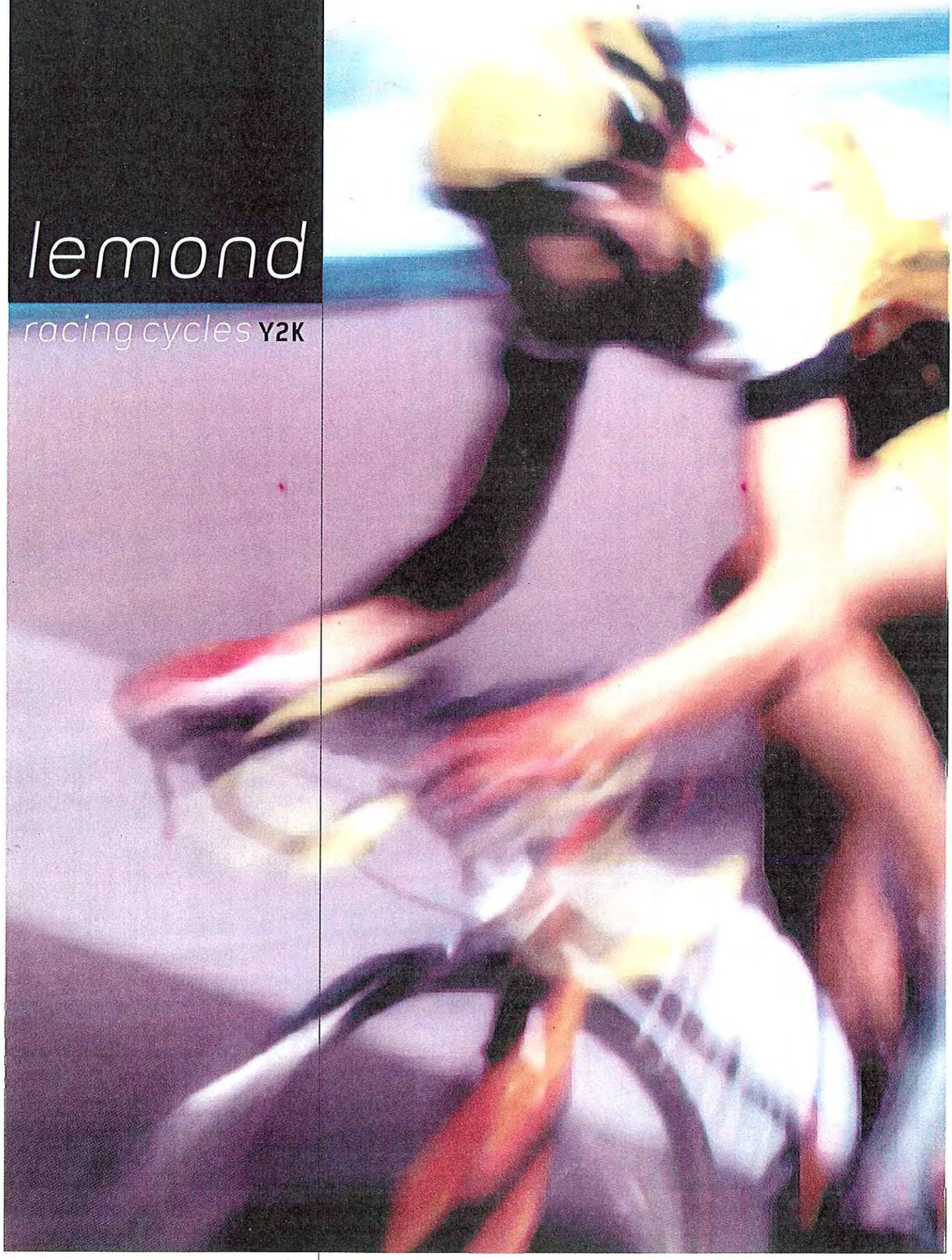
lemond

racing cycles **Y2K**



AEROLUMINUM

maillot jaune

FRAME	6061 T6 butted Aeroluminum
FORK	Time Stiletto carbon fiber
WHEELSET	Rolf Vector Pro
GRUPPO	Shimano Dura-Ace	9-speed
SIZES	50, 53, 55, 58, 61
COLOR	Black and Red

53
39

My-yoh Jaw-nnn *French for "yellow jersey", the leader's jersey in the Tour de France.* **The most evocative two-word phrase in cycling. Wear the Maillot Jaune for one day and you are famous forever. Greg LeMond wore yellow many days and wore it on the podium in Paris three times, in 1986, '89 and '90.**





Mark McCormack SATURN CYCLING *USA*

I must admit, I was a little worried before training camp. I loved the idea of racing a LeMond this season but I had been spoiled over the last few years with custom one-off frames built to my exact specs. I heard the LeMonds were going to be right out of the box. When training camp started and I got my new bike it hit me- they're designed by Greg. There's no need for me to tell the frame builder how to make a great professional race bike — the most successful American racer ever did it for me.





