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Volume 8, Number 4 **Winter 1983**

SHIMANO INDUSTRIAL CO., LTD. • SHIMANO AMERICAN CORPORATION • SHIMANO SALES CORPORATION • SHIMANO (EUROPA) GmbH

Shimano World

Mountain Biking - *It's not a fad...find out why!* *Pg.4*

In Memoriam



Kosuga Shimano, 83 years old, died on December 1, 1982. Kosuga was married for 55 years to Shozaburo Shimano, the founder of Shimano. Shozaburo died in 1958 at the age of 64.

Kosuga Shimano is survived by three daughters and three sons. Many of you have probably had the opportunity of meeting one or more of her sons at various trade shows through the years. They are Shozo Shimano, the President of our parent company, Shimano Industrial Co., Ltd., in Japan, Keizo Shimano, Executive Vice President of Shimano Industrial Co., Ltd., and head of all research and development, engineering and manufacturing activities, and Yoshizo Shimano, President of Shimano American Corporation and Shimano Europa, GmbH.

Kosuga was born in Sakai City, Japan, just outside of Osaka. Sakai City is also where her husband Shozaburo was born, and is the site of Shimano's headquarters and main factory. Historically, Sakai City has always been the leading industrial hub of Southern Japan, and continues to be a major center for the manufacturing of bicycles and bicycle components.

Kosuga was the stabilizing influence of the Shimano family. All the years, as Shozaburo worked long and hard making Shimano grow and prosper, Kosuga remained at home providing her family with the love and attention they needed to remain a tight, family unit.

All of us at Shimano extend our deepest sympathies to the Shimano family on the loss of their mother, Kosuga.

ON THE COVER: *Jim Kaeli, who works in the marketing department at Shimano American Corporation, is a member of the Century Road Club of Park Ridge, New Jersey, one of the largest racing teams in the country. Jim is shown testing out Deore XT, Shimano's newest components series.* *See page 9 for all the exciting details on Deore XT.*

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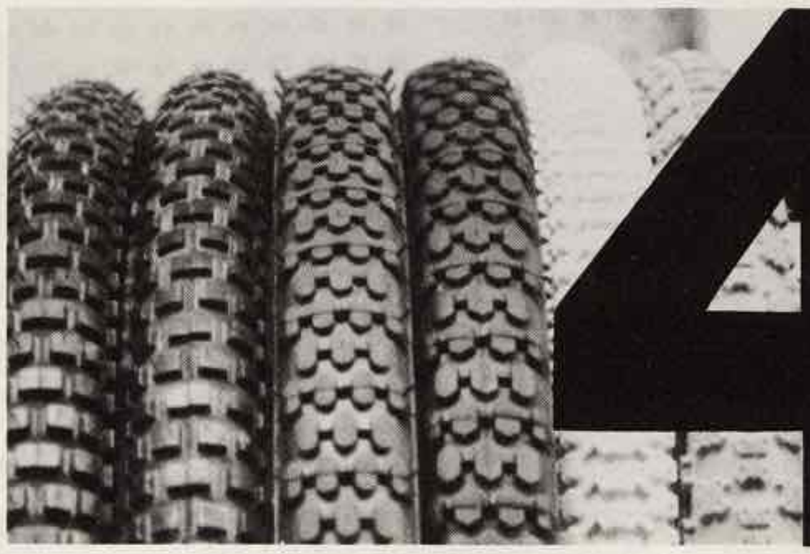
National Bicycle Dealers Assn.

★ MEMBER ★ BICYCLE TOURING GROUP OF AMERICA BTG

ASSOCIATE MEMBER BWDA

ASSOCIATE MEMBER bma

Mountain Biking... there's a lot more to it than fat tires!



4

9 DEORE XT

Shimano's dynamic, new components for performance touring.



4 BMX

Meet our super pro team and winning components.

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The Shimano Dealer Information Line
(for dealers only)

800-423-2420

In California

800-232-2016

SERVICE PLUS

MORE INFORMATION FOR YOU!

Working with you all the way.

It's that time of year again... time for Shimano to meet you, the dealer, face to face at one of the up and coming 1983 Bicycle Trade Shows. We've just participated in the Long Beach, California Show held January 8th through the 10th, and we're looking forward to being in three more shows from now until March.

