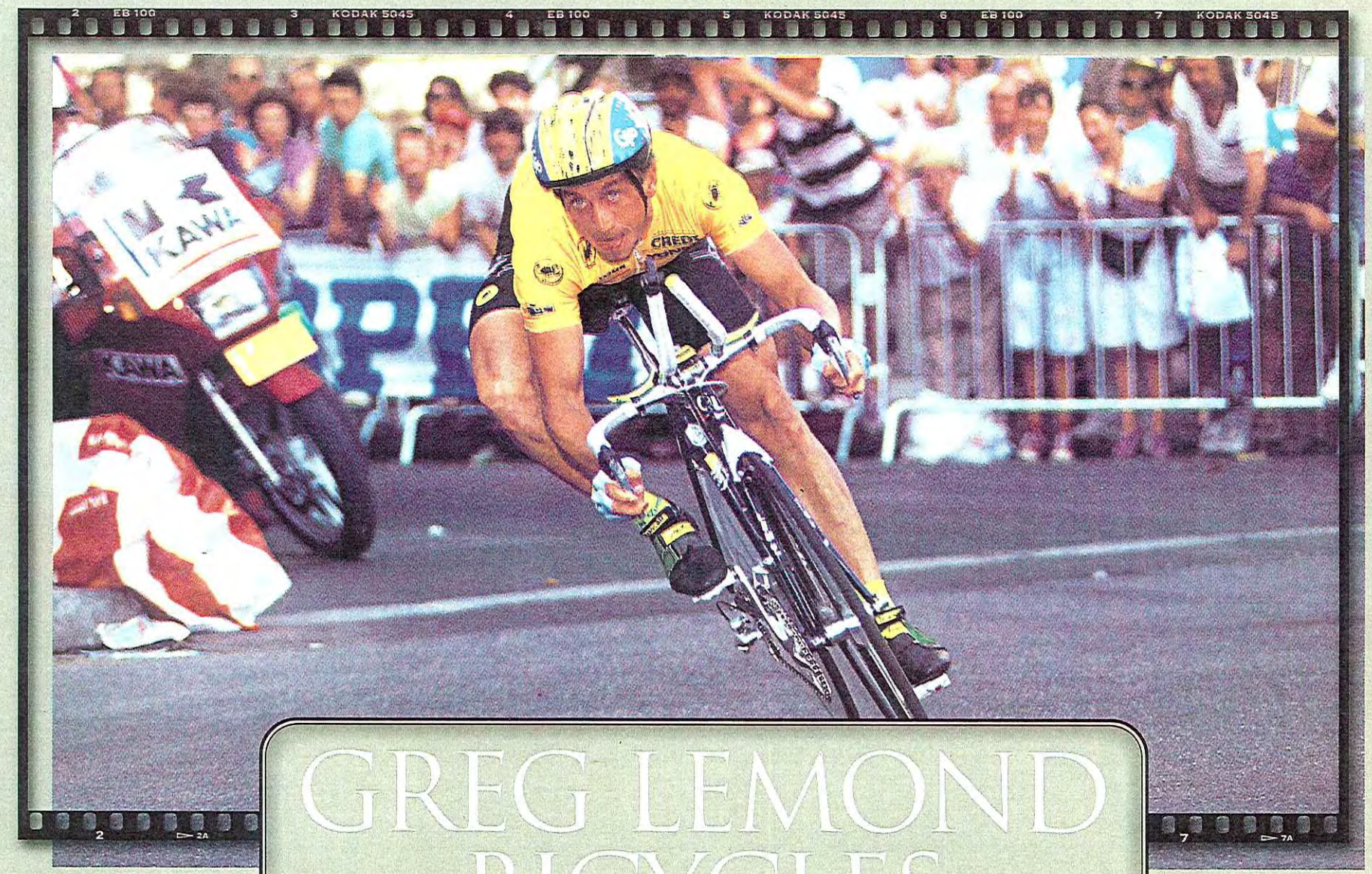
1996



GREG LEMOND BICYCLES

LEGENDARY

LeMond Geometries and Materials

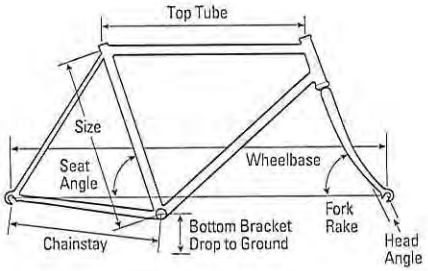
GEOMETRY - it defines the personality of the bicycle. With angles too steep, the bike is jittery and unpredictable. Angles too lax make the ride feel closer to driving a barge. Add in varying tube lengths, standover heights, fork rake and pedal clearance and you've got a very complex equation. But with the wealth of 20 seasons of racing under his chamois, Greg has reaffirmed the classic European road race geometry.

Greg's geometry goals were straight forward. The bike needed to be comfortable enough to spend all day, most everyday, in the saddle. The bike had to be stable at speed. In a tight peloton, Greg had to be able to confidently reach for a feed or take off a jacket, inches from another rider, yet still have the snap and speed to win a sprint against Sean Kelly. The results mirror the time tested euro designs.

In standard sizes, the top tube is just a bit longer than the seat tube to give the rider room to stretch out and comfortably distribute the body weight between the bars and saddle.

Also, the seat tube angle puts the rider just a bit behind the pedals to give a leveraged, powerful position.

To attain quick, but predictable steering, the head tube angle when factored with a specific rake fork, is a bit steeper than the seat tube angle.



Straightforward, time tested geometry, proven over the cobbles of Northern France, the Champs Elysées in Paris and the cul de sacs of suburban Minnesota. This is one traditional design that has lasted because it works.

Size cm	Top Tube	Head Angle	Seat Angle	Fork Rake	Chainstay	Wheelbase	Bottom Bracket Drop (c to c)
