

Record News

WINTER 1982-83

Vol. 1. No. 2

1982 Was A Good Year!



Rebecca Twigg - 1983 World Pursuit Champion

For fans of the finest competitive cycling, 1982 was a year to remember.

On the international scene, Rebecca Twigg outlasted Connie Carpenter to win the world pursuit championship. Connie Paraskevin outsprinted Sheila Young-Ochowicz for the gold medal in the World Sprint Championship, and in the Women's Road Race, Connie Carpenter and Rebecca Twigg won 5th and 6th overall.

At the professional level, Greg LeMond won the silver medal in the grueling 272 km road race (the first American ever to do so). Greg went on to destroy the field in the brutal Tour

de Lavenir and came away with the coveted gold medal, another American first.

On the domestic scene, the performances were no less impressive, with Leonard Nitz personally winning three gold medals at the U.S. National Track Championships.

Our world champion women finished in the exact same order at the track nationals, with Connie Paraskevin taking the sprint gold from Sheila Young-Ochowicz, and pursuiter Rebecca Twigg stealing the gold from Connie Carpenter. Carpenter reversed the finishing order in the 20 km point race, forcing Twigg to settle for the silver medal.

Out on the road, the 7-Eleven Men's team announced their presence by winning first, second and third in the National Criterium Championships. In addition, the Southland speedsters won every other road event conducted, for a clean sweep of the road gold.

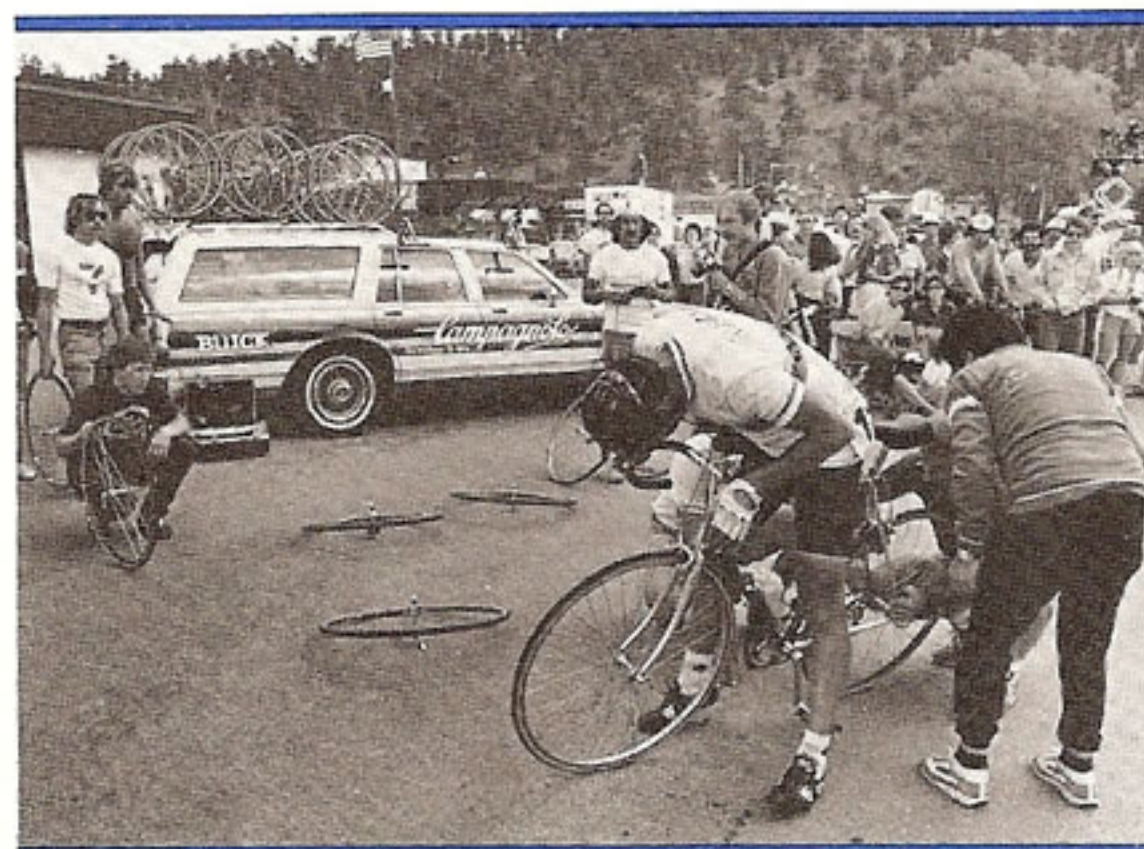
Meanwhile, the Carpenter-Twigg duel also moved to the streets when Connie put Rebecca into second place by winning the criterium championships. Twigg reversed the order when she won the individual time trial forcing Carpenter to again settle for the silver.

