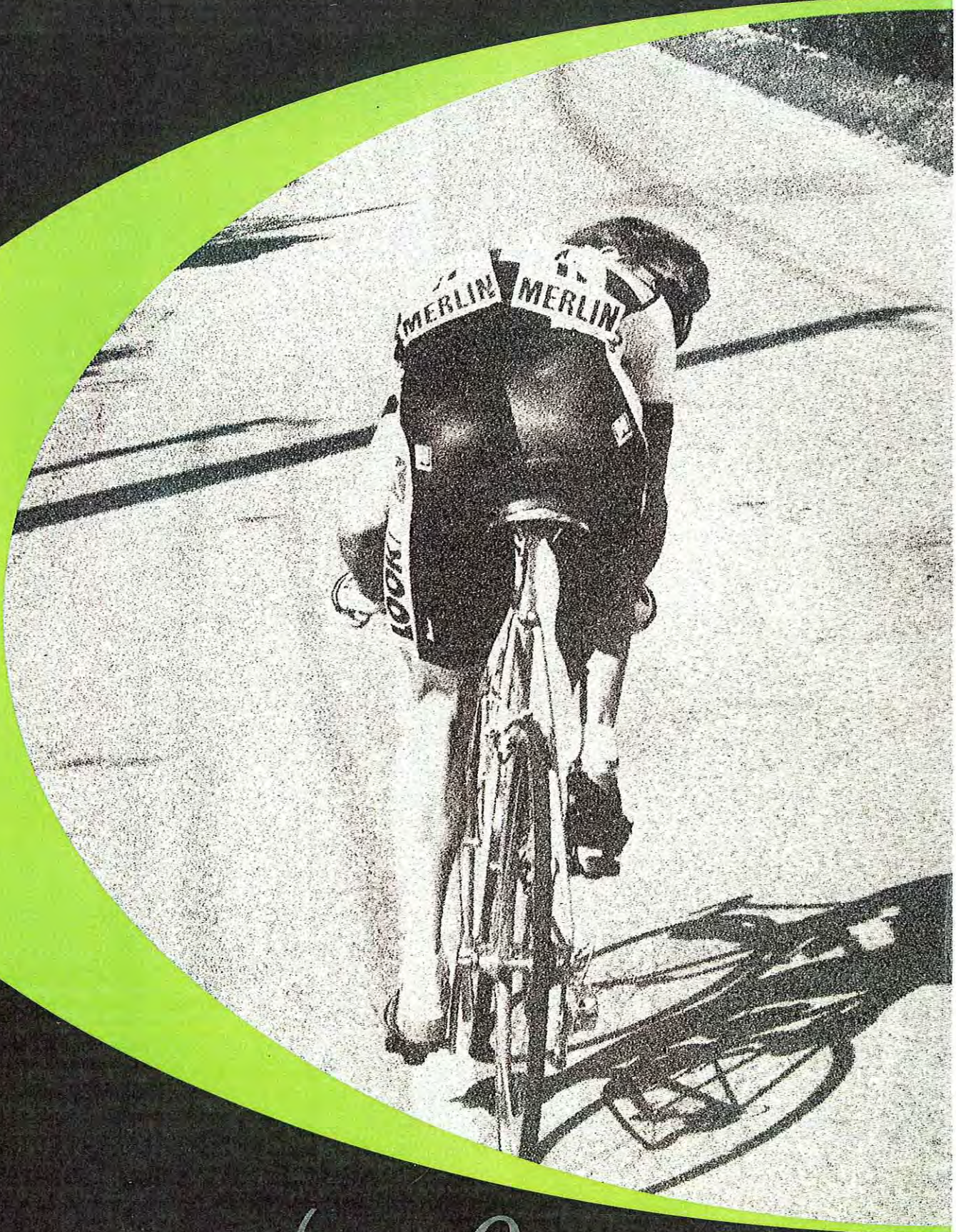


'98

GREG LEMOND BICYCLES

O T J A U N E



Look at the specs. See if they don't have you nodding in agreement.

Under the chrome and purple-and-yellow paint, the LeMond frame (8 sizes) is made from Reynolds 853. Eight-five-three is magic: Unlike other materials, it gets stronger when it's welded. So, thanks to Reynolds and Greg LeMond, that lightweight frame will ride predictably, steer impeccably and last indefinitely.

And notice: The fork is an OCLV Air Rail. In Greg LeMond's view, the fork is the best place on the bike for carbon fiber.