Chris Wherry SATURN CYCLING *USA*

I've ridden on both steel and aluminum LeMond frames. Although I like the feel of the steel model, the aluminum seems to fit me better.

Plus, I really like the stiffness of the aluminum. It's great for climbing and very responsive to my jumps.

Mark McCormack SATURN CYCLING *USA*

I'm not an expert in materials, not a guy who could say that steel feels like this, titanium feels like this, and aluminum or carbon fiber feel like that, but I do love my aluminum bike.

An aluminum LeMond looks more radical and makes a more aggressive statement. The bike will be around a pound lighter, equipment being equal. Maybe I haven't been a lot of help. Fact is, I could be happy all season on either one.

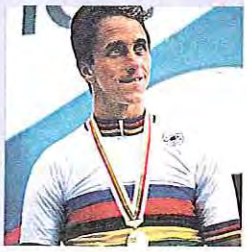
AEROLUMINUM

chambéry

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



Shawm-boy-ree *A town in the Savoie region of France.* **In 1989 at Chambéry, Greg LeMond outsprinted the best finishers in the sport to win his third World Road Championship.**





A new LeMond Chambéry, worthy of any championship, is nearly a Maillot Jaune. A look at the specs pages will reveal that a Chambéry is a Maillot Jaune — with Ultegra components instead of Dura-Ace, and Rolf Vector Comps in lieu of Vector Pros.

The two bikes' Aeroluminum frames and Time carbon fiber forks are precisely the same, so their ride and handling are precisely the same. Their stems and threadless headsets are the same. Their saddles, pedals and tires are the same. All world class.

The similarities are more numerous than the differences. One meaningful difference: The Y2K Chambéry can be ordered with a triple crankset (52, 42, 30) for world class versatility.

By the way, we love the Chambéry colors. See, the black and red was Saturn's idea; the blue and white was ours.

AEROLUMINUM

FRAME	6061 T6 butted Aeroluminum
FORK	Icon Air Rail carbon fiber
WHEELSET	Rolf Vector
GRUPPO	Shimano 105 | 9-speed
SIZES	50, 53, 55, 58, 61
COLOR	Red and White

alpe d'huez

Al-p Doo-ezz A 1,860-metre-high peak in the French Alps near the Italian border. **The most famous stage on the Tour de France route ends at this resort village. Huge crowds line the road, and wait hours to watch the racers labor up the three "Beyond Categorization" climbs, and 21 numbered hairpin turns leading to the finish. It is the hardest day of the hardest stage race in the world. The stage race Greg LeMond won three times.**













Sarah Ulmer TEAM ELITA *New Zealand*

The aluminium is awesome. It's my first aluminum bike — the weight of it is a bonus for me. It's unbelivably light compared to all my previous "farm-gates," (as they say in New Zealand). So hill-climbing is a lot more enjoyable. The weight difference is really important when gravity comes into effect. People say steel is more comfortable but I don't mind the ridigity of the aluminum frame. It's wickedly responsive too — you can really notice it when you're sprinting or when you get out of your seat to throw your bike around. Descending on the aluminum LeMond is different too: You can hug the corners with confidence — it handles sweet! And all that is without mentioning the cool paint job!







Cybil DiGiuistini TEAM ELITA *Canada*

I have never felt as at home on a bike as I do this season. During the Hewlett-Packard (The H-P LaserJet Women's Challenge) I crashed and had to switch bikes with my teammate Kim, who prefers steel. I really noticed a big difference when I was riding her bike. It just did not feel right. I was so happy to jump back on mine before the climb! And she was equally happy to get back on her own bike.

I also think that the aluminum frame looks hotter!

The same Aeroluminum frame as the Maillot Jaune and Chambéry. Same LeMond Geometry, meaning the same balanced position, same ride and handling: The best ride and handling. How can an Alpe D'Huez cost less but ride the same as a Maillot Jaune or Chambéry? Did we cut corners? Ride one and decide. We're sure you'll be impressed. Still skeptical after your ride? Study the specs: It's all good stuff.