47	51.8	72	75	4.7	40.8	97.9	7
49	52.8	72.5	75	4.7	40.8	98.1	7
51	54.5	73	74	4.7	41.0	98.6	7
53	56.0	73.75	73.5	4.3	41.0	98.6	6.8
55	57.0	73.75	73	4.3	41.2	99.3	6.8
57	58.0	74	73	4.3	41.2	100.1	6.8
59	59.0	74	72.5	4.3	41.2	100.5	6.8

TOURMALET, ALPE D'HUEZ, ZURICH

Size cm	Top Tube	Head Angle	Seat Angle	Fork Rake	Chainstay	Wheelbase	Bottom Bracket Drop (c to c)
47	51.0	72	74.5	4.7	41.2	96.5	7
49	52.0	72.5	74	4.7	41.2	96.7	7
51	53.2	72.5	73.75	4.7	41.5	98.0	7
53	54.5	73	73.25	4.7	41.5	98.4	7
55	56.5	73.5	73	4.3	41.5	99.5	7
57	57.5	73.5	72.5	4.3	41.5	100.0	7
59	59.0	74	72.5	4.3	41.8	100.7	6.8
61	60.5	74	72	4.3	41.8	102.1	6.8

INNOVATOR

MATERIALS - With years of racing experience on bikes made from all sorts of materials, all sorts of carbon fiber, Greg's choice of OCLV carbon for his new line is no surprise. OCLV stands for Optimum Compaction, Low Void, a unique process of making carbon lugs that are extremely precise in composition. Most carbon frames are an inexact process that are either heavier than needed or are too light to be durable. OCLV carbon is so precise that it wastes no material, weighing in at a scant 2.50 pounds and durable, offering a five year limited warranty. If Greg were racing today, this would be his choice.

For the unique ride only a steel frame can offer, Reynold's new 853 tubing is the descendant of their legendary 753 tube sets. The new 853, while maintaining the lightness and stiffness of steel, has the new property of gaining strength when heated, making it perfect for TIG welding. On par with the best steel frames made anywhere in the world, the Zurich offers the truly fun, responsive and lively ride that only a great steel frame can offer.