Notice the parts we chose, just like you'd choose for yourself. You'd go to Italy, right? At Campy, you'd grab a Chorus 9-speed gruppo and a pair of 16-spoke Ventos. At Cinelli, you'd pick a titanium Grammo stem, and a Eubios handlebar. At San Marco, why not, a leather Strada with titanium rails.

Then you'd jet to France for a cognac and a pair of Time Magnesium Pro pedals.

We knew you wanted the latest, the best you could afford. We made equipment choices based on that knowledge. Conti tires, LeMond Cork Tape. Just what you wanted, and no jetlag.

Z U R I C H



THE ZURICH IS MY FAVORITE LEMOND.

I LIKE BIKES THAT LOOK SORTA CONVENTIONAL, EVEN A LITTLE RETRO. SO I LIKE THE ZURICH'S PANELED FRAME TUBES AND ITS CHROMED STAYS. I LIKE ITS SPOKED, MAVIC-RIM WHEELS, 28-HOLE FRONT, 32-HOLE REAR. AND NEW 9-SPEED SHIMANO ULTEGRA PARTS? JUST RIGHT.

I LIKE THE FRAME. IT'S THE SAME AS THE MAILLOT JAUNE'S, LEMOND GEOMETRY, REYNOLDS 853, THE BEST STUFF TO MAKE A FRAME OUT OF. EIGHT-FIVE-THREE IS NEARLY AS LIGHT AS FLIMSIER "ALTERNATIVE MATERIALS," BUT IT'S STEEL. IT RIDES LIKE STEEL, LASTS LIKE STEEL, CAN BE REPAIRED LIKE STEEL.

I LIKE THE FORK. AGAIN, LIKE THE MAILLOT JAUNE, IT'S AN OCLV AIR RAIL CARBON FIBER FORK, AN ALTERNATIVE MATERIAL USED WHERE IT FUNCTIONS BEST.

I LIKE THE CINELLI STEM AND BARS, THE SELLE SAN MARCO STRADA SADDLE, THE CONTI TIRES, THE DT STAINLESS STEEL SPOKES WITH ALLOY NIPPLES. EVEN THE 39-53 RINGS AND 12-23 CLUSTER ARE JUST WHAT I'D ORDER.

PLUS, I LIKE THE ZURICH'S PRICE. IT SELLS FOR WHAT A TOP-CLASS RACING BIKE SHOULD COST. I CAN ACTUALLY AFFORD ONE WITHOUT BLOWING THE RENT MONEY.

ON TOP OF ALL THAT, REMARKABLY...I LIKE RED.

B U E N



IT'S A RACING BIKE WITHOUT RACING BIKE LIMITS.

A BUENOS AIRES IS MADE FOR ADVENTURE, FOR RIDING FAST OR SLOW ANYWHERE, PAVED ROADS OR SMOOTH DIRT TRAILS, ON THE FLAT OR UP AND DOWN STEEP HILLS.

IT'S A LEMOND, SAME FRAME GEOMETRY AS THE MAILLOT JAUNE OR ZURICH, WITH A TRIPLE CRANKSET FOR VERSATILITY.

IF YOU'D LIKE LOTS OF GEARS BUT YOU DON'T WANT A LONG WHEELBASE, SLOW-STEERING TOURING BIKE, BUENOS AIRES MAY BE THE BIKE FOR YOU. WITH THE SHIMANO 105 STI TRIPLE SETUP, YOU PAY VIRTUALLY NO PENALTY IN WEIGHT OR COMPLEXITY FOR THE EXTRA CLIMBING GEARS.

APPROPRIATELY, THE BUENOS AIRES BOASTS A REYNOLDS FRAME: GREG WON THAT FIRST MAJOR VICTORY, THE JUNIOR WORLD'S IN BUENOS AIRES, ON A REYNOLDS FRAME. THIS ONE'S TIG-WELDED, DOUBLE-BUTTED 525 TUBING.

SO - YOU GET A REYNOLDS FRAME LEMOND GEOMETRY. YOU GET AN O CLASSIC CARBON FIBER FORK. YO GET JUST AS MANY FLATLAND GEA A DOUBLE-CHAINRING BIKE, PLUS THIRD RING. YOU GET NEW LOOK (PEDALS, A CINELLI BAR AND STE LEMOND CORK RIBBON BAR TAPE.

IT'S MADE FOR ADVENTURE. SEE YOURSELF.

