
LEMOND

MAILLOT JAUNE

FRAME	6061 T6 butted Aeroluminum
FORK	Time Stiletto carbon fiber
WHEELSET	Rolf Vector Pro
GRUPPO	Shimano Dura Ace | 9-speed
SIZES	47, 50, 53, 55, 58, 61
COLOR	Green with Yellow panels

Racers dream of wearing the Maillot Jaune, the Tour de France leader's jersey, of what wearing it might do for them. The Maillot Jaune has elevated the ordinary, energized the exhausted, inspired the spiritless. Wear it, even for a day, and you are raised above your fellow riders forever. Wear it into Paris at Tour's end, and you are lofted onto the shoulders of the Gods.



Greg LeMond came back from injury and illness in 1989. After a slow start in spring races, he got stronger and stronger. At the Tour he won the leader's jersey, worrying the cocky Parisian, Laurent Fignon.

Fignon rode hard in the mountains, took back the jersey and grinned at the cameras.

In the last-stage time trial into Paris, LeMond averaged an impossible 34mph, beating Laurent Fignon by just enough to win the closest, most dramatic Tour ever.

What else would you call the premier Greg LeMond model?

CHAMBERY

6061 T6 butted Aeroluminum	FRAME
Time Stiletto carbon fiber	FORK
Rolf Vector Comp	WHEELSET
Shimano Ultegra | 9-speed	GRUPPO
47, 50, 53, 55, 58, 61	SIZES
Red with White panels	COLOR

Steven Rooks; Sean Kelly; Laurent Fignon; Dimitri Konyshev; Greg LeMond. After 150 miles of the 1989 Worlds through Chambéry, France, there were 5 leaders; five racers left racing. Everyone else was gone, off the back, left behind. Five big names, five riders worthy of being World Champion.



With just under a mile to go Fignon attacked the group, nervous of Kelly's sprint, LeMond's strength. But LeMond responded and counter-attacked but gained no advantage.

There Greg was, with 300 meters to go, a light rain now falling, and unfortunately leading it out, Kelly and company right on his wheel.

Greg slowly built speed, carefully in the rain, but wary of those behind, using all his periferal vision. Eventually Greg was fully commited, no opportunity to find a draft, nothing left to do but put his head down and go.

Konyshev went left, Kelly went right, while Rooks and Fignon faded, but no one could come around the now three-time World Champion.

ALPE D'HUEZ

Every Sport has its supreme challenge. Cycling's is a mountain pass in the Alps with 21 numbered switchbacks. Huge crowds watch Tour de France racers labor up that pass. Everyone knows that only a "giant of the road" can win on l'Alpe d'Huez. Though he's certainly a giant of the road, Greg LeMond never won an Alpe d'Huez stage. But he's been close.

6061 T6 butted Aeroluminum	FRAME
Time Stiletto carbon fiber	FORK
Rolf Vector	WHEELSET
Shimano 105 | 9-speed	GRUPPO
47, 50, 53, 55, 58, 61	SIZES
Orange with Blue panels	COLOR



Raging fit in 1986, he left his ordained team leader, Bernard Hinault, struggling far behind. LeMond's team manager came up in a car and ordered him to wait for Hinault.

Obedient but torn, LeMond gave away the most prestigious stage win of the Tour. In 1990, the same stage: With one hand in a jersey pocket, he hit a pothole and lost control, crashing into an elderly lady fan. LeMond got up; she didn't, not immediately. Concerned, LeMond wouldn't leave. Her husband urged him to carry on, calling him Greg, apparently more concerned for the Tour star than his wife.

Back on the bike, LeMond popped his dislocated finger back into the socket. Late in the stage on the way into a tight corner he reached for his brake lever; his hand just wouldn't work. He got around the corner, but too fast, sliding the bike's back end. He lost momentum and found himself stuck in a too-high gear.

At the line, Gianni Bugno beat him by half-a-wheel. So the LeMond luck has been mixed on Alpe d'Huez – but that climb has been meaningful more than once in his racing career. Hence the model named after the Alpine climb with the 21 numbered hairpins.