The True Temper steel tubing on the Tourmalet and Alpe d'Huez is custom drawn to the unique specifications of LeMond Cycles and TIG welded by craftspeople here in the USA. Oversized road gauge tubing with double butts specific to each frame size combined with Greg's favorite geometry gives these models a superb ride at a value unequaled in the peloton.

MAILLOT JAUNE

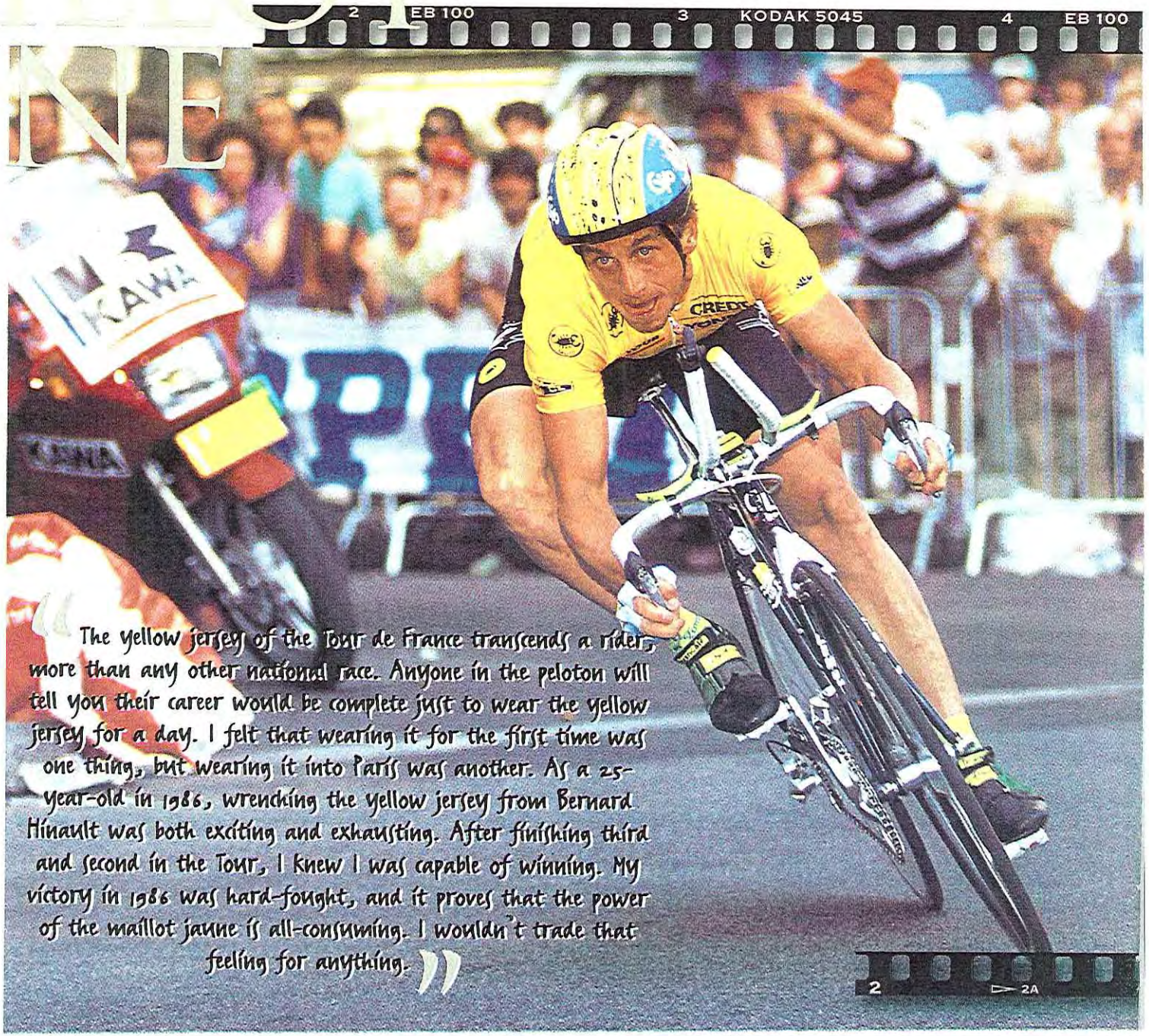
TRANSAXLE: Color: Yellow to Violet fade
Sizes: 47, 49, 51, 53, 55, 57, 59cm (c to c)
Frame: 100% OCLV Carbon
Fork: OCLV Carbon
Headset: Campagnolo Chorus 1"