Alpe D' Huez

U E Z

If you ride centuries for time, if you race or intend to start racing, if you ride triathlons or just like to get out with the club on Sundays, the Alpe d'Huez could be the right LeMond for you.

Its frame geometry is the same as the other LeMond models. Built to Greg's specs, it offers a balanced, comfortable ride and stable, predictable handling. It'll feel like it's on your side. The longer the ride, the more you'll appreciate it.

Like all the new LeMond frames, this one is made from Reynolds tubing, double-butted 525 like the Buenos Aires. The newly designed cromoly fork features an aero-style crown and taper-gauge blades that put the metal where the stress is.

The Reynolds tubing, of course, is British. Nearly all the other parts are from across the channel, specifically a Campy Mirage group, Look pedals, Mavic rims, Continental tires, LeMond tape, a Selle Italia saddle and Sachs chain.

Though I like all six '98 colors, the Alpe d'Huez's Cannibal Orange with white paneled frametubes is my favorite.

When I look at that orange bicycle, at the white panels with Greg LeMond's name in 'em, at the Reynolds sticker, at all that Campy and Mavic stuff, I want to go climb a mountain.

See if an Alpe d'Huez doesn't give you that same feeling.



Tourmalet



Reno and Tourmalet. About the same price, aren't they? Why two models? Let's notice the differences.

Or the similarities. Same frame, TIG-welded Reynolds 525, same LeMond Geometry, same steel fork with aero-style crown. Same Shimano-hub wheels, with 32 DT stainless spokes, Mavic rim and Continental tires. Same seat and seatpost, handlebars and pedals.

All that, by the way, is just as it should be. A Greg LeMond bicycle should be faithful to his vision. It should place its rider just so, steer just so, ride over the road just so. Both these LeMonds do all of that — just so.

Tourmalet, however, is a bit more adaptable than Reno. Its racing focus is softer. A Tourmalet is just as "fast" as a Reno, don't get us wrong, but out-of-the-box it's somewhat more versatile.

Tourmalet's Shimano RSX triple-chainring setup means it has a range of low gears for long, hard climbs, or merely easier going late in the ride on the same old climbs.

Tourmalet's 90-degree stem, no heavier than Reno's, means you can sit up straighter, hands on the tops of the bars. Not as "aero," probably. You may feel that's not a compromise at all, just good sense.

If you're sure you're riding this weekend, but you're not sure where your ride might go, try a LeMond Tourmalet. Your friend in steep places.

R E N O



A LeMond Reno is pure road bicycle, no fluff.

Okay, the paint's prettier than it would need to be, and the fork is more gracefully shaped than it would have to be, but the specs are as carefully chosen as those of any other LeMond bicycle.

The geometry of the Reno's Reynolds 525 double-butted frame is the same as the other LeMond models, meaning the Reno offers neutral steering and stable handling. It'll be relaxing to ride, fast or slow. Close your eyes and you could be on a Maillot Jaune.

The parts are mostly Shimano RSX. The rims are Mavic CXP12s, the spokes DT stainless. The chain's a Sachs, the tires are sensible Contis, the tape is LeMond cork and the saddle's a Selle Italia: All solid, light but dependable stuff that'll work and last.

A Reno could be a club-ride bike, a century bike for brisk 100-milers or a first-couple-of-seasons racing bike. Like the city in Nevada, it's a good place to start, or a good place to stay.

S P E C I F I

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.

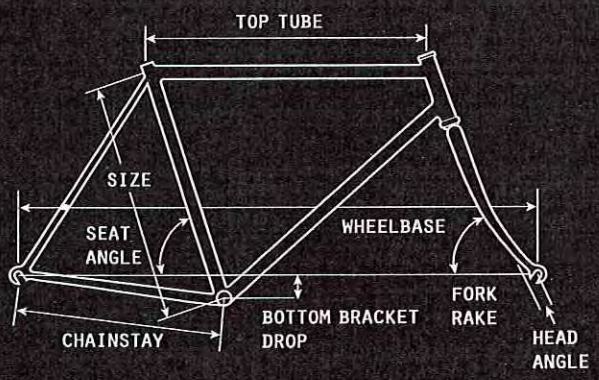
Greg's geometry goals were straight forward. The bike needed to be comfortable enough to spend all day in the saddle. The bike had to be stable at higher speeds. In a tight peloton, Greg had to be able to confidently reach for a feed or take off a jacket, inches from another rider, yet still have the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