In addition to the extraordinary individual talent and dedication, and the incredible training necessary to perform at a world-class level, the American champions share another attribute — they all know how to win.

Many of them have something else in common — they depend on Campagnolo components, which should not be surprising. Campagnolo has been winning cycling championships since 1933 — on the track and road, in competition, and where it really counts, with the cycling public.

As a matter of fact:

- All of the American medal winners at the 1982 World Cycling Championships used Campagnolo components.
- All of the gold medals at the 1982 Senior Women's National Road Championships were won on Campagnolo components.
- All of the silver medals at the 1982 Senior Women's National Road Championships were won on Campagnolo components.
- All of the bronze medals at the 1982 Senior Women's National Road Championships were won on Campagnolo components.
- All of the gold medals at the 1982 Senior Women's National Track Championships were won on Campagnolo components.
- All of the silver medals at the 1982 Senior Women's National Track Championships were won on Campagnolo components.
- All of the gold medals at the 1982 Senior Men's National Road Championships were won on Campagnolo components.
- All three medals in the 1982 Senior Men's National Criterium Championships were won on Campagnolo components.
- All, but one, of the gold medals at the 1982 Senior Men's National Track Championships were won on Campagnolo components.
- All of the silver medals at the 1982 Senior Men's National Track Championships were won on Campagnolo components.
- All three medals in the 1982 Senior Men's National Kilometer Championships were won on Campagnolo components.
- All three medals in the 1982 Senior Men's National Sprint Championships were won on Campagnolo components.



A disabled rider is quickly returned to the race — courtesy of the Campagnolo Technical Support Team.

Campagnolo

The first name in cycling since 1933

For The Record

New Position Announced

Jeff Davis, the Technical Advisor to Campagnolo-U.S.A., Inc. over the last year, has been reassigned as the Technical Consultant and Clinic Coordinator. He will continue to handle the technical inquiries as before, but will also prepare a technical manual for Campagnolo products over the next few months.

In 1983, Mr. Davis will conduct 15 clinics throughout the United States. The clinics will be, in-depth, one day presentations to further educate dealers and mechanics in the use, maintenance and sale of Campagnolo products.

Mr. Davis will be working out of Hartford, Connecticut. He can be contacted by mail or phone. Any technical questions or problems should be addressed to Jeff Davis as follows:

Jeff Davis
48 Moylan Court
Newington, Connecticut 06111
(203) 667-1617

Campagnolo Names Pranke to P.R. Post

— Chuck Pranke has been named Public Relations Coordinator for Campagnolo-U.S.A., Inc., according to Julio Marquevich, President.

Pranke was a member of the 1968 United States Olympic Cycling Team and twice National Championship Silver Medallist. He was organizer and director of the 1972 & 1973 U.S. Cycling Gran Prix, Executive Director of the Encino Velodrome, Encino, California, and since 1978, Cycling Liaison to the Miller Brewing Company. He will join Marketing Manager, Amos York, and Technical Support Liaison, Bill Woodul, in developing and implementing Campagnolo's promotional and marketing programs. Bill Woodul will dedicate all of his time and efforts to racing activities and technical seminars.

"Campagnolo's plans for the future are many-fold," said Marquevich. "In addition to our many well-established involvements and our commitments to the 1984 Olympic Games, we are instituting a new nation-wide cycling support program. This program is based on a diversification of participation that will affect a larger portion of the Bicycle Industry. A detailed announcement of Campagnolo's total program will be forthcoming."

"Chuck's promotional skills and enthusiasm will be of great value to Campagnolo as we move into 1983," concluded Marquevich.



Tullio Campagnolo

August 26, 1901—February 1, 1983

We regretfully announce the passing of Mr. Tullio Campagnolo.

A complete profile of the man and his life will appear in the next issue of Record News.

EDITORS NOTE

We would like to thank all of the dealers and concerned individuals for the positive support that we received following the first issue of Record News.

Your responses to the dealer inquiry were quite useful to us in our attempt to create a new open line of communication within the industry. We hope that you are enjoying the Campagnolo Olympic Lapel Pins.

As you can see, the format of the Record News has changed. This is a result of the many suggestions that we received. Because of this change we have eliminated the Fall 1982 issue of Record News. Our intentions are to start the new year with a totally new format for your convenience.

We will continue to bring you product information, industry news and advice in the hopes of increasing your position in the market place. Please keep your questions and suggestions coming.

Also, if you did not receive your copy of the first issue of the Record News, or wish to be put on our mailing list, please send us your request on your business letterhead.



Publishers Statement

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The Las Vegas Bicycle Show

Three thousand two hundred rooms make the Las Vegas Hilton the World's largest hotel. Being next door to the Las Vegas Convention Center made Hilton the main base for many who attended "Interbike '82."