We believe Shimano 105 components are surprisingly close to Ultegra and Dura-Ace in function and durabilility. And you can order the three-chainring option. Like all LeMond models, Alpe D'Huez crankarm length, stem length and handlebar width are proportional to frame size. Your LeMond dealer will always be able to make sizing changes but your new bike may just fit you right out of the box.

REYNOLDS STEEL

zürich

FRAME	Reynolds 853 and 725 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	Blue and White

Zuhr-rick City at the northern tip of Lake Limat; capital of the Swiss canton of Zürich, nestled in the Alps. **Until 1983, American bike racers nursed a 50-year inferiority complex. We knew we'd never be able to compete against European supermen from countries where cycling was serious business. We were a third-rate cycling nation, we thought. Until Zürich in 1983, when our guy Greg LeMond won the Professional World Road Championship.**



REYNOLDS STEEL

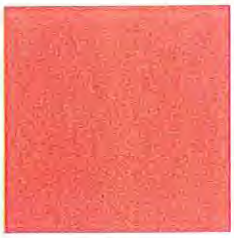
FRAME	Reynolds 853 and 725 steel alloy
FORK	Icon Carbon Classic carbon fiber
WHEELSET	Rolf Vector
GRUPPO	Shimano 105 | 9-speed
SIZES	47, 49, 51, 53, 55, 57, 59, 61
COLOR	Black and Yellow

buenos aires

Boo-oy-nose Ah-ee-race *Capital of Argentina, at the mouth of the Rio de la Plata.* **At 18, Greg LeMond flew to Argentina to race against the best riders his age in the world. In the final meters of the road race a Belgian swerved and pushed LeMond off-course. He nearly crashed, finishing second. So blatant was the Belgian's offense that officials relegated him to second place, giving LeMond his first big international victory.**











Michael Barry SATURN CYCLING *USA*

I'm on a steel frame. At training camp I was given the brand-new black and red Reynolds LeMond to begin the season on. It felt comfortable right away — I didn't need to adjust much — and the frame felt fast on the flats, stiff in the corners and light on the hills.

The bike is nice but even nicer is having that name on the tubes. I'm honored to ride a bike with his name on it, designed by him. In the Peace Race spectators commented on the bikes. In Malaysia people gazed and admired. Many, many asked about the bikes — the only word I could understand was LeMond — and then of course I could see the smile.







Kim Langton TEAM ELITA *Canada*

For some reason I just prefer the feel of riding steel. At the beginning of the season I was training on a steel LeMond and racing an Aeroluminum one, but I just never felt at home on the my racing bike.

Anyway, I went to Europe with my steel "training" bike and really liked the way it felt. I know the geometry is identical between the two frames, but the Reynolds bike seemed to fit me better and I found the steel gentler on my body. It's the most comfortable bike I've ever ridden, probably because it fits me perfectly.

I feel like part of my bike on technical descents because it responds so well. As a result of all those things, my training bike has became my racing bike and I love it!

The Tourmalet could be considered a bit deceiving. While it's the least expensive LeMond, it is nevertheless a great looking, great performing bicycle, a genuine LeMond you'll love.

A Tourmalet, despite its reasonable price, is made from Reynolds steel tubing, Reynolds 525. The cromoly fork is aero-shaped and frankly good looking. We offer Tourmalets in eight sizes, each with size-specific bar width, stem length and crankarm length. If you're normally proportioned, your new Tourmalet may fit you perfectly on initial assembly.

We're introducing Shimano's new Tiagra group on the Y2K Tourmalet, double or triple crankset at your option. Bars are from TTT. It rolls on Rolf wheels like every LeMond, and Michelin Axial Select tires, the same wheels and tires that grace the Buenos Aires.

Reynolds, Shimano, Rolf, Michelin, TTT, LeMond. It would be tough to pick better company for the miles ahead.