When you visit our booth this year, you'll notice it's a little smaller than in previous years. There's a very good reason for this change: we at Shimano feel that, although the trade shows are an important part of customer service, by cutting down the size of our booth, we can put more valuable dollars into other ServicePLUS features like Shimano World, technical books, and new services to come. The trade shows only reach those dealers lucky enough to be in the right geographical locations to attend them, whereas our other ServicePLUS features reach *all* the dealers using Shimano parts everywhere in the country.

Although our booth is smaller in size, its bigger than ever in the amount of valuable information it contains. As discussed in prior issues of Shimano World, this year we have a special 'Dealer Service Counter'. It's manned by Fred Bynder and his ServicePLUS team who will be ready to answer any questions and supply you with any technical information you may need.

We hope to see you at one of the following '83 shows:

National Bicycle Dealer Assoc. Expo
Cincinnati Convention Center
Cincinnati, Ohio
February 4th - 6th

International Cycle Show
New York Coliseum
New York, New York
February 20th - 22nd

Chicago Area Bicycle Dealer Association Show
Holiday Inn O'Hare Kennedy
Chicago, Illinois
March 4th - 6th



Working towards bettering Shimano-Distributor-Dealer Relations

To aid in the availability of Shimano products, we recently visited each of our distributors to help them update their inventory of after market and repair parts. By doing so, it should now be much easier for you to obtain the Shimano items you need. Remember–call your distributor first for any parts you require. If he is temporarily out of stock, then call our ServicePLUS team at one of our toll free numbers, and we'll ship it to you without delay.

If you have any additional suggestions on how we can further improve this vital Shimano-Distributor-Dealer connection, please call us.

Keep those letters coming...

The following is the latest sampling of letters received from dealers throughout the country. We're glad to hear that so many of you are as excited as we are about ServicePLUS. In 1983, we hope to be doing even more to improve our services.

"Your tremendous efforts at providing technical sheets and a ServicePLUS Hot Line have given me the confidence to stock and sell Shimano products, knowing that my customers will be able to get replacement parts and proper service in the years ahead."

Nancy Steffen
Up and Down Hill, Inc.
Bennington, Vermont

Editor's Comment: *Now, with all the distributors carrying the most up-to-date Shimano repair parts, it'll be easier than ever before to get the parts you need.*

"Just a few lines to let you know that I appreciate your Free Tool Kit. I just opened my bike shop about one month ago, located in Bristol, PA. Years ago we used to have six bike shops in Bristol. Now we have one... 'me'. I've been in the bike sales end for about 20 years, so I decided to open my own shop. The tools will come in handy.
P.S. Please put me on your mailing list for new things to come and literature."

Len Monks
Bristol, Pennsylvania

Editor's Comment: *Thanks. Because you are receiving Shimano World you will automatically get all future mailings.*

"Thank you for considering my comments and printing them in the latest issue of Shimano World."

M. Krist
Campus Cycle/Kredo
Berea, Ohio

"My husband looked at the new issue of Shimano World and was very pleased by what he saw, as was I. We have always been "Suntour Pushers', but the way things look, you folks will be hearing a whole lot more from us in the future. We are very pleased with your ServicePLUS."

Carol F. Zadel
Fuji Cycle Center of N.J.
Rochelle Park, New Jersey

"We have just received your Free Parts package, which we appreciate very much. Included with the parts were Technical Information Bulletins #9, 14 and 16. Would it be possible for us to get copies of all these bulletins for our service department. Thank you for your efforts to make bicycling a major activity in the United States."

Thomas P. Owen
Owen Cyclery
Mixson, Tennessee

Editor's Comment: *Thank you, Tom. The Technical Information you requested is on its way.*

"I repair lots of bicycles, so I sure appreciate the two books, 'Technical Information' and 'Shimano Bicycle System Components' sent to me."

Andy Toth
Andy's Bike Shop
Melvindale, Michigan

Editor's Comment: *Thank's for your letter, Andy. And we want to take this time to thank all the dealers for their letters, too numerous to print in this issue.*

SERVICE PLUS

Call toll free:

800-423-2420

In California

800-232-2016

Or write:

Shimano Service Division
Shimano Sales Corp.
9259 San Fernando Rd.
Sun Valley, CA 91352

Industry Spotlight

Have mountain bikes captured the true American spirit? ...the people we talked to say 'yes'!

Mountain Bikes...they're rugged, comfortable and versatile, and they're letting people rediscover the joys of biking. What makes them such an exciting, welcome addition to the bicycle world? Shimano's two interviews, the first with Gary Fisher of Fairfax, California, one of the founders of Mountain Bikes, and the second with Mick Coyle and Jeffrey Bedford of Mike's Bike Shop, San Rafael, California, revealed why mountain biking is catching on like wild fire.

