in front of a small general store and the owner will come out and tell us a little about the town, what to see in the area and even offer to make us tea while we eat.

Some things are very similar to the U.S. and we forget where we are. We have gotten use to riding on the wrong side of the street but if we pull out of a parking lot without thinking we still end up on the right side of the road instead of the left. The other thing we get caught with are a few of their words have different meanings than ours or they pronounce it so differently we misunderstand. Even that has been pretty easy to over come.

Most of our riding so far has been near the coast - tomorrow we will head into the outback as they call it. From their descriptions dessert sounds more appropriate. Carrying 3 days of food is no problem but 3 days of water is going to be tricky. We won't be drinking as much as David Heck, but we also remember the article Eric Berthelsen wrote for the newsletter about dehydration. We are hoping to hit a happy medium our bodies will tolerate. We will let you know how it goes in the next letter.

While we are on the subject of the newsletter we want everyone to know how much we enjoy all the articles everyone sends in. The hardest part of this adventure has been thinking about all the rides we are missing. The newsletter really helps to keep us in touch. Thanks also for all the cards and letters we get even when we get too lazy to write back.



CONGRATULATIONS to Claudia and Andy, we wish you well on your engagement. Does this mean there will be a new couple in the tandem club next year?


CONGRATULATIONS to David and Heidi and Melissa, our youngest new club member.

We hope everyone is doing well.

Take care & happy pedaling,

Duane and Elizabeth

Editors Note: Duane and Elizabeth Nieman left April 16, 1988 from Romeo, Michigan and pedaled their way to Alaska, flew to Hawaii; spent some time there cycling around the Island and then flew to Australia and are touring the continent.

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## EFFECTIVE TIME TRIALING - PART IV - EQUIPMENT

by Ed Gostin

Top level riders, whether professional or amateur, will usually use a special bike for a time trial. For many years this was simply an extra light road racing bike. In recent years, much attention has been paid to aerodynamics, resulting in highly specialized (and expensive) machines. How much difference do these machines make? The truth is not as much as most people think. The majority of the wind resistance is generated by the rider and not the bike. Changing from an upright "tourist" position to a low "racer" position will improve your time more than the most streamlined bike. An aerodynamic bike will probably improve your time about 3 per cent (2 minutes per hour) over a standard road racing bike (my estimate). This difference is all important in top level competition, but is much less so on the club level. Now that the benefits are in perspective, let's take a look at the fancy equipment.

**Frames** - Before the aero frame were developed a time trial frame was simply an extra light road frame. Steel was usually used, although a few aluminum and titanium frames were available. The steel frames were often made of straight gauge tubing, which was usually the same thickness as the tin section of a standard butted tube. These frames were not very stiff or strong, making them unsuitable for anything but time trials. As manufactures began to consider aerodynamics, oval and tear drop shaped tubing replaced the round tubing. The basic frame shape changed as well, many designs are using sloping top tubes, front brakes mounted behind the forks, handle bar extensions mounted to the fork crown, gear levers on top of the down tube, etc. Materials other than steel, most noticeably aluminum alloys and carbon fiber composites, are finding much greater usage in frames. One manufacturer has supplied carbon fiber frames to the U.S. Olympic team that are claimed to be lighter and stiffer than a standard racing frame.

**Wheels** - One of the few components that give a significant improvement over standard equipment are disc wheels. Most often, discs are used only on the rear wheel due to the handling problems encountered when using a front disc in a cross-wind. One manufacturer claims to have solved this problem using some unusual front end geometry. Wheel covers should offer similar benefits for a much more reasonable cost. The covers, however, are not legal for USCF/UCI sanctioned events. For a front wheel, a 24 or 28 spoked V-section rims, laced radially with bladed spokes, is typically used when a disc is impractical. If a spoked rear wheel is used, it is typically 24 or 28 spoked V-section rims, with bladed spokes laced 2X or 3X on the drive side, and radial or 1X on the other. Tires are usually sew-ups, in the 190-230 gram range, although 160 gram tires are sometimes used for important events. Either silk or cotton tires can be used; silks have a lower rolling resistance, but cotton tires can

be pumped to a higher pressure, as high as 160 psi for some models. Tires with a matte or ribbed tread are used, and should be aged a minimum of 6 month prior to usage. If clinchers are used, the light narrow versions with a bald tread are usually selected. Ultra- light tubes are also used.

