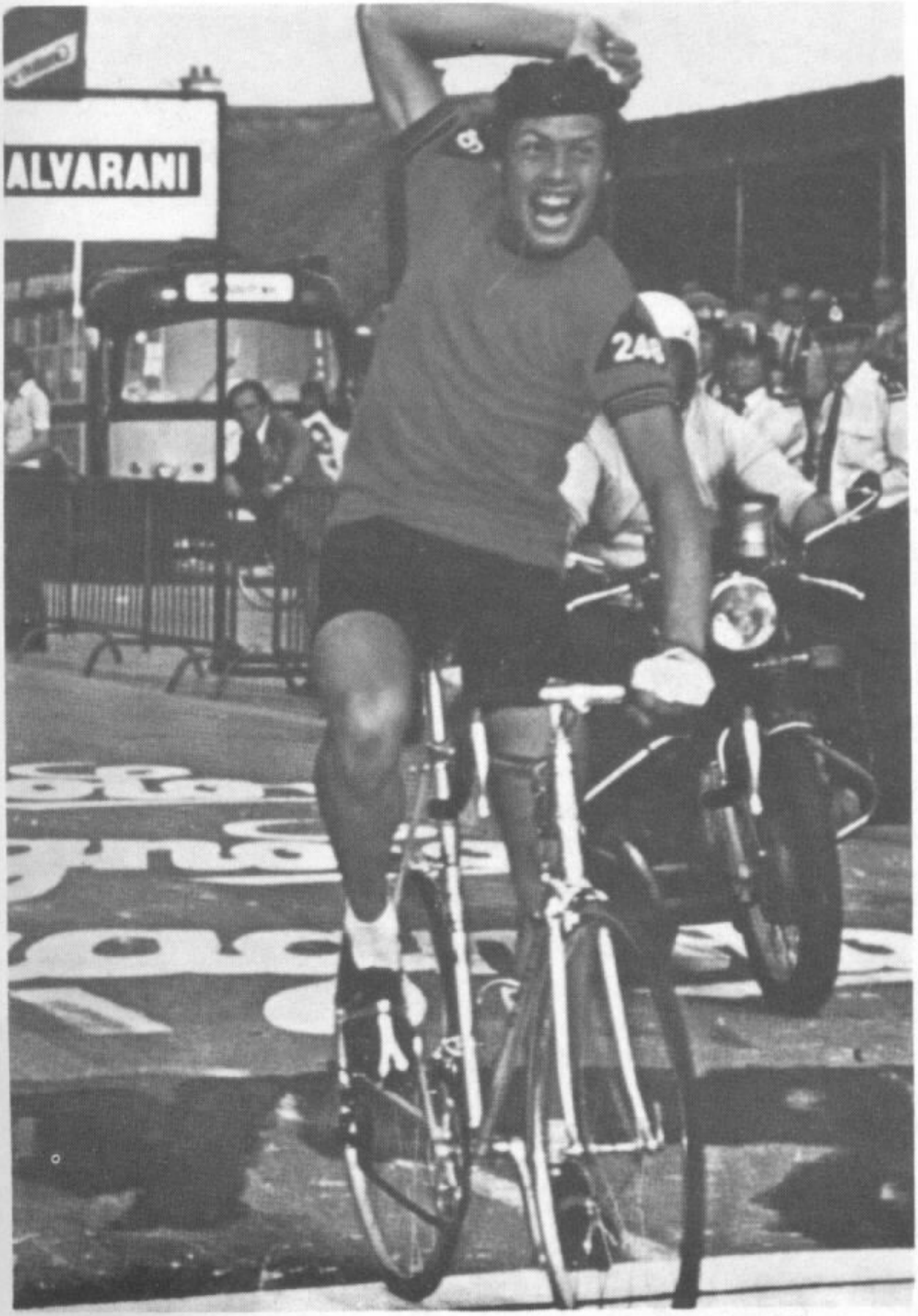


Ad Gevers, world champion on an Alan frame.

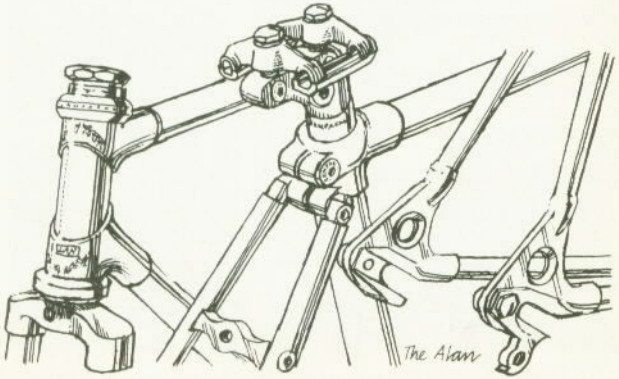
ALAN'S ALLOY ARTISTRY

BICYCLES have been manufactured for 150 years, of all types of material, and breakthroughs in construction are rare. But Italian design artistry and skill in the manipulation of light alloys have produced a gem.

Using a unique new process of frame-building, Ing. Falconi has made a frame of unparalleled rigidity, yet reasonable racing weight. This system is as remarkable as it is simple, using ideas originating in the aircraft industry. The result has been, for the first time, an all-aluminium alloy frame strong enough to race on.

Alan alloy frames, in a few years, have moved from being just a new idea to winning three world championships in one season. In the demanding field of cyclo-cross, these frames are being chosen for their riding qualities and toughness.

Klaus-Peter Thaler, the 1976 amateur world cyclo-cross champion, and Albert Zweifel, who won the professional title on the same circuit, both won on Alan frames. While they found the strength of the frames ideal for cyclo-cross, Adri Gevers, the giant Dutch world amateur road champion chose an Alan for its riding qualities and balance.



When he went to Mexico for the weather-ruined attempt on the world hour record last year, he specially asked for a track frame to be made by Ing Falconi, as the most responsive of all frames.

Holdsworthy has the exclusive agency for these unique frames in the United Kingdom.

The tubes are made from heavy gauge rustproof aluminium alloy, which is immensely rigid. Ing Falconi aimed at providing tubes which were as light as the best steels, but much stronger. A common demonstration is to put such a tube across a kerbstone and jump on it. The Alan tubes are so strong that they remain completely unaffected and as true as before.

Aluminium alloy lugs are cast, and then machined in the Alan works. A centre spigot protrudes from each tube-entry, and a fine aircraft thread is cut on these spigots. Matching threads are tapped in the tubes, and these are screwed into the lugs and fork ends, the joint being bonded with aircraft industry resins for complete solidity.

The whole frame is then anodised—either gold or silver—providing a hard, polished, virtually chip-proof finish.

Because the tubes have the same outside diameter, but are heavy gauge metal, a special Campagnolo saddle stem is fitted, and Alan frames have Campagnolo head sets and bottom bracket sets as standard.

On this close-clearance frame the dropouts are not fitted with mudguard eyes. The rear ends incorporate a gear hanger drilled to accept a Campagnolo Nuovo Record gear, which is the type recommended for the frame. They also have sliding lockable plates for accurate wheel alignment.

The saddle cluster incorporates an Allen-key, and the brake bridge and drillings are squared for real rigidity.

Your Holdsworthy dealer's got an Alan in stock, get him to show you the virtues of the most modern bicycle in production