ZURICH

FRAME	Reynolds 853 double butted steel alloy
FORK	Icon Air Rail carbon fiber
WHEELSET	Rolf Vector Comp
GRUPPO	Shimano Ultegra | 9-speed
SIZES	47, 49, 51, 53, 55, 57, 59, 61
COLOR	White with Red panels

In 1980, we watched Greg LeMond ride away from our best Northern California–Nevada fields. In '83, we heard he'd won the Worlds in Zurich. An American World Champion.

Wow.



American bikies had nursed a decades-long inferiority complex. We knew we couldn't compete with Europeans in the sport we loved. We'd had a bright moment or two: Fine performances from Jacques Boyer; Mike Neel: and George Mount. We were delighted when they finished big races; amazed when they placed top-ten.

After all, they were competing with supermen from countries where cycling was a serious sport. In those countries, a tough man could pedal his way out of the mine or factory, or off the farm. We knew we couldn't cut it against those guys. We were just too soft. Or we were spoiled by our automatic transmission cars and remote control lifestyle. We were a third-rate cycling nation for sure. Always would be, we figured.

Until Greg LeMond.
Until Zurich.

This 18-year-old kid from Reno, Bob LeMond's son Greg, flies to Argentina to race against the best riders his age in the world. In Buenos Aires he rides the team time trial; the foursome takes the bronze. He rides the 3,000 meter pursuit on the track even though he's never been on a velodrome before; he silver medals.

BUENOS AIRES

Reynolds 853 double butted steel alloy	FRAME
Icon Carbon Classic carbon fiber	FORK
Mavic CXP21 RIMS | Shimano 105 HUBS	WHEELSET
Shimano 105 | 9-speed	GRUPPO
47, 49, 51, 53, 55, 57, 59, 61	SIZES
Yellow with White panels	COLOR





He rides the road race. In the final sprint, a young Belgian rider, desperate to win, swerves across the road closely in front of Greg. He forces Greg clear across the road into the barricade of car tires marking the road edge.

Miraculously, Greg stays on the bike and crosses the line, finishing second by a bike-length. But, so blatant was the Belgian's violation, officials relegated him to second place. Greg LeMond, at 18, had won his first big international race.

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 either a double or triple crankset for versatility.

TOURMALET

FRAME	Reynolds 525 double butted cromoly
FORK	Aero cromoly
WHEELSET	Mavic CXP21 RIMS | Shimano RSX HUBS
GRUPPO	Shimano RSX | 8-speed
SIZES	47, 49, 51, 53, 55, 57, 59, 61
COLOR	Red with White panels



The Tourmalet, a storied, grueling mountain pass in the Pyrenées, is the southern equivalent of l'Alpe d'Huez. Early in the 1990 Tour, exhausted and sick, Greg LeMond lost 10 minutes to Claudio Chiappucci. The unknown Italian had broken away with a couple of other riders, none considered "dangerous". The peloton had carelessly let them slip away. The Italian put on the Maillot Jaune, caught fire and fought savagely to protect his massive lead. Ten minutes...
It looked bad for LeMond.

Day after day, LeMond earned back bits of time. His last chance to take back the race from the upstart Italian was on a stage finishing in Luz Ardiden, a stage that ascended the fearsome Tourmalet. On easier climbs before the Tourmalet, LeMond sent teammates up the road; he planned to attack, catching those teammates one by one. Each would pace him up the mountain as far as he could. Then LeMond would jump to the next.

Just as planned, LeMond attacked, catching teammate after teammate. At the top of the Tourmalet, rising star Miguel Indurain towed his team leader, Tour contender Pedro Delgado, up to LeMond's group. Though fried, LeMond rallied. Dripping sweat, face contorted, he jumped with another attack and suffered to the finish.