John Uhte of Shimano interviews Gary Fisher:

Q: As one of the founders of Mountain Bikes, what was one of your most important roles?

Gary: I've been instrumental in finding out what equipment should be used on these bikes.

Q: Have you done a lot of speaking about mountain bikes?

Gary: I think my role has been to explain the sport and make the sport a lot more accessible to many more people. I've done this by showing people how to put together a bicycle out of what's existing, by helping manufacturer's understand what we really need for this type of riding, by putting together a company and providing these bikes to people who want them, and by being an example to other companies as a successful bicycle market for the American customer.

Q: Do you see the mountain bike market aiming at any particular age group?

Gary: Well, at first we thought it would appeal mostly to the young because it was such a wild thing to do. Now we see the age group is centered around 35 years old, but it's anywhere from about 17 through 65! That's because the bike, while appealing to a very skilled rider in one sense, also appeals to a lot of older people because its the easiest bicycle that you can ride on the pavement. An off-road type bike ridden on the road turns out to be the easiest possible bike for them to handle.



Gary Fisher winning the Santa Rosa 'Rockhopper' race, October 1982.

©All Rights Reserved Tom Meyer 1982

Q: How do women feel about riding these bikes?

Gary: There have been a lot of women that have become involved. Over 30% of the participants at the annual Crested Butte-Aspen ride were female. It's extremely rough and you would think that it would turn women off, but there were an awful lot there. They want to get away from the automobile, from city traffic and they like to experience nature.

Q: Do you see this kind of bicycle as being strictly a rural or off-road type, or does it have other aspects?

Gary: Its biggest attraction is always going to be as an off-road vehicle, but it turns out that, since there's very little extra resistance in this bike, it's a very easy bike to ride everywhere.

Q: How did you begin experimenting with the mountain bike?

Gary: I worked in a bike shop for a long time, and I'd ridden road bikes for a long time, and I said, "I've got to have a bike that gets me from point 'A' to point 'B' in the back woods and does it well and efficiently and has the attributes of the old bikes, along with all the advantages of new technology." So I took the components that I thought would work best and put them on each bike. At first I started with front brakes, and I used some thumb shifters. Then I used some extra wide ratio crank sets, and extra wide ratio derailleurs. The first couple of weeks I had these on the bike, everybody gave me a hard time. But after I had demonstrated the superiority of the bike, a lot of other people started showing up with the same equipment. In our area it really accelerated as far as experimenting with difference pieces of equipment.



Mountain bike made of DEORE XT Series components.

Q: And how about other features?

Gary: It had to handle quick enough so that a rider could pick his way through rocks and trails. It also had to have a high bottom bracket so he could clear all the obstacles with the pedals. It needed to have a superior braking system. It needed a shifting system where a person really wouldn't have to take his hands from the bars. And a quick release seat post system so that the saddle could be raised or lowered to get a lower center of gravity for going down a big hill. In general, everything had to be a little stronger, with the proper clearances.

Q: What characteristics did you want the mountain bike to have?

Gary: Ultimate handling stability is what we were after in the beginning...a bike that you could point down a really steep rocky hill and go 40 mph and still feel under control. We also wanted a bike that was responsive enough, and light enough for riding on the flats or up hills. We were really pleased to find that the bike really handles easily and it doesn't feel sluggish on the pavement.

Q: Do you think more people will be attracted to cycling with this kind of bicycle available?

Gary: Oh, more American people, very definitely. It has its roots, the nostalgia. A lot of Americans had this type of bike when they were a kid. But now it's very high tech. The one thing they couldn't stand about their bikes when they were young was that they weighed a ton. People now come to see the bike and when they pick it up they're

shocked that it's that light. And after they ride the bike, then they're the most impressed.

Q: Besides Northern California, where does the bike sell well, so far?

Gary: It sells well in Kansas. The dealer will say, "There's no hills around here. I don't understand it." But they really love them there. I think it just gets back to the fact that your average American can go fastest on a bike that they can put all of their energy into. They can't do that on a regular bike. It also sells well in Utah, Colorado and Alaska. On the East Coast, there's a dealer in Massachusetts who told me he's sold some 30 or 40 bikes last year and feels it's going to be his specialty. The thing that really impresses him is that people get into it and they stay hooked on it. I find this true myself. People that I've known for years have been exposed to bicycles in the past, but never to this 'friendly' of a bicycle. Now I find that these people are riding the bike all over the place. It's become very much a part of their lives. It is a bicycle that seems right for them. Many times I've seen customers come in and if you show them a high quality road bike, they feel it looks too fragile and they'll break it. They look at a mountain bike and they feel it's heavy duty and it's going to last a long time.