With no other fall shows, this was expected to be the launching of the pre-Christmas sales push. The show was well attended by manufacturers and distributors alike, however, the attendance of Bicycle Dealers was slightly less than expected. With the exposition's timing and location, future shows are expected to do even better.

Few companies had anything new to show, most pushed with specials to encourage dealers to purchase pre-Christmas merchandise. Campagnolo-U.S.A., Inc. chose to make Interbike '82 the American debut of two new groups. The new products were first shown only two weeks before at the Cologne Germany Bicycle Show. The new components are a yet unnamed, top-of-the-line series above super record and the "victory" series in a price range above gran sport.

Dealers were overwhelmed by the design and execution of the new com-



Campagnolo President Julio Marquovich & Technical Support liaison expert Bill Woodul award Silver Campagnolo Corkscrew to World Champion pursuer Rebecca Twigg.

ponents and quite interested in the exact 1984 delivery date. In true Las Vegas style, many dealers made wagers on the prices of the new equipment. But the final settling of the wagers will have to wait as the prices have not yet been established.

When you visit the 1983 edition of "Interbike", be sure and have dinner at "Phillip's Supper Club," on Sahara Avenue. The prices are reasonable, the food is good, portions are large and the cuisine is Italian — what else!

Congratulations

Congratulations to Rich Morris for filling out the winning ticket at the 1982 Interbike Show in Las Vegas, Nevada.

Campagnolo organized a dealer drawing with the holder of the winning ticket receiving a beautiful gold-plated Campagnolo corkscrew. Rich Morris was the lucky winner.

Rich is the owner of Maplewood Bicycle, located at 7534 Manchester, St. Louis, Missouri, and has been at his present location for 10 years.

His wife, Joyce, and two sons, Brian and Todd, along with Rick Burneson and Gary Layton, work with him in his highly-successful full service facility. The Morris' are currently expanding the shop from its previous 4500 square feet area to a spacious 7000+ "super store."

Maplewood Bicycle deals mostly with top of the line merchandise including Schwinn, Trek, Raleigh and his own imported custom Mercian line.

Rich commented that he is sure that he owned a Campagnolo tool kit before Schwinn did. He added that after using the tools on hundreds of custom frames, he finally had to have them fluted and

sharpened (for the first time).

Maplewood Bicycle seems like the place to go when you are in St. Louis. Again, Congratulations Rich.



Maplewood Cyclery Gold Plated Corkscrew Winners, Brian Morris, Rick Burneson, Rich Morris, Gary Layton, Todd Morris, Joyce Morris

Technical Support 1982

The 1982 Campagnolo Technical support program was one of the most extensive ever conducted in the United States.

Some interesting statistics evolved from the 1982 effort and are worth noting.

- Our technical support Tour visited 23 different states.
- More than 26,000 miles were covered.
- More than 21 top United States Races were included in the program.
- More than 56 days of actual race involvement.
- In addition to the domestic portion, the 1982 technical support program included assisting Campagnolo-Italy and providing Technical assistance to the U.S. Team that went to the World Championships in England.

The administration of a complex, highly effective technical support program goes far beyond casually driving across the United States enjoying the Country-side and watching all of the Nation's finest bicycle races.

Following is a typical week in the life of Campagnolo Technical support expert, Bill Woodul, during the 1982 Racing season. (Taken from his work diary.)

DAY 1 — 3:00 PM arrived in Allentown, PA. discussed race with promoter, checked into accommodations, washed, waxed car and cleaned bicycles. Finished work 11:00 PM.

editors note: The Campagnolo Buick Technical support vehicle roof-rack can accommodate six complete bicycles and 20 spare wheels.

DAY 2 — 6:00 AM loaded car. Left for race. Road Race. Set up support operations made pre-race bicycle adjustments.

WOMENS EVENT — Served as first following car. Four wheel changes and one bicycle change.

MENS EVENT — Again served as first following car. Excellent field of riders. No bicycle changes, three wheel changes. Cleaned car and bicycles-finished 10:00 PM.

editors note: The Campagnolo Technical support program provides assistance to any disabled athlete regardless of team or club affiliation.



Bill Woodul and Amateur World Sprint Champion S. Kopylov relax during the 1982 world championships.

DAY 3 — 6:00 AM Loaded car, left for Nutley. Set up permanent pit zone and did pre-race bicycle adjustments. Served as official following car during women's and men's events. Excellent organization and promotion. No incidents during races. Cleaned car and bicycles. Finished 9:00 PM.