DRIVETRAIN: Crankset: Campagnolo Chorus 53/39
Bottom Bracket: Campagnolo Chorus
Chain: Campagnolo 8 speed
Derailleurs: Campagnolo Chorus, short 8 speed
Shift/Brake Lever: New Campagnolo Chorus Ergopower 8 speed
Cassette: Campagnolo Chorus Exa Drive 12-23, 8 speed

WHEELS: Hubset: Campagnolo Chorus cassette 8 speed, 32 hole
Spokes: Wheelsmith 15/16 gauge double butted with alloy nipples
Rims: Mavic REFLEX "SUP+UB" 32 hole
Tires: Continental Gran Prix 700 x 23c folding

OTHER COMPONENTS: Brakeset: New Campagnolo Chorus dual pivot
Handlebars: Cinelli Model 64/66 aluminum alloy, 290 grams
Stem: Forged alloy Cinelli XA 72°, 260 grams
Tape: Cinelli white cork
Seatpost: Campagnolo Chorus Semi oval, aluminum alloy
Saddle: Selle Italia Flite Titanium
Pedals: Shimano SPD Dura-Ace w/rotation.

WEIGHT: 19.3 lbs. (8.75kg)



"The yellow jersey of the Tour de France transcends a rider, more than any other national race. Anyone in the peloton will tell you their career would be complete just to wear the yellow jersey for a day. I felt that wearing it for the first time was one thing, but wearing it into Paris was another. As a 25-year-old in 1986, wrenching the yellow jersey from Bernard Hinault was both exciting and exhausting. After finishing third and second in the Tour, I knew I was capable of winning. My victory in 1986 was hard-fought, and it proves that the power of the maillot jaune is all-consuming. I wouldn't trade that feeling for anything."





The Maillot Jaune, the leader's jersey for the Tour de France, inspired the design parameters for this bike: If Greg were to ride the tour today, what frame and components would he choose? They would have to be light, reliable and everything would have to function at the world class level.

His choices? 100% Optimally Compacted Low Void (OCLV) carbon frame and fork, the lightest production frame in the world (2.50lbs.) with a choice mix of componentry; Campagnolo Chorus seat post, headset, drivetrain, hubs and Ergopower brake/shifters, Cinelli bars and stem, and the world's best rims, Mavic Reflex UB Control, built up with Wheelsmith 15/16 spokes.

No compromises, no shortcuts. It's a bike made to get you to Paris.

Chambéry

Named after the site in France where Greg narrowly beat Sean Kelly and Dimitri Konyshev to capture the 1989 worlds, the Chambéry offers the same performance enhanced ride as the Maillot Jaune, but with Shimano's Ultegra components.

Need to ride 150 miles and then out sprint Sean Kelly? The Chambéry's your ride.