Q: How do you feel about the name 'Mountain Bike'?

Gary: I think a more appropriate name for it would be 'All-Terrain Bike'. Because in any metropolitan environment I'd much sooner have that bike. It resists glass much better and can go right through the pot holes.

Q: So, this kind of bicycle would have advantages for a cycle commuter?

Gary: Very definitely.

Q: I imagine the visibility and maneuverability in traffic would help.

Gary: Yes, because you are in a semi-upright position, and it's very easy to look back and around.

Q: Do you get the feeling that what's happening is that the true spirit of the American is now coming out in this new kind of bicycle?

Gary: Oh yes. Definitely. I would agree with that 100%.

John Uhte of Shimano interviews Mick Coyle, owner and Jeffrey Bedford, manager of Mike's Bike Shop.

Q: How long has your shop been here?

Mick: About 15 years. I've been here about 14 years and became owner just a little over three years ago.

Q: Do you find it's what you expected?

Mick: It's a lot more work than I expected. Jeff and I probably put in 60 to 80 hour weeks, sometimes more. If I could get down to 50 or 55 hours a week, that would be terrific. But it's fun work, though.

Q: What changes have you seen in the three years you've been involved in the store?



Mike's Bike Shop.

Mick: I've seen changes in that adults are beginning to see a bike as not a mere toy, but as something very useful. They're finding out that instead of taking a car ride out in the countryside, they can have just as much fun going off for a bike ride. Also, I've found that the conventional ten speed was the usual method of going in years past. Now with the advent of the fat tire mountain style bike, people are realizing that they didn't like the crouch-down position and the turned down handle bars. Now they can ride a bike that has upright handle bars and a comfortable seat. They are rediscovering that the bike can be fun besides being healthy.



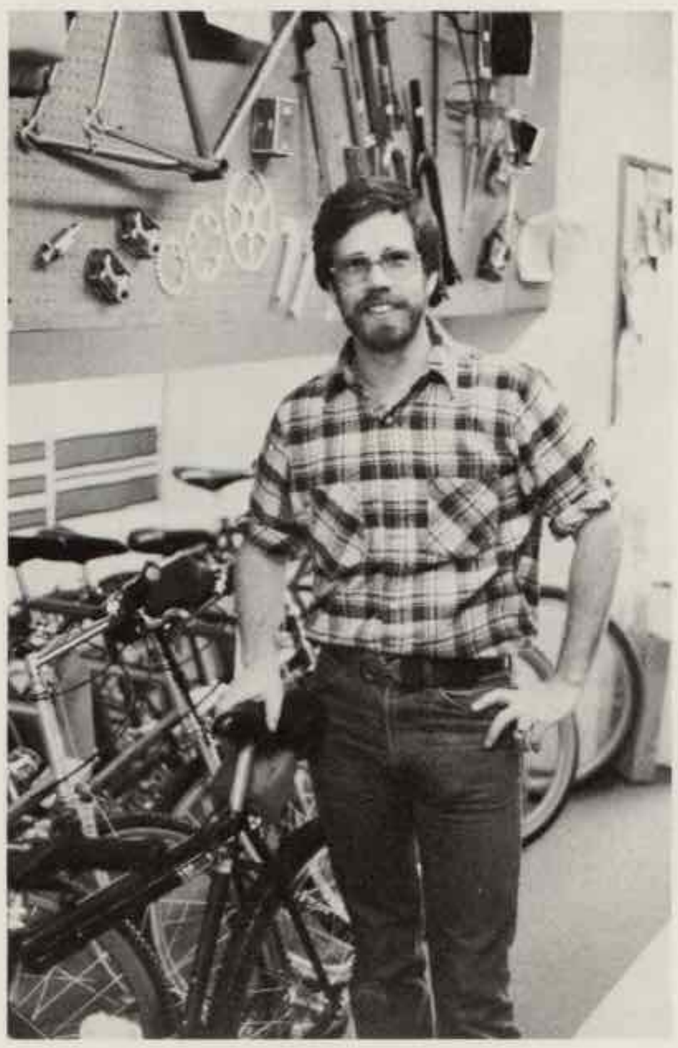
Mick Coyle, owner of Mike's Bikes.