In most 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 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 (CTO C)	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

C A T I O N S

	MAILLOT JAUNE	ZURICH	BUENOS AIRES	ALPE D' HUEZ	TOURMALET	RENO
Color	Purple w/Yellow panel	Red w/White panel	Pearl Light Blue w/Royal Yellow panel	Orange w/White panel	Royal Yellow w/White panel	Silver w/Inkwell panel
Sizes	47, 49, 51, 53, 55, 57, 59, 61cm	47, 49, 51, 53, 55, 57, 59, 61cm	47, 49, 51, 53, 55, 57, 59, 61cm	47, 49, 51, 53, 55, 57, 59, 61cm	47, 49, 51, 53, 55, 57, 59, 61cm	47, 49, 51, 53, 55, 57, 59, 61cm
Main Tubes	Reynolds 853	Reynolds 853	Reynolds 525	Reynolds 525	Reynolds 525	Reynolds 525
Stays	Reynolds 725	Reynolds 725	Reynolds 525	Reynolds 525	Reynolds 525	Reynolds 525
Fork	Icon Air Rail	Icon Air Rail	Icon Carbon Classic	Aero cro-moly, taper gauge	Aero cro-moly, taper gauge	Aero cro-moly, taper gauge
Headset	Campagnolo Chorus, 22.2/30.2/26.4, 36.5mm stack	Tange Seiki passage DX alloy, 22.2/30.2/26.4, 35.3mm stack	Tange Seiki Passage DX alloy, 22.2/30.2/26.4, 35.5mm stack	Tange Seiki passage, 22.2/30.2/26.4, 30.9mm stack	Tange Seiki Passage, 22.2/30.2/26.4, 30.9mm stack	Tange Seiki passage, 22.2/30.2/26.4, 30.9mm stack
Crankset	Campagnolo Chorus 53/39, 135mm bolt hole circle	Shimano Ultegra 53/39 130mm bolt hole circle	Shimano 105 52/42/30, 74/130mm bolt hole circle	Campagnolo Mirage 53/39, 135mm bolt hole circle	Sugino RD3500 52/42/30, 74/130mm bolt hole circle	Sugino RD3500 53/39, 135mm bolt hole circle
Bottom Bracket	Campagnolo Chorus, 68x106	Shimano Ultegra, 68x109.5	Shimano BB-UN52, 68x118	Campagnolo Mirage, 68x111	Shimano BB-LP27, 68x118	Shimano BB-LP27, 68x118
Front Derailleur	Campagnolo Chorus, down pull, 31.8mm/1 1/4"	Shimnao Ultegra down pull, 31.8mm/1 1/4"	Shimano 105 Triple, down pull 31.8mm/1 1/4"	Campagnolo Veloce, down pull 31.8mm/1 1/4"	Shimano 105 Triple, down pull 31.8mm/1 1/4"	Shimano RX-100, down pull 31.8mm/11/4"
Rear Derailleur	Campagnolo Chorus	Shimano Ultegra	Shimano 105	Campagnolo Mirage	Shimano RSX GS	Shimano RSX SS
Shifters/ Brake Levers	Campagnolo Chorus Ergopower	Shimnao Ultegra STI Dual Control	Shimano 105 STI Dual Control	Campagnolo Mirage Ergopower	Shimano RSX STI Dual Control	Shimano RSX STI Dual Control
Cassette	Campagnolo record Exa-Drive, 12-23, 9 speed	Shimano Ultegra, 12-23, 9 speed	Shimano HG70, 12-26, 8 speed	Campagnolo Exa-Drive 12-23, 8 speed	Shimano HG50, 11-24, 7 speed	Shimano HG50 11-24, 7 speed
Chain	Campagnolo Record, 9 speed, 108 length	Shimano HG92, 108 length	Sachs PC-41, 108 length	Sachs PC-21, 108 length	Sachs PC-21, 108 length	Sachs PC-21, 108 length
Front Hub	Campagnolo Chorus	Shimano Ultegra	Shimano 105	Campagnolo Mirage	Shimano RSX	Shimano RSX
Rear Hub	Campagnolo Ventro	Shimano Ultegra, HyperGlide cassette, 9 speed, 130mm O.L.D.	Shimano 105, HyperGlide cassette, 8 speed, 130mm O.L.D.	Campagnolo Mirage, ExaDrive cassette, 8 speed, 130mm O.L.D.	Shimano RSX, HyperGlide compact cassette, 7 speed, 130mm O.L.D.	Shimano RSX, HyperGlide Compact cassette, 7 speed, 130mm O.L.D.