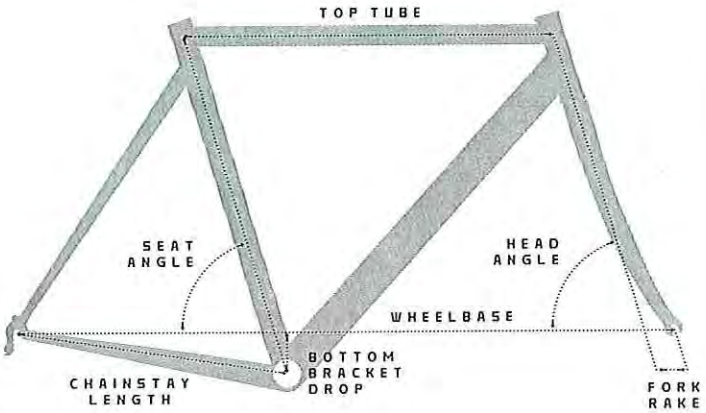
LeMond was second at Luz Ardiden, 6 seconds behind Indurain. Chiappucci managed to finish 14th, losing precious minutes of his lead to Greg, who went on to claim the yellow jersey, and winning his third Tour de France.

Greg Lemond's first real race bikes were built by Reno framebuilder Roland Della Santa. Della Santa owned a true racing shop where young Greg could hear countless stories of epic European races and a find a worthy collection of European racing magazines that illustrated all the passion and tradition of the sport. Greg was hooked. As was his style, Della Santa hand built Greg LeMond's first racing bikes in the conservative Italian style, not the nervous, steep-angled, "criterium" style many US builders of that era produced. LeMond, as you'd imagine, tried countless bicycles over the years but invariably returned to that traditional Italianesque style.

Greg LeMond believes a bicycle should be stable on the road. It should react calmly to steering inputs from its rider. The bicycle should offer its rider a powerful, balanced position, easily personalized by fore-and-aft saddle placement and stem length choice. It should be relaxed in its head- and seat-tube angles. Relaxed angles create reassuring stability — and a position of comfort and control. A comfortable cyclist, balanced on the bike, will ride faster, farther and in greater control. Racing (or fast club riding) is difficult enough. Your bicycle should be on your side, a precise, willing tool to be sure, never skittish, never headstrong, never a cause for worry. Greg LeMond studied cycling's traditional values early in his career. He took from that tradition its valuable aspects and rejected what he found to be outmoded or narrow in focus. The result is LeMond Geometry. Bikes meant to be ridden.

SIZES	47	50	53	55	58	61
TOP TUBE MM	515	525	545	565	585	605
HEAD ANGLE °	72	72½	73	73½	73½	74
SEAT ANGLE °	74½	74	73¼	73	72½	72
FORK RAKE MM	47	47	47	43	43	43
CHAINSTAY LENGTH MM	412	412	415	415	418	418
WHEELBASE MM	972	973	984	993	1010	1019
BOTTOM BRACKET DROP MM	70	70	70	70	70	70

SIZES	47	49	51	53	55	57	59	61
TOP TUBE MM	510	520	532	545	565	575	590	605
HEAD ANGLE °	72	72½	72½	73	73½	73½	74	74
SEAT ANGLE °	74.5	74	73¾	73¼	73	72½	72½	72
FORK RAKE MM	47	47	47	47	43	43	43	43
CHAINSTAY LENGTH MM	412	412	415	415	415	415	418	418
WHEELBASE MM	965	967	980	984	995	1000	1007	1021
BOTTOM BRACKET DROP MM	70	70	70	70	70	70	68	68



ROLF WHEELS

Throughout the upper end of the LeMond line in 1999, you'll find a large commitment to Rolf Vector wheel systems. The search for a lighter, better performing wheels has taken on almost mythic proportions in the racing world, simply because good wheels can substantially improve the way a bike rides.

But the pursuit of higher performance wheels has run into a host of problems: Removing spokes from a conventional wheel design only increases tension on the alternating spokes and weakens the wheel. The resulting excessive lateral forces leads to high speed instability, wobble, and premature wheel failure. Other designs compensated for unbalanced lateral forces with a taller, heavier rims. But that doesn't solve the problem — heavier rims make for heavier wheels. Another approach was to throw out the idea of tensioned spoke wheels altogether, and develop a compressively loaded carbon composite wheel. But these wheels are heavier, give a harsher ride, and once the wheel is damaged, it can't be repaired.