REYNOLDS STEEL

tourmalet

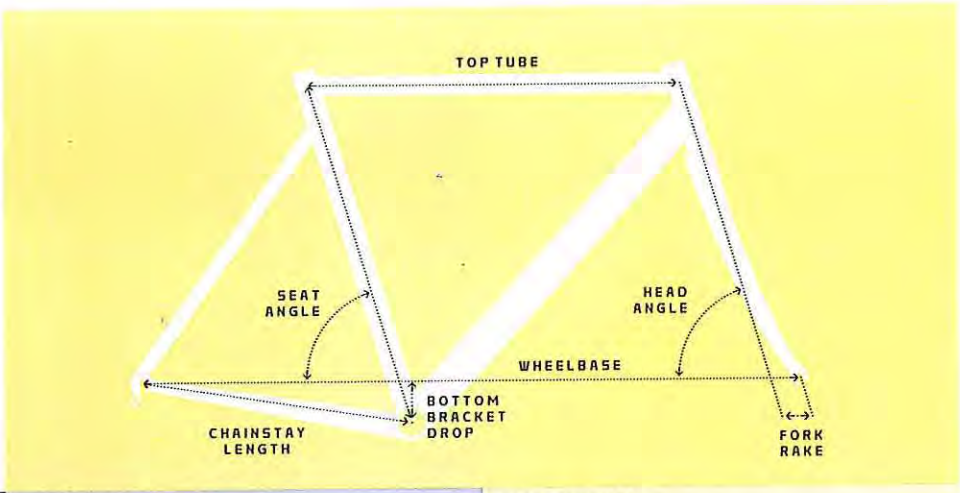
FRAME	Reynolds double butted 525 steel alloy
FORK	Aero cromoly
WHEELSET	Rolf Vector
GRUPPO	Shimano Tiagra / Sora	9-speed
SIZES	47, 49, 51, 53, 55, 57, 59, 61
COLOR	Red and Black

Too-er-mah-lay A 2,115 metre-high peak in the Pyrenées: on France's border with Spain. **Another fabled Tour de France mountain pass. On the Tourmalet in 1990, overworked beyond endurance but stubborn beyond reason, LeMond attacked again and again, then responded to counter-attacks from opponents. LeMond took huge chunks out of Claudio Chiappucci's lead, eventually reclaiming the Maillot Jaune and winning his third Tour.**





geometry



		AEROLUMINUM					REYNOLDS STEEL							
SIZES		50	53	55	58	61	47	49	51	53	55	57	59	61
TOP TUBE	MM	525	545	565	585	605	510	520	532	545	565	575	590	605
HEAD ANGLE	°	72½	73	73½	73½	74	72	72½	72½	73	73½	73½	74	74
SEAT ANGLE	°	74	73¼	73	72½	72	74½	74	73¼	73¼	73	72½	72½	72
FORK RAKE	MM	47	47	43	43	43	47	47	47	47	43	43	43	43
CHAINSTAY LENGTH	MM	412	415	415	418	418	412	412	415	415	415	415	418	418
WHEELBASE	MM	973	984	993	1010	1019	965	967	980	984	995	1000	1007	1021
BOTTOM BRACKET DROP	MM	70	70	70	70	70	70	70	70	70	70	70	68	68
CRANK LENGTH	MM	170	172½	172½	175	175	170	170	172½	172½	172½	175	175	175
HANDLEBAR WIDTH	CM	42	44	44	44	46	42	42	42	44	44	44	44	46
STEM LENGTH	MM	90	110	120	120	130	90	90	90	110	110	120	120	130

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 the 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 tube 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 always be on your side: a precise, willing tool. It should always 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.



Gianna Roberge TEAM ELITA *USA*

..I was gaining on the group. Knowing I had to catch them before the road flattened, I pushed harder yet. My computer read 92 kilometers per hour. I was glad my mother was not watching. Coming into a sharp left-hand corner, I realized I was carrying more speed than I should. Hanging my left knee out, shifting my weight onto my right pedal, I prayed silently to whomever might be listening.

Despite my nervousness, my bike arced around the corner and emerged "painted side up." I thought, "Wow, I would have bet against myself three seconds ago."

Being new to this LeMond, I was expecting a different result. Something, be it the geometry, the material, the spirit of Greg — something made it ride just a little better when it really counted.

Finally, the road straightened in front of me, and I realized that I had enough momentum to bring me back to the group. "I'm there," I thought. Plenty of time to recover for the finishing sprint..