Spokes	Campagnolo bladed straight pull, custom hub and rim washers, 5.5mm hex head nipples. Front: 282mm Radial, rear: 1x278 drive, Radial 282 non-drive	DT 14/15G butted stainless, alloy nipples. 28° front: 292mm 2x; 32° front: 297mm 3x. 32° rear 3x 293/295 D/ND	DT 14/15G butted stainless, Front 32° 3x 295, Rear 32° 3x 292/294 (D/ND)	DT 14/15G butted stainless, Front 32° 3x 295, Rear 32° 3x 292/294 (D/ND)	DT 14/15G butted stainless, Front 32° 3x 293, Rear 32° 3x 290/292 (D/ND)	DT 14/15G butted stainless, Front 32°3x 293, Rear 32° 3x 290/292 (D/ND)
Front Rim	Campagnolo Vento, 633 E.R.D, velox 16mm rim strip	Mavic Open Pro, 602 E.R.D, Velox 16mm rim strip	Mavic CXP21, 598.5 E.R.D, Velox 16mm rim strip	Mavic CXP21, 598.5 E.R.D, Velox 16mm rim strip	Mavic CXP12, 594 E.R.D, Velox 16mm rim strip	Mavic CXP12, 594 E.R.D, Velox 16mm rim strip
Rear Rim	Campagnolo Vento, 633 e.r.d.	Mavic Open Pro, 602 E.R.D.	Mavic CXP21, 598.5 E.R.D.	Mavic CXP21, 598.5 E.R.D	Mavic CXP12, 594 E.R.D.	Mavic CXP12, 594 E.R.D
Tires	Continental Grand Prix 3000, folding, 700x25c	Continental Grand Prix 3000, folding, 700x25c	Continental Grand Prix 3000, folding, 700x25c	Continental Super Sport Ultra, folding, 700x25c	Continental Super Sport Ultra, folding, 700x25c	Continental Super Sport Ultra, folding, 700x25c
Brakes	Campagnolo Chorus	Shimano Ultegra	Shimano 105	Campagnolo Mirage	Shimano RSX	Shimano RSX
Handlebars	Cinelli Eubios, 7075 alloy, 245gm, 26.4mm clamp diameter	Cinelli Touch, aluminum alloy, 280gm	Cinelli Touch, aluminum alloy, 280gm	Icon 6061 alloy deep drop, 295gm, 26.0mm clamp diameter	Alloy deep drop, 360gm, 26.0mm clamp diameter	Alloy deep drop, 360gm, 26.0mm clamp diameter
Stem	Cinelli Grammo Strada Titanium, 165 grams, 22.2mm insertion	Cinelli XE 72°, 240gm, 22.2mm insertion	Cinelli XE 72°, 240gm, 26.2mm insertion, 26.4 clamp	TIG cro-moly 73°, 240gm, 22.2mm insertion	TIG cro-moly 90°, 240gm, 22.2mm insertion	TIG cro-moly 73°, 240gm, 22.2mm insertion
Tape	LeMond cork, Yellow	LeMond cork, White	LeMond cork, Blue	LeMond cork, Black	LeMond cork, Black	LeMond cork, White
Seatpost	Custom alloy micro-adjust, 240gm, 27.2mm diameter	Custom alloy micro-adjust, 240gm, 27.2mm diameter	Custom alloy micro-adjust, 240gm, 27.2mm diameter	Custom alloy micro-adjust, 240gm, 27.2mm diameter	Alloy micro-adjust, 260gm, 27.2mm diameter	Alloy micro-adjust, 260gm, 27.2mm diameter
Saddle	Selle San Marco Strada, w/Titanium rails, Leather cover, LeMond logo	Selle San Marco Strada, w/cro-moly rails, Leather cover, LeMond logo	Selle San Marco Strada, w/cro-moly rails, Leather cover, LeMond logo	Selle Italia Future, FeC alloy rails	Selle Italia Future, FeC alloy rails	Selle Italia Future, FeC alloy rails
Pedals	Time Equipe Magnesium Pro, clipless	Shimano Ultegra SPD, clipless	Look CR2, clipless	Look CR2, clipless	Platform w/clips and straps	Platform w/clips and straps