DAY 4 — 5:30 AM Loaded car, left for Somerville, set up permanent pit zone. Served as official following car. Extremely fast pace. Exceptional organization. NOTE: Due to fast pace, any mechanical or wheel problems had to be handled very quickly in order to get rider back in field. Cleaned car and bicycles. Finished 8:30 PM.

DAY 5 — 6:00 AM Loaded car, left for Flint, Michigan. Arrived 10:00 PM settled into accommodations — finished 11:30 PM.

DAY 6 — 6:00 AM washed, waxed, loaded bicycles drove to Buick Corporate Headquarters for photographs and business meeting to discuss modifications necessary for 1983 vehicle. 4:30 PM headed west for Boulder, Colorado.

The 1982 Campagnolo Technical Support Program was highly effective in contributing to the sport of cycling in America.

The 1983 Program has been expanded to include not only the top

races in the United States, but to lend support to several of the major bicycle tours as well.

1983 Technical Clinic Schedule Announced.

The 1983 Campagnolo Technical Seminar Schedule has been established and registrations are now being taken.

A new schedule of dates and locations as well as a new program format has been developed by Jeff Davis, program administrator and technical consultant to Campagnolo.

The program will be approximately eight (8) hours long, plus a lunch break. Topics covered will include:

- Product information (what is available and how it works.)
- Campagnolo tools (proper application and use.)
- Sales tips (how to start and continue customers on Campagnolo.)
- General discussion (cycling in general, training, racing, touring, new markets promotion, questions and answers.)

Following is a list of dates and locations.

APRIL 27 — Houston

APRIL 21 — Dallas/Fort Worth

MAY 10 — Chicago

MAY 19 — Boston

MAY 22 — Metropolitan New York

MAY 24 — Metropolitan New York

MAY 26 — Baltimore/
Washington D.C.

JUNE 20 — Portland

JUNE 22 — San Francisco

JUNE 24 — Los Angeles (Glendale)

JUNE 26 — Los Angeles (Anaheim)

For a more detailed explanation of the 1983 technical seminars, see insert.

MARKETING CORNER

By Amos York, Campagnolo Marketing Manager

Campagnolo Announces New Marketing Thrust For 1983



Amos York - Campagnolo Marketing Manager discusses new Campagnolo components at 1982 Las Vegas Bicycle Show.

The 1983 Campagnolo marketing plan is designed to assist the bicycle dealer in a more effective manner. This objective will be satisfied by improving and streamlining communication, service and support.

A new series of technical advertisements is being developed and will appear in several selected publications. These consumer-oriented announcements will be directed to both racing

and touring enthusiasts and will be carried by racing and touring magazines as well as certain extra-sportif publications.

In addition, a new Campagnolo technical manual is in the works and will be ready for distribution in early June.

The Campagnolo trade show program has been modified to include the February International Show in New York and Interbike '83, scheduled for Las Vegas, Nevada. Campagnolo will be present at several other shows assisting various members of the Campagnolo distributor network.

This schedule will permit Campagnolo to direct more energy toward the development of the dealer technical clinics, thus approaching the dealer in a more effective manner.

A series of 15 technical clinics is currently being scheduled in major cities in key markets across the United States. These clinics will be presented on a dealer level and will include Campagnolo product information (what is available and how it works,) Campagnolo tools (the proper applica-

tion and use,) sales tips (how to start and continue customers on Campagnolo) and discussion of cycling in general, training, racing, touring and new markets. The series is scheduled to start in April.

In addition to the newly printed condensed parts catalog (printed Sept. 82 and now available from your Campagnolo distributor,) several other dealer aids are under consideration. These items will be announced in *Record News* as they become available.

The Campagnolo technical support program has also been expanded for 1983. In addition to the continued support of the most outstanding bicycle races in the country, Campagnolo plans to expand its endorsement of cycling activities to include the area of bicycle touring. Certain other markets have also been targeted by Campagnolo for support in the future.

This new program represents a more comprehensive marketing mix and will result in a highly effective relationship between Campagnolo-U.S.A., Inc., the American Bicycle Industry and the entire cycling community in general.

Technologue

The Campagnolo Bottom Bracket

The bottom bracket is the assembly of the axle, bearings and bearing cups that support the crank arms in the bicycle frame. Campagnolo currently produces bottom brackets in four series (A "series" is comprised of all of the various applications, i.e.: road, track, cyclo-cross and triple, in a particular group). Gran Sport, Record, Nuovo Record and Super Record are the proper designation of each series and are available in English, French and Italian threading (see charts at end of article).

The **Gran Sport** bottom bracket (#3331) can be easily identified by the black finish on the axle. Gran Sport cups (#745-fixed, and #746-adjustable [see: CUP-CHART]) are the same as the Record series, and are used with the Gran Sport axle (#3332-68SS or #3332-70SS).