(On the eighth stage of the 1999 Tour de L'Aude in France)

specifications

MODEL	maillot jaune	chambéry	alpe d'huez	zürich	buenos aires	tourmalet
COLOR	Black and Red	Blue and White	Red and White	Blue and White	Black and Yellow	Red and Black
SIZES	50, 53, 55, 58, 61	50, 53, 55, 58, 61	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
MAINFRAME	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 steel alloy
STAYS	6061 T6 butted aluminum	6061 T6 butted aluminum	6061 T6 butted aluminum	Reynolds 725 steel alloy	Reynolds 725 steel alloy	Reynolds 525 steel alloy
FORK	Time Stiletto | carbon fiber	Time Stiletto | carbon fiber	Icon Air Rail | carbon fiber	Icon Air Rail | carbon fiber	Icon Carbon Classic | carbon fiber	Aero cromoly
HEADSET	Cane Creek Aheadset	Cane Creek Aheadset	Cane Creek Aheadset	Tange Passage | sealed	Tange Passage | sealed	Tange Passage | sealed
BOTTOM BRACKET	Shimano Ultegra	Shimano Ultegra	Shimano 105	Shimano Ultegra	Shimano 105	Shimano UN40
CRANK	Shimano Dura-Ace | 53/39	Shimano Ultegra | DOUBLE: 53/39 TRIPLE: 52/42/30	Shimano 105 | DOUBLE: 53/39 TRIPLE: 52/42/30	Shimano Ultegra | DOUBLE: 53/39 TRIPLE: 52/42/30	Shimano 105 | DOUBLE: 53/39 TRIPLE: 52/42/30	Shimano Tiagra | DOUBLE: 53/39 TRIPLE: 52/42/30
PEDALS	Shimano Ultegra | clipless	Shimano Ultegra | clipless	Shimano 515 | clipless	Shimano 515 | clipless	Shimano 515 | clipless	Icon De La Sole | clipless
FRONT DERAILLEUR	Shimano Dura-Ace	Shimano Ultegra	Shimano 105	Shimano Ultegra	Shimano 105	Shimano Tiagra
REAR DERAILLEUR	Shimano Dura-Ace	Shimano Ultegra DOUBLE: SS TRIPLE: GS	Shimano 105 DOUBLE: SS TRIPLE: GS	Shimano Ultegra DOUBLE: SS TRIPLE: GS	Shimano 105 DOUBLE: SS TRIPLE: GS	Shimano Tiagra DOUBLE: SS TRIPLE: GS
SHIFT/BRAKE LEVERS	Shimano Dura-Ace | STI | Dual Control	Shimano Ultegra | STI | Dual Control	Shimano 105 | STI | Dual Control	Shimano Ultegra | STI | Dual Control	Shimano 105 | STI | Dual Control	Shimano Tiagra | STI | Dual Control
CASSETTE	Shimano Dura-Ace | 9-speed | 12–25	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 Tiagra | 9-speed | 12–25
CHAIN	Shimano Dura-Ace	Shimano HG92	Shimano HG72	Shimano HG92	Shimano HG72	Shimano HG72
WHEELSYSTEM	Rolf Vector Pro	Rolf Vector Comp	Rolf Vector	Rolf Vector Comp	Rolf Vector	Rolf Vector
TIRES	Michelin Axial Pro | Kevlar | 700x23c	Michelin Axial Pro | Kevlar | 700x23c	Michelin Axial Pro | Kevlar | 700x23c	Michelin Axial Pro | Kevlar | 700x23c	Michelin Axial Select | Kevlar | 700x23c	Michelin Axial Select | Kevlar | 700x23c
BRAKES	Shimano Dura-Ace	Shimano Ultegra	Shimano 105	Shimano Ultegra	Shimano 105	Shimano Sora
HANDLEBAR	TTT Formo SL Ergopower	TTT Formo Ergopower	TTT Formo Ergopower	TTT Formo Ergopower	TTT Formo Ergopower	TTT Grand Prix Formo Ergopower
STEM	TTT Mutant	TTT Mutant	TTT Mutant	TTT Record 84	TTT Record 84	Welded cromoly
TAPE	LeMond cork	LeMond cork	LeMond cork	LeMond cork	LeMond cork	LeMond cork
SADDLE	Selle Italia Flite Gel | leather | titanium rails	Selle Italia Flite Gel | leather | titanium rails	Selle Italia XO Gel | leather | vanadium rails	Selle Italia XO Gel | leather | vanadium rails	Selle Italia XO Gel | leather | vanadium rails	Selle Italia XO Gel | leather | alloy rails
SEATPOST	Alloy micro adjust	Alloy micro adjust	Alloy micro adjust	Alloy micro adjust	Alloy micro adjust	Alloy micro adjust
OTHER SPEC	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

* triple chainring bikes are offered at a slightly higher cost.