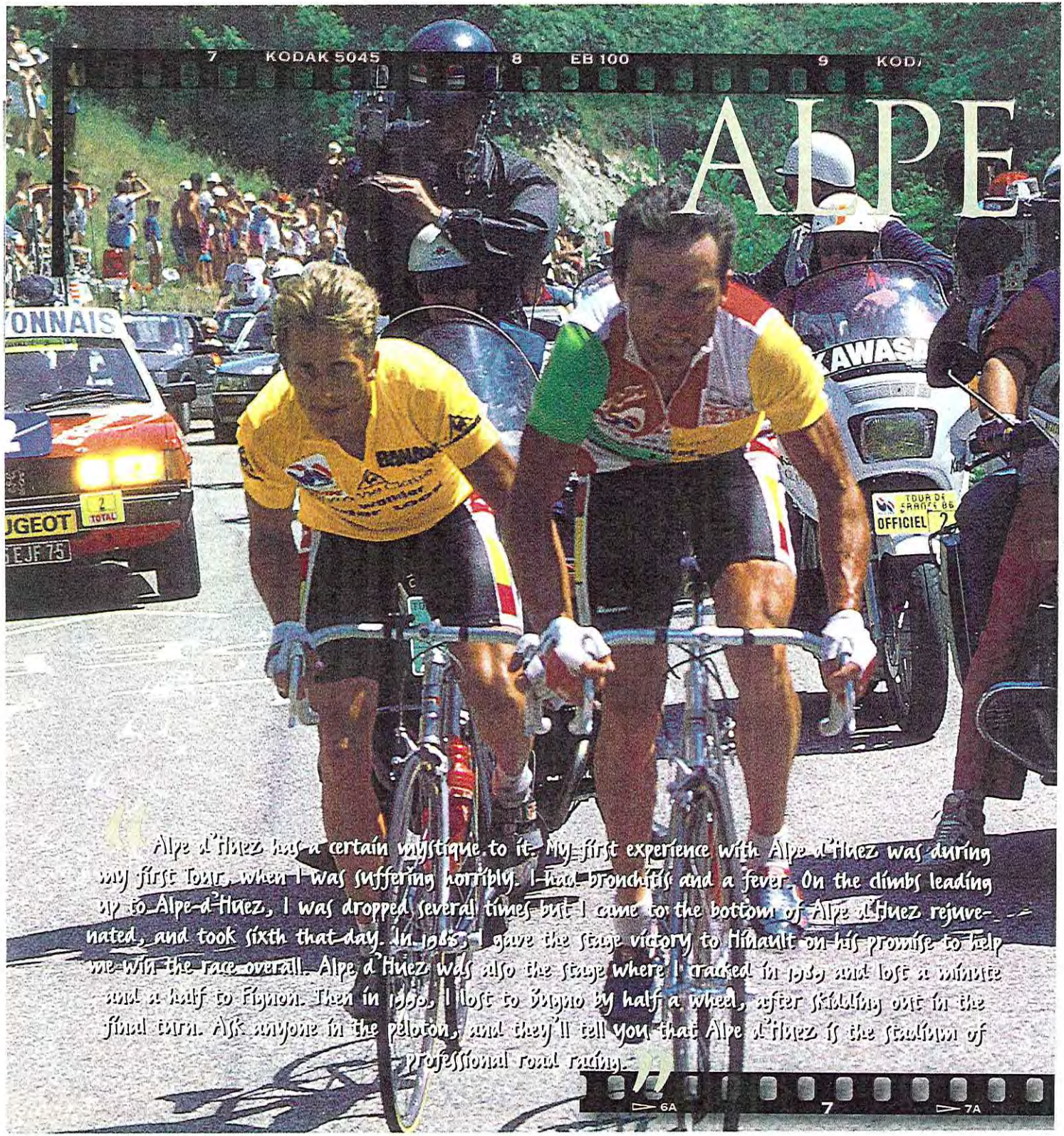
FRAMESET: Color: White
Sizes: 47, 49, 51, 53, 55, 57, 59cm (c to c)
Frame: 100% OCLV Carbon
Fork: OCLV carbon
Headset: Shimano Ultegra cartridge 1"

DRIVETRAIN: Crankset: Shimano Ultegra 53/39
Front Derailleur: Shimano Ultegra braze-on
Rear Derailleur: Shimano Ultegra 8 speed
Shift/Brake Lever: Shimano Ultegra STI, 8 speed
Bottom Bracket: Shimano UN72 cartridge
Cassette: Shimano HG 90 12-23, 8 spd
Chain: Shimano HG 90