The **Record** bottom bracket series is the most functionally versatile group manufactured by Campagnolo. Record bottom brackets (#1046, #1046/3) are available for single, double and triple chainwheel combinations. These as-

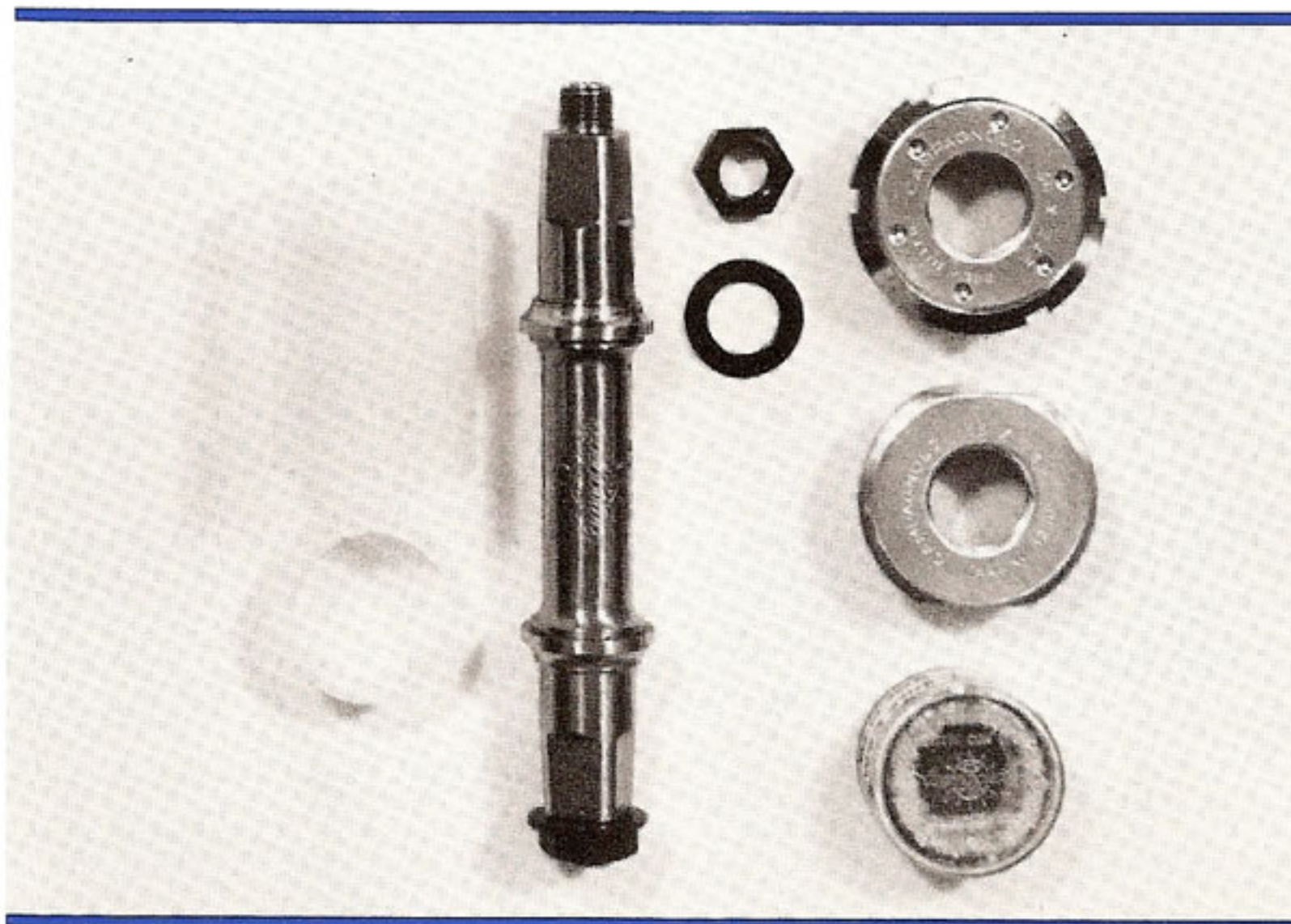
semblies are designed to suit the needs of track (#1046 P), road (#1046 SS), cyclocross (#1046 C) and touring (#1046/3) cyclists.

The **Nuovo Record** bottom bracket (1046/A) is for double chainwheel road use only. The bottom bracket parts have the same silver finish as the Record parts. The cups (#745/A, #746/A)¹ can be identified by the rifling found in the opening for the axle (This feature pumps contaminating materials

away from the bearings and extends the unit's life between servicings).