The Rolf solution? Paired spoking. The Rolf patented wheel design eliminates unbalanced lateral forces. Aligned in pairs, each spoke sees only half the dynamic tension change that spokes in traditional wheels endure. Fewer stresses equals longer life. Greater lateral wheel strength enhances the use of lighter rims with lower cross section height. Vector wheels are lighter, accelerate faster, and are less affected by crosswinds than competing low-spoke-count wheels.



Lightweight. Aerodynamic. Strong. Serviceable. Rolf Wheels — Perfect for LeMond Bikes

MAILLOT JAUNE	CHAMBERY	ALPE D'HUEZ	ZURICH	BUENOS AIRES	TOURMALET	MODEL
Green with Yellow panels	Red with White panels	Orange with Blue panels	White with Red panels	Yellow with White panels	Red with White panels	COLOR
47, 50, 53, 55, 58, 61	47, 50, 53, 55, 58, 61	47, 50, 53, 55, 58, 61	47, 49, 51, 53, 55, 57, 59, 61	47, 49, 51, 53, 55, 57, 59, 61	47, 49, 51, 53, 55, 57, 59, 61	SIZES
6061 T6 butted Aeroluminum	6061 T6 butted Aeroluminum	6061 T6 butted Aeroluminum	Reynolds 853 double butted steel alloy	Reynolds 853 double butted steel alloy	Reynolds 525 double butted cromoly	MAINFRAME
6061 T6 butted aluminum	6061 T6 butted aluminum	6061 T6 butted aluminum	Reynolds 725 double butted steel alloy	Reynolds 725 double butted steel alloy	Reynolds 525 double butted cromoly	STAYS
Time Stiletto carbon fiber	Time Stiletto carbon fiber	Time Stiletto carbon fiber	Icon Air Rail carbon fiber	Icon Carbon Classic carbon fiber	Aero cromoly	FORK
Tange Seiki Vantage DL	Tange Seiki Vantage DX2	Tange Seiki Vantage DX2	Tange Seiki VR254	Tange Seiki Vantage DX2	Tange Seiki Passage	HEADSET
Shimano Ultegra	Shimano Ultegra	Shimano 105	Shimano Ultegra	Shimano 105	Shimano LP27	BOTTOM BRACKET
Shimano Dura Ace	Shimano Ultegra	Shimano 105	Shimano Ultegra DOUBLE 53/39 TRIPLE 52/42/30*	Shimano 105 DOUBLE 53/39 TRIPLE 52/42/30*	Shimano RSX DOUBLE 53/39 TRIPLE 52/42/30*	CRANK
Look PM296 clipless	Look PM256 clipless	Look PM137 clipless	Look PM256 clipless	Look PM137 clipless	platform | clip + strap	PEDALS
Shimano Dura Ace	Shimano Ultegra	Shimano 105	Shimano Ultegra DOUBLE SS TRIPLE GS	Shimano 105 DOUBLE SS TRIPLE GS	Shimano RSX DOUBLE SS TRIPLE GS	FRONT DERAILLEUR
Shimano Dura Ace	Shimano Ultegra	Shimano 105 SS	Shimano Ultegra DOUBLE SS TRIPLE GS	Shimano 105 DOUBLE SS TRIPLE GS	Shimano RSX DOUBLE SS TRIPLE GS	REAR DERAILLEUR
Shimano Dura Ace Dual Control	Shimano Ultegra Dual Control | Flight Deck compatible	Shimano 105 Dual Control	Shimano Ultegra Dual Control | Flight Deck compatible	Shimano 105 Dual Control	Shimano RSX STI Dual Control DOUBLE / TRIPLE specific	SHIFTER
Shimano Dura Ace | 9-speed | 12–23	Shimano Ultegra | 9-speed | 12–25	Shimano HG70 | 9-speed | 12–25	Shimano Ultegra | 9-speed | 12–25	Shimano HG70 | 9-speed | 12–25	Shimano HG50 | 8-speed | 13–26	CASSETTE