WHEELS: Hubset: Shimano Ultegra cassette 8 spd, 32 hole
Spokes: Wheelsmith 15/16 gauge double butted with alloy nipples
Rims: Mavic REFLEX "SUP + UB" 32 hole
Tires: Continental Gran Prix 700 x 23c folding

OTHER COMPONENTS:
Brakeset: Shimano Ultegra dual pivot
Handlebars: Cinelli Model 64/66 aluminum alloy, 290 grams
Stem: Forged Cinelli XA 72°, 260 grams
Tape: Cinelli natural cork
Seatpost: Shimano Ultegra Semi Oval
Saddle: Selle Italia Flite Titanium
Pedals: Shimano SPD Ultegra with rotation

WEIGHT: 19.2 lbs. (8.71kg)



ALPE

DHU

"Alpe d'Huez has a certain mystique to it. My first experience with Alpe d'Huez was during my first Tour, when I was suffering horribly. I had bronchitis and a fever. On the climbs leading up to Alpe-d'Huez, I was dropped several times but I came to the bottom of Alpe d'Huez rejuvenated, and took sixth that day. In 1985, I gave the stage victory to Hinault on his promise to help me win the race overall. Alpe d'Huez was also the stage where I cracked in 1986 and lost a minute and a half to Fignon. Then in 1986, I lost to Bugno by half a wheel, after skidding out in the final turn. Ask anyone in the peloton, and they'll tell you that Alpe d'Huez is the stadium of professional road racing."

FRAMESET: Color: Titanium
Sizes: 47, 49, 51, 53, 55, 57, 59, 61cm (c to c)
Frame: True Temper double butted cro-moly
Fork: Taper wall cro-moly
Headset: Tange Seiki Passage 1"

DRIVETRAIN: Crankset: Campagnolo Mirage 53/39
Front Derailleur: Campagnolo Mirage
Rear Derailleur: Campagnolo Mirage short 8 speed
Shift/Brake Lever: New Campagnolo Mirage Ergopower 8 speed
Bottom Bracket: Campagnolo Mirage cartridge
Cassette: Campagnolo Veloce Exa Drive 12-23, 8 speed
Chain: Campagnolo HD 50

WHEELS: Hubset: Campagnolo Mirage cassette 8 speed 32 hole
Spokes: 14/15 gauge double butted stainless
Rims: New Mavic CXP 10, 32 hole
Tires: Continental Super Sport Ultra 700 x 23c

OTHER COMPONENTS: Brakeset: New Campagnolo Mirage monoplaner
Handlebars: Aluminum alloy "Dual Control" design, 295 grams
Stem: TIG welded cro-moly 73°, 260 grams
Tape: Cinelli red/black cork
Seatpost: Aluminum alloy, micro adjust, 250 grams
Saddle: Selle San Marco Tecno Dynamic
Pedals: Shimano SPD M535 with rotation.

WEIGHT: 21.9 lbs. (9.93kg)

Alpe d'Huez is the most famed and fabled mountain stage in all of bike racing,
so it's no wonder the LeMond Alpe d'Huez model is specified
for the up and coming racer.

From the double butted True Temper steel frame to the new Campagnolo Mirage components,
this is the most race bike for the buck you'll find anywhere. The frame, built with LeMond
geometry is stiff, yet has a great strength to weight ratio and the new Mirage
components are getting rave reviews everywhere.

If Greg were to start all over again,
this is the bike he'd buy.