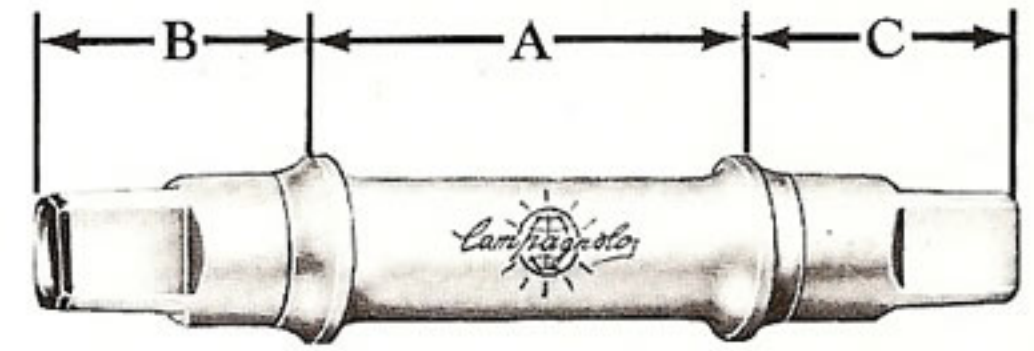
Note 1: Also available in Swiss (#745/A Swiss)
editor's note: The Nuovo Record axle (#744/A) may be differentiated from Record axles (#744, #744/1, #744/2) by the distance between the bearing shoulders (Fig. 1, measurement "A").

The **Super Record** bottom bracket (#4031, #4131) consists of a titanium axle (#4032, #4132) and aluminum cups (#4033, #4034, #4133, #4134). Both axle and cups have pressed-on steel bearing races. The Super Record



**CHART 1 AXLES GRAN SPORT
BLACK OXIDE FINISH — WINGS LOGO BETWEEN BEARING RACE SHOULDERS "A"**

STYLE	INSCRIPTION	MEASUREMENT MILLIMETERS			APPLICATION	PART NUMBER — COMMENTS
		A	B	C		
OLD STYLE	68 SS 120	54	27	30	Road Double Chainwheel	3332 68 SS 120 — No Longer Produced See: Gran Sport New Style — 68 SS
	70 SS 120	56	27	30	Road Double Chainwheel	3332 70 SS 120 — No Longer Produced See: Gran Sport New Style — 70 SS
NEW STYLE	68 SS 120 (+1.0, +1.5) or 68 SS	54	28	31.5	Road Double Chainwheel	3332 68 SS
	70 SS 120 (+1.0, +1.5) or 70 SS	56	28	31.5	Road Double Chainwheel	3332 70 SS
	68 SS X3	54	30	38	Road Triple Chainwheel	3332 68 SS X3
	70 SS X3	56	30	38	Road Triple Chainwheel	3332 70 SS X3



bottom bracket is available only for road (double chainwheel) and track (single chainwheel).

Gran Sport, Record and Nuovo Record bottom brackets all have steel type-one axles (type one axles are hollow with threaded ends to accept a bolt). All use steel cups and require eleven (11), one-quarter inch (1/4") ball bearings per side. The balls may be purchased in specially selected and caged sets (#2100) that have been ground and polished to tolerances of one thousandth of a millimeter ($\pm 0.001\text{mm}$). Cups and axles are ground to corresponding tolerances.

Nuovo Record (#1046/A) and Super Record (#4031) bottom brackets both feature the rifled axle aperture, to minimize external contamination. Each of the assemblies is also supplied with a special dust sleeve (#2110, #2110/1) to prevent anything from penetrating the bottom bracket from inside the frame tubing.

Note: This dust sleeve may be purchased separately and used with all Campagnolo bottom brackets.

Present Super Record axles (#4032, 4132) are solid type-two design (type two axles are solid with solid threaded ends to accept a nut [see: NOTE 1]). These axles have pressed-on steel races and use fourteen (14) three-sixteenth inch (3/16") ball bearings (#4035) per side ground to tolerances of one thousandths of a millimeter ($\pm 0.001\text{mm}$).

NOTE: Prior to 1982, the Super Record axle was a hollow type-one.

All Campagnolo bottom brackets use the same locking (#747). The English-threaded locking may be identified by a single inscribed ring on the outboard surface. The Italian-threaded locking can be identified by the fact that it will easily slide over English and/or French cups without thread engagement. The French-threaded locking can be identified by the fact that it will only thread onto French threaded cups. The standard locking is 3.5mm thick (4.5mm lockrings are available).

NOTE: An oversized diameter of 0.5mm is also available for use with special oversized Campagnolo cups in English, French and Italian threading only in Nuovo Record.