Gearing - This will vary widely according to the course and weather conditions. For a very flat course with only light winds, a three speed cluster is mated with a single chain wheel. If a few small hills or more wind is present, a five speed cluster may be used instead of the three speed. Only when a lot of climbing and or stiff winds are present, will a 12 or 14 speed setup be used. The idea is to carry only the gears that will actually be used. When a single chain wheel is used, the front shift lever and cable will be removed. The derailleur is sometimes replaced with a small U-shaped bracket to prevent the chain from coming off the chain wheel. If one of these is not available, the derailleur can be used for the same purpose by locking the cage into place with the adjustment screws. The chain is usually longer than normal and may hang limp in a few gears. Many riders will use crank-arms 2.5 mm longer and a chain wheel 1 tooth larger than their road set up. The longer cranks give more leverage and the larger chain wheel takes advantage of this. To increase the crank length any more than this will likely hurt efficiency and may even cause injury.

Other Components - Most of the other components used are standard with the exception of the handlebars. Special "cowhorn" bars are used with low profile frames. These are usually attached with a regular stem, but are sometimes are mounted in a special stem attached to the fork crown. Positioning of the bars, regardless of style, is usually several centimeters lower than the rider's normal road position. Recently a new type of aerodynamic handlebar was introduced that appears to offer a significant reduction in wind resistance. These bars, typified by the Scott D H, are used by many tri-athletes and are beginning to find favor amongst the USCF time trialists. The theory behind the design is to bring the elbows together to reduce wind resistance, and to bring them forward of the shoulders to prevent restrictions of breathing. The models currently available are designed to be used with a standard road frame.

Clothing - The basic rule here is to wear clothes that fit snugly against the skin, but not so tight as to bind or restrict circulation. One piece skin suits are available that meet these requirements. If the weather is cool, long sleeves and tights may be used. No loose clothing should be used, a jacket flapping in the wind is a definite hindrance. In addition Eddie Borysewicz, the former U.S. national coach, recommends a streamlined hard-shell helmet, covering the shoelaces with tape, and not wearing gloves.

The equipment described above is the way to go if you have tons of money, but unfortunately most of us don't. Still there are a

few things you can do for a little extra edge. The first thing is to remove any accessories that you won't need for the race, such as racks, bags, pumps, water bottles and brackets, etc. If your ride will last longer than 1 hour, you may wish to leave on one water bottle. If your race will not have service vehicles, you may also wish to carry a spare tire (or tube), a can of quick fill, and a set of tire irons (if needed). Also, lower your handle bars to the lowest position. Many pros ride road races with their handlebars as much as 10 cm below their saddles, and may lower the bars another 2-3cm for time trials. If you do want to spend some money, start with the wheels. If you can't afford the wheels described earlier (they are quite expensive), then go with a set of light 32 or 28 spoke (or 24 spoke, if you're a real lightweight) set of road racing wheels. Use V-section rims and bladed spokes if you can. At the very least, you can install a light set of tires. The next area of improvement is the handlebars. Aero bars are probably the best bet. If you don't want to use these full time, then you may find it more convenient to have two handlebar sets consisting of the bars, a stem, levers, tape, and cables which can be exchanged in a few minutes. If you prefer conventional bars, a stem 1-2 cm longer and deep drop bars will help you get a lower position. Also you can fit a set of cranks 2.5mm longer than your normal cranks, and install a longer chain. Finally you can build yourself a complete bike from an old lightweight frame (it doesn't have to be especially stiff) and inexpensive components for a surprisingly low cost.

This concludes the series on time trialing. Obviously, I could not include every piece of information I had due to space limitations. If you want to learn more, the following list of books, which I drew upon heavily for these articles, will give you a good start.

Bicycle Road Racing - Edward Borysewicz

This is the best book on bicycle racing that I have seen. Written by the 1980-1989 U.S. Olympic coach. This book covers training and racing in considerable detail.

Solo Cycling - Fred Matheny

This book covers specifically time-trials. The author draws from the experience of national level racers and coaches (including Borysewicz) and from his own experience.

Road Racing - Technique - & Training - C. Genzling & B. Hinaut

This book is more general than the others, but it offers a slightly different perspective to the sport.