Shimano Dura Ace	Shimano HG92	Shimano HG72	Shimano HG92	Shimano HG72	KAZ LR900	CHAIN
Rolf Vector Pro	Rolf Vector Comp	Rolf Vector	Rolf Vector Comp	Shimano 105 | 32 hole	Shimano RSX | 32 hole	FRONT HUB
Rolf Vector Pro	Rolf Vector Comp	Rolf Vector	Rolf Vector Comp	Shimano 105 | 32 hole	Shimano RSX | 32 hole	REAR HUB
Rolf Vector Pro aero spokes	Rolf Vector Comp aero spokes	Rolf Vector aero spokes	Rolf Vector Comp aero spokes	DT 14/15 gauge | stainless steel	DT 14/15 gauge | stainless steel	SPOKES
Rolf Vector Pro	Rolf Vector Comp	Rolf Vector	Rolf Vector Comp	Mavic CXP21 | 32 hole	Mavic CXP21 | 32 hole	FRONT RIM
Rolf Vector Pro	Rolf Vector Comp	Rolf Vector	Rolf Vector Comp	Mavic CXP21 | 32 hole	Mavic CXP21 | 32 hole	REAR RIM
Continental Grand Prix 3000 | 700 x 25c | folding	Continental Grand Prix 3000 | 700 x 25c | folding	Continental Grand Prix 3000 | 700 x 25c | folding	Continental Grand Prix 3000 | 700 x 25c | folding	Continental Grand Prix 3000 | 700 x 25c | folding	Continental Super Sport Ultra | 700 x 25c	FRONT TIRE
Continental Grand Prix 3000 | 700 x 25c | folding	Continental Grand Prix 3000 | 700 x 25c | folding	Continental Grand Prix 3000 | 700 x 25c | folding	Continental Grand Prix 3000 | 700 x 25c | folding	Continental Grand Prix 3000 | 700 x 25c | folding	Continental Super Sport Ultra | 700 x 25c	REAR TIRE
Shimano Dura Ace	Shimano Ultegra	Shimano 105	Shimano Ultegra	Shimano 105	Shimano RSX	BRAKES
Shimano Dura Ace Dual Control	Shimano Ultegra Dual Control | Flight Deck compatible	Shimano 105 Dual Control	Shimano Ultegra Dual Control | Flight Deck compatible	Shimano 105 Dual Control	Shimano RSX STI Dual Control	BRAKE LEVERS
Cinelli Eubios	Cinelli Eubios	Cinelli Touch E	Cinelli Touch	Cinelli Touch E	Icon ergo	HANDLEBAR
Cinelli XE 72°	Cinelli XE 72°	Cinelli XE 72°	Cinelli XE 72°	Cinelli XE 72°	System 1 73°	STEM
LeMond cork tape	LeMond cork tape	LeMond cork tape	LeMond cork tape	LeMond cork tape	LeMond cork tape	GRIP
Selle Italia Flite | leather/Kevlar/gel | titanium rails	Selle Italia Flite | leather/gel | titanium rails	San Marco Strada Race Day | leather/gel | cromoly rails	San Marco Strada Race Day | leather/gel | cromoly rails	San Marco Strada Race Day | leather/gel | cromoly rails	Selle Italia Future | synthetic leather/gel | FeC rails	SADDLE
Alloy micro adjust	Alloy micro adjust	Alloy micro adjust	Alloy micro adjust	Alloy micro adjust	Alloy micro adjust	SEATPOST
2 waterbottle bosses | replaceable rear derailleur hanger	2 waterbottle bosses | replaceable rear derailleur hanger	2 waterbottle bosses | replaceable rear derailleur hanger	2 waterbottle bosses | pump peg	2 waterbottle bosses | pump peg	2 waterbottle bosses | pump peg	OTHER SPEC

*TRIPLE CHAINRING BIKES ARE OFFERED AT A SLIGHTLY HIGHER COST.

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