**CHART 2 AXLES RECORD
GRAY FINISH — "CAMPAGNOLO" BETWEEN BEARING RACE SHOULDERS "A"**

STYLE	INSCRIPTION	MILLIMETERS			APPLICATION	PART NUMBER — COMMENTS
		A	B	C		
OLD STYLE	68 SS 120	54	27	30	Road Double Chainwheel	744 68 SS 120 — No Longer Produced See: Record New Style — 68 SS
	70 SS 120	56	27	30	Road Double Chainwheel	744 70 SS 120 — No Longer Produced See: Record New Style — 70 SS
	74 SS 120	60	27	30	Road Double Chainwheel	744 74 SS 120 — No Longer Produced No Replacement
	68 SS 120 X3	54	27	35	Road Triple Chainwheel	744/1 68 SS 120 X3 — No Longer Produced See: Record New Style — 68 SS X3
	70 SS 120 X3	56	27	35	Road Triple Chainwheel	744/1 70 SS 120 X3 — No Longer Produced See: Record New Style — 70 SS
	68 C 120	54	27	31	Cyclocross Single/Double Chainwheel	744/2 68 C 120 — No Longer Produced See: Record New Style — 68 C
	70 C 120	56	27	31	Cyclocross Single/Double Chainwheel	744/2 70 C 120 — No Longer Produced See: Record New Style — 70 C

**CHART 3 AXLES RECORD (NEW STYLE)
GRAY FINISH — "CAMPAGNOLO" BETWEEN BEARING RACE SHOULDERS "A"**

STYLE	INSCRIPTION	MILLIMETERS			APPLICATION	PART NUMBER — COMMENTS
		A	B	C		
NEW STYLE	68 SS 120 (+1.0, +1.5) or 68 SS	54	28	31.5	Road Double Chainwheel	744 68 SS
	70 SS 120 (+1.0, 1.5) or 70 SS	56	28	31.5	Road Double Chainwheel	744 70 SS
	68 SS 120 X3 (+1.0, 1.5) or 68 SS X3	54	28	38	Road Triple Chainwheel	744/1 68 SS X3
	70 SS 120 X3 (+1.0, 1.5) or 70 SS X3	56	28	38	Road Triple Chainwheel	744/1 70 SS X3
	68 C 120 (+1.0, +1.5) or 68C	54	28	32.5	Cyclocross Single/Double Chainwheel	744/2 68 C
	70 C 120 (+1.0, +1.5) or 70 C	56	28	32.5	Cyclocross Single/Double Chainwheel	744/2 70 C

CUPS CHART

Origin	Threads	Cup (Adjustable)	Cup (Fixed)
English	1.370" x 24 T.P.I.	RH Thread	LH Thread
French	35mm x 1.0mm	RH Thread	RH Thread
Italian	36mm x 24 T.P.I.	RH Thread	RH Thread
Swiss	35mm x 1.0mm	RH Thread	LH Thread

Identification of Campagnolo Bottom Bracket Axles

The application of Campagnolo axles can be determined by certain measurements and surface markings (see Charts 1-7 at end of text). In 1977, the Campagnolo front changer, crank arm and bottom bracket axle were re-designed. The axle modifications affected only measurements "B" & "C" on the road axles (FIG. 1), the cups and track bottom brackets were not affected by this change. Thus, the mixing of old and new styles and crank arms is not advised, as the resultant chain-line may deviate from the optimum.

UNDERSTANDING THE CHARTS

By comparing the inscriptions on the axle with those on the charts, one can determine the exact recommended use of the axle in question. Since Record and Nuovo Record axles have the same finish and markings, it is necessary to use measurement "A" (Fig. 1) for positive identification.

Definitions of Markings

A. Letters indicate function

- SS (Serie Strada) — Road
- P (Pista) — Track
- C (Cyclocross) — Cyclocross

B. The first number is the recommended bottom bracket width, in millimeters.

NOTE: "68", "70" are standard
"65", "74" are available

C. The numbers "110", & "120" are the recommended widths (in mm) for the rear hub measured from locknut to locknut (overall locknut dimension). New style axles do not have these markings and can be used with 5, 6 or 7 speed cluster spacings.

D. The "+1.0", "+1.5" markings indicate the amount (in mm), the axle was lengthened to satisfy CPCS requirements.

E. "x3" means for triple chainwheels.

F. "SL", "Z" may be found on some old axles. They were production codes and have no significance in identification.

CHART 4 AXLES NUOVO RECORD
GRAY FINISH — "CAMPAGNOLO" BETWEEN BEARING RACE SHOULDERS "A"

STYLE	INSCRIPTION	MILLIMETERS			APPLICATION	PART NUMBER — COMMENTS
		A	B	C		
OLD STYLE	68 SS 120	49	29	32	Road Double Chainwheel	744/A 68 SS 120 — No Longer Produced See: Nuovo Record New Style — 68 SS
	70 SS 120	51	29	32	Road Double Chainwheel	744/A 70 SS 120 — No Longer Produced See: Nuovo Record New Style — 70 SS
NEW STYLE	68 SS	49	30	33.5	Road Double Chainwheel	744/A 68 SS
	70 SS	51	30	33.5	Road Double Chainwheel	744/A 70 SS