Jeff: But they aren't buying this bike just because a fat tire gives you more comfort. They're buying it because it's going to get them away from riding on the street, away from people and such.

Q: Is the mountain bike bringing more customers into your shop?

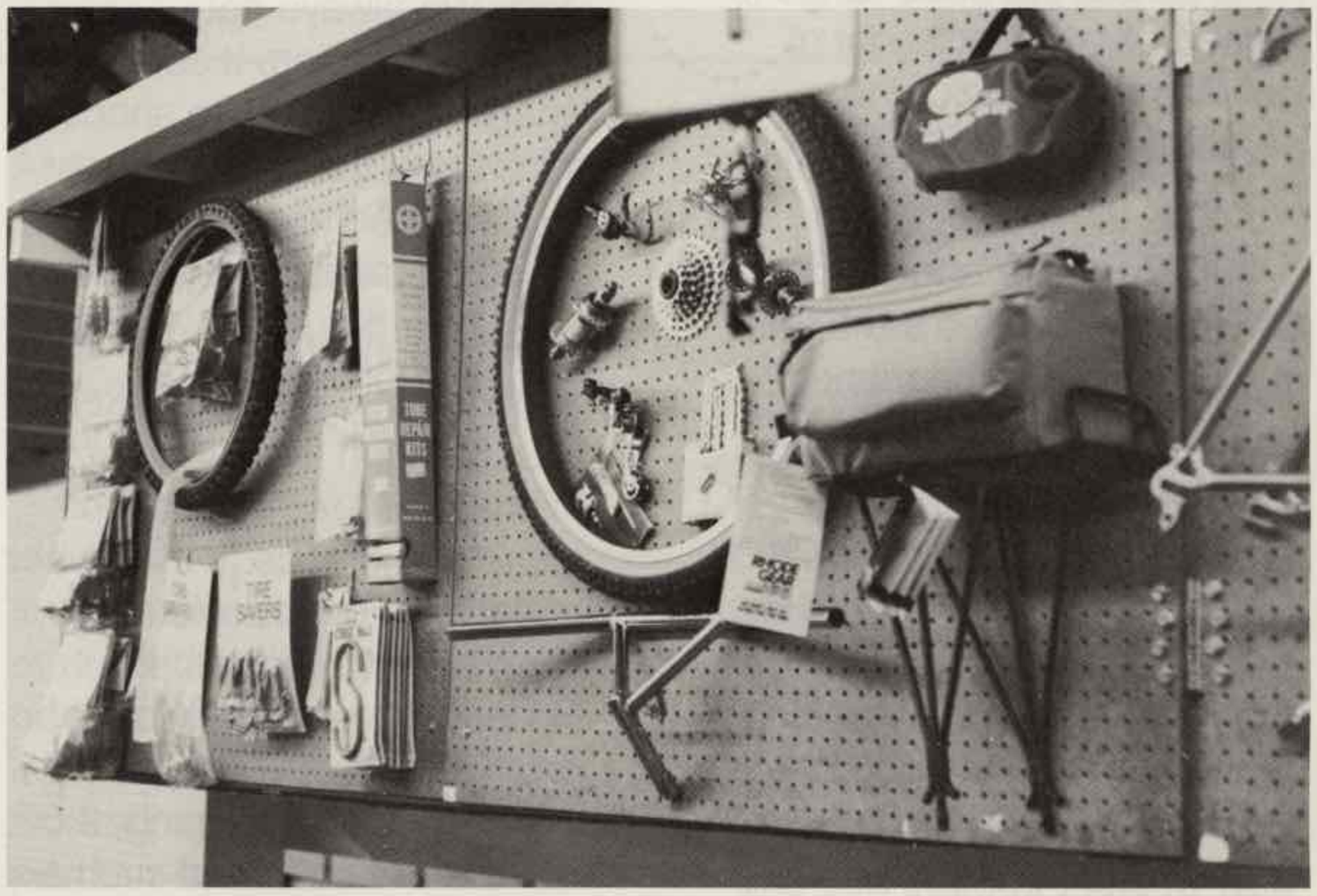
Mick: Yes. I've had a lot of customers who come in and say "I've seen these bikes and they remind me of the one I used to have as a child." We find those people are getting on a bicycle and finding it just as carefree as it was then. On the other hand are the people who ride bikes now. They are finding that they can go off in the mountains or dirt areas or just cruise along slowly. They're rediscovering their youth and rediscovering the bicycle.