Cycling - C.O.N.I. Central Sports School. F.I.A.C

(If you can find one). This book parallels many of the techniques in Borysewicz book. The version I have (1972) is a bit out of date and is hard to read due to a somewhat clumsy translation into English. It has an interesting section on history and a thorough section on massage.

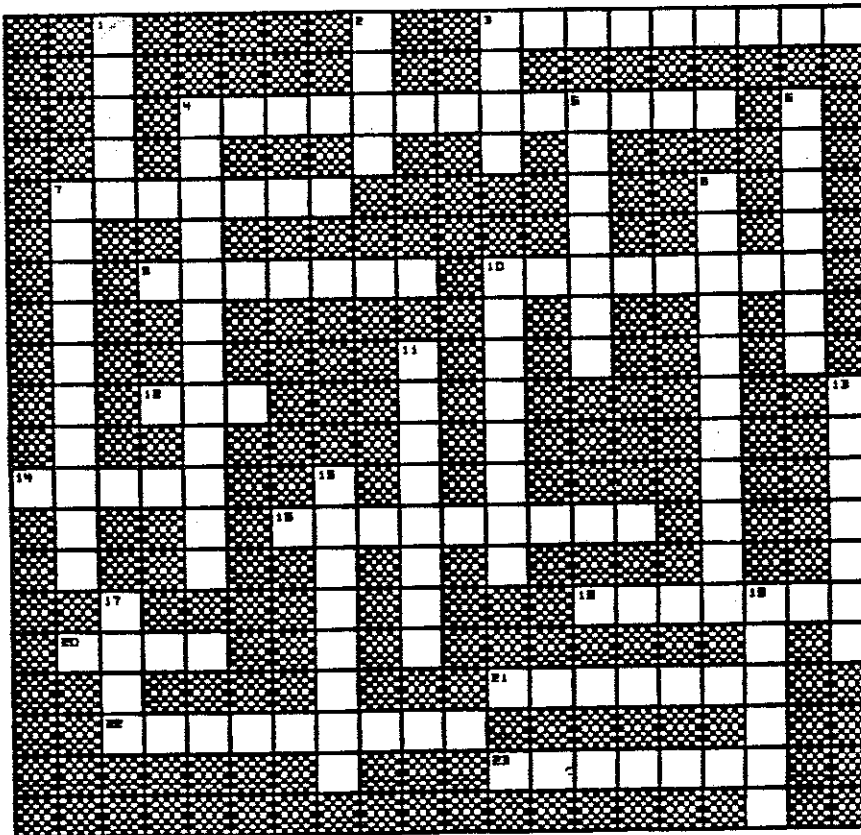
ACROSS CLUES

3. Cluster of sprockets mounted to rear wheel hub
4. short round tube on frame to which downtube, seat tube and chainstays are brazed.
7. 100 mile ride
9. part of bearing mechanism in the head tube that secure the fork to the main triangle.
10. Italian-produced special frame tubing
12. metal sleeve that holds the frame tubes at the joints.
14. referring to components made by S.P.A. Brevetti Internazionali Campagnolo.
16. short circuit, multi-lap road race, closed to normal traffic
18. rhythmic turning of the pedals at an even rate, usually measured in revolutions per minute.
20. tapered peice of metal that screws on to axle of hub or pedal to locate ball bearings.
21. tool known as 'wrench' in U.S.
22. two tubes that run from the top of the seat tube to the rear dropouts.
23. tube on a frame that connects the head tube to the seat tube.

DOWN CLUES

1. measure of wall thickness of frame tubing or cross-section of spoke.
2. rubber covering of brake lever
3. Part of bicycle that holds the front wheel in place and is attached at headset.
4. frame tubing that are either double butted, single butted, or taper gauge
5. lug formed in mold, consequently, does not have seams
6. parts of bearing mechanism in the head tube that secure the fork to the main triangle.
7. two tubes which go from the bottom bracket to the rear dropouts.
8. another name for a 'sew-up' tire.
10. rotating portion which holds the pedal.
11. part of frame which connects the bottom of the head tube with the bottom bracket.
13. luggage bag that is supported by metal rack fitted above front or rear wheel.
15. slots into which the front and rear wheels fit.
17. metal fixture brazed on frame to afix items such as shift levers and bottle cages.
19. French brand name of quality lugs, bottom brackets and fork crowns.

BICYCLE



ANSWERS: BICYCLE