CHART 5 AXLES SUPER RECORD
SILVER REFLECTIVE FINISH — "CAMPAGNOLO" BETWEEN BEARING RACE SHOULDERS "A"

STYLE	INSCRIPTION	MILLIMETERS			APPLICATION	PART NUMBER — COMMENTS
		A	B	C		
OLD STYLE	68 SS 120	52	29	32	Road Double Chainwheel	4032 68 SS 120 — No Longer Produced See: Super Record New Style — 68 SS
	70 SS 120	54	29	32	Road Double Chainwheel	4032 70 SS 120 — No Longer Produced See Super Record New Style — 70 SS
NEW STYLE	68 SS 120 (±1.0, +1.5) OR	52	30	33.5	Road Double Chainwheel	4032 68 SS Current Production — Type 2 (Some Type 1, Available)
	68 SS					
	70 SS 120 (±1.0, +1.5) OR	54	30	33.5	Road Double Chainwheel	4032 70 SS Current Production — Type 2 (Some Type 1, Available)
	70 SS					

CHART 6 AXLES RECORD — TRACK
GRAY FINISH — "CAMPAGNOLO" BETWEEN BEARING RACE SHOULDERS "A"

STYLE	INSCRIPTION	MILLIMETERS			APPLICATION	PART NUMBER — COMMENTS
		A	B	C		
OLD STYLE	65 P 110	51	26	26	Track Single Chainwheel	744 65 P 110
	68 P 110	54	24.5	25	Track Single Chainwheel	744 68 P 110
	68 P 120	54	27	27	Track Single Chainwheel	744 68 P 120
	70 P 120	56	26	26	Track Single Chainwheel	744 70 P 120

Note: Record Track Axles are NOT AFFECTED by C.P.S.C. Standards — Only one style exists. Finish same as Record Road.

CHART 7 AXLES SUPER RECORD — TRACK
SILVER REFLECTIVE FINISH — "CAMPAGNOLO" BETWEEN BEARING RACE SHOULDERS "A"

STYLE	INSCRIPTION	MILLIMETERS			APPLICATION	PART NUMBER — COMMENTS
		A	B	C		
OLD STYLE	65 P 110	54	26	26	Track Single Chainwheel	4132 65 P 110
	68 P 110	57	24.5	25.5	Track Single Chainwheel	4132 70 P 120
	68 P 120	57	27	27	Track Single Chainwheel	4132 70 P 120
	70 P 120	59	26	26	Track Single Chainwheel	4132 70 P 120

Note: Super Record Track Axles are NOT AFFECTED by C.P.S.C. Standards — only one style — Finish same as Super Record Road
PRE 1982 = TYPE 1, CURRENT PRODUCTION = TYPE 2

READER COMMENTS

FROM Jim Mincher of Two Wheeler Dealer, Inc., Wilmington, NC
"This newsletter was much needed — the technical data is most helpful and more is needed."

FROM David Plantewga of Plantewga Custom Frames, Kokomo, IN
"You can help the dealer with a newsletter like this ... finally."

FROM Jim Majewski of Park Schwinn, Maplewood Bicycles, St. Paul, MN "Availability of repair parts is one of the greatest advantages ...".

FROM Ralph Howard of The Bike Shoppe, Ogden, UT "Re-design the Record News to be a standard loose-leaf folder size, so we can file easily for reference the "Technical update section." OK! Ed.

Record News welcomes reader comments, suggestions and letters to the editor. Correspondence should be addressed to:

**EDITOR
RECORD NEWS
P.O. Box 37426
Houston, Texas 77237**

All letters become the property of Record News. Those chosen for publication are subject to editing for style and space requirements.



Quick-Release Seat Post Bolt

Campagnolo is pleased to announce the return of the Campagnolo Quick-Release Seat Post Bolt (#1240).

The special quick-release seat post bolt is ideal for use on tandems, mountain bikes and cyclo-cross as well as moto-cross and road bicycles.

Part #1240 is manufactured with the

same exacting quality control standards that are characteristic of every Campagnolo component. This attention to detail is one of the many reasons that Campagnolo has been and continues to be, the leader in the bicycle industry. The Campagnolo Quick-Release Seat Post Bolt will be available in March 1983. Contact your Campagnolo Distributor for details.

Cycling Shorts

Tullio Campagnolo invented the first quick-release hub in 1927.

The Campagnolo-equipped 7-Eleven Men's Cycling Team won over 70 races in 1982. In the process, they pedaled more than 240,000 miles, with no equipment failures.

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