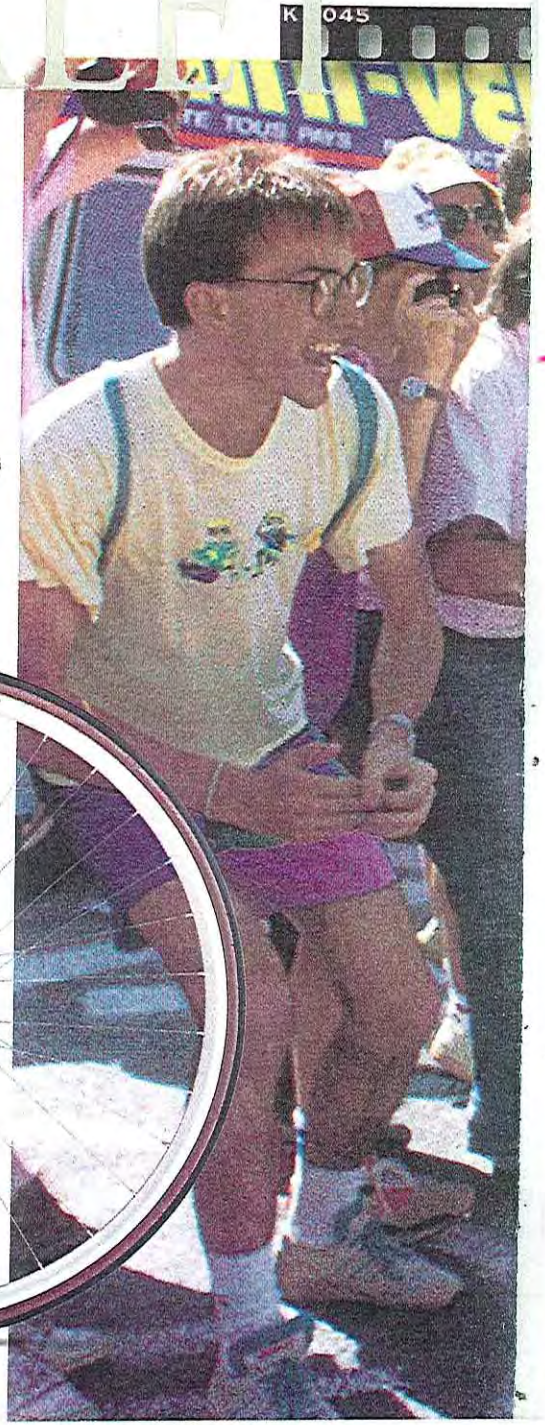
TOURMALET

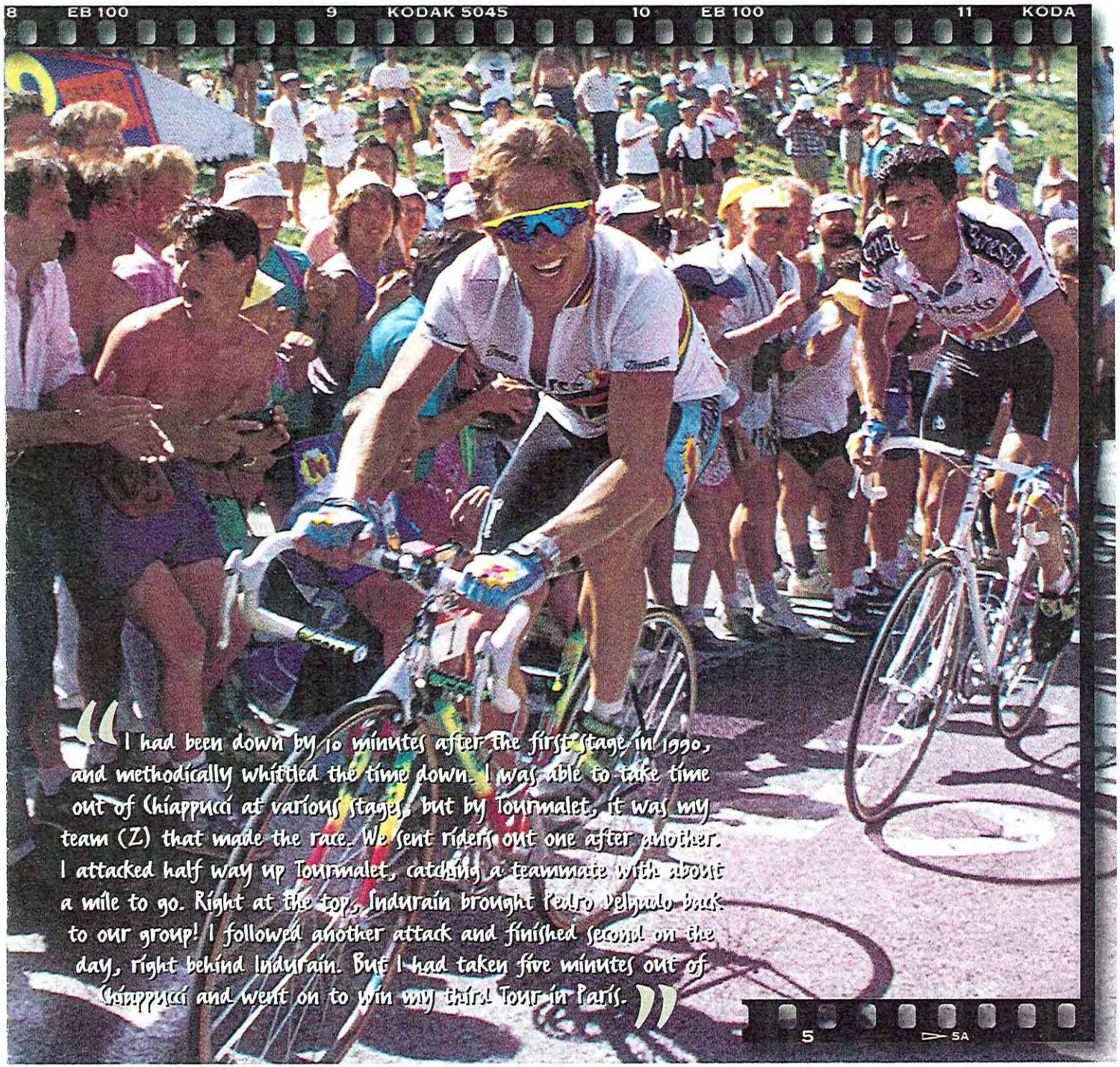
The comfortable LeMond geometry and Shimano's RSX triple gearing of the Tourmalet will get you over any terrain from your week-end century to the stages in the Pyrennées.

Built with double butted True Temper cro-moly steel for a light responsive ride and Shimano STI shifting to put 21 gears at your finger tips, the Tourmalet is perfect for the rider who sometimes likes to ride with the racers yet still knows how to slow and enjoy the vistas.

Whatever your speed,
this bike has your gear.







FRAMESET: Color: Race Red
Sizes: 47, 49, 51, 53, 55, 57, 59, 61cm (c to c)
Frame: True Temper double butted cro-moly
Fork: Taperwall cro-moly
Headset: Tange Seiki Passage 1"

DRIVETRAIN: Crankset: Shimano RSX triple 46/36/26
Front Derailleur: Shimano RSX
Rear Derailleur: Shimano RSX SGS
Shift/Brake Lever: Shimano RSX "STI" 7 speed
Bottom Bracket: Shimano LP26 cartridge
Cassette Shimano HG 50 11-24, 7 speed
Chain: Shimano HG 50

WHEELS: Hubset: Shimano RSX cassette 7 speed, 32 hole
Spokes: 14/15 gauge double butted stainless steel
Rims: New Mavic CXP10 32 hole
Tires: Continental Super Sport Ultra 700 x 23c folding
Brakeset: Shimano RSX dual pivot

OTHER COMPONENTS:
Handlebars: Aluminum alloy "Dual Control" design, 395 grams
Stem: TIG welded cro-moly 90°, 300 grams
Tape: White cork
Seatpost: Aluminum alloy, micro adjust, 250 grams
Saddle: Selle San Marco Tecno Dynamic
Pedals: Shimano SPD M535 with rotation.

WEIGHT: 22.3 lbs. (10.11kg)