Q: Do you feel the mountain bike will replace the standard lightweight in the market?



Jeff Bedford, manager of Mike's Bikes.

Jeff: In probably 50 to 75% of our sales, the mountain bike has been bought as a second bike, in addition to a ten speed. The bikes are for two different types of riding and I think people recognize this. I don't think a mountain bike is ever going to replace a ten speed.



Mountain bike parts and accessories displayed.

Q: What do you think the overall impact has been on your sales?

Mick: Maybe 15% plus on mountain bike sales and it's growing. As far as accessories, it would be even higher.

Q: What accessories do you see being conducive to this bicycle?

Mick: Different handlebars, grips and tires. Also different types of brake levers and brakes. And the lighter weight components, like aluminum pedals as opposed to the steel ones. All sorts of little additions that can personalize the bike and people can just have a little more fun with.

Q: What do you see as the dominant price range of the mountain bike?

Mick: We're finding that the average consumer is going for one about $250. Some are also looking at a bike in the $500 range.

Jeff: There isn't a $300 bike out that's comparable to the $500 one. If the prices start coming down, you'll find people buying more in the $300–$400 range. They won't feel they have to go up to $500.

Q: What advice would you give a dealer who wants to start promoting mountain bikes?

Mick: If a dealer wants to promote it, and it's not really big in his area, go into it cautiously, a little bit at a time. He should buy a good bicycle, something on the lines of $250, maybe have a gap, then go up to about $500. Then, along with those bikes, carry a

few extras like aluminum pedals, aluminum rims and maybe the more expensive tires. It's easy for the customer to get hooked on these bikes. Then you can sell up.

Jeff: People are willing to spend more on the mountain bike because right now, they have to. But the $500 range is a good one to stock a lot of. But don't overstock. The mountain bike is changing so fast now that anyone who overstocks will be outdated.

Q: How do you see the future of this bicycle in the market?

Mick: I see it growing. These bikes are easier to ride, especially for the occasional rider. You don't get there quite as fast, but you most definitely get there without the worries of a ten speed, and people like that.

Jeff: At first I thought that this was some sort of fad. When we saw that we were selling them to adults instead of kids, and that they were willing to spend $500, we realized this wasn't a fad item. It's something that's going to continue to grow steadily.

Q: You sponsored one race locally. Do you have more promotions planned for the future?

Jeff: We always get something going. It sets us apart from other bike shops. I think that's the big key to our success. We're planning to set up some races next year.

Mick: Sponsoring a race is a good thing. You have to keep your name in there. Sponsor things, give prizes, sponsor some sort of race. If the owner or some of the people in his shop are into riding their bikes, then have an informal ride. Place a bulletin up saying 'Sunday Morning, 8:00, ride around such and such a course with Bob' or whoever.

Q: Have you seen any effect to your repair business with these bikes?

Jeff: That really hasn't changed that much because people are buying good quality bikes. They're not falling apart.

Mick: We've seen repairs, but not quite the same variety as the 10 speed repairs. With the mountain bikes we usually clean hubs or headsets because the people use them so much in the dirt. Or they want handlebars changed or new accessories added. But repairs as a general rule aren't quite as troublesome as on a ten speed.

Q: What do you think the benefits are to a shop in getting involved in selling this kind of bicycle and equipment?

Mick: I see it as a growing market, so any shop getting involved in it will certainly be more profitable. You get a wide variety of people interested and that just means more business.



Mike's carries many models and brands of mountain bikes.



Mick Coyle talks to a customer.

DEORE XT



Shimano's dynamic new component series for the exciting sports of mountain biking and long-distance touring.

Born in northern California, the mountain bike has taken the West Coast by storm and looks destined to become popular anywhere the opportunity to ride a bicycle off-road presents itself.

However, too many of us take a limited view of the potential of the mountain bike because of the type of riding the name implies. Many people who see a mountain bike for the first time do not recognize the importance of features such as frame geometry or a higher bottom bracket that make the mountain bike ideally suited for off-road riding. Instead, they can identify with the added comfort of an upright riding position and wide saddle, the stability offered by the wider tires, easy to reach shift levers, and wide range gearing for easier pedaling under all conditions. It is in this broader definition that the true potential of the mountain bike can be realized.

At the same time, we have seen increased interest in touring bicycles and an increase in the number of people who are finding bicycle touring an enjoyable experience to share with family and friends.

In response to the popularity of mountain biking and the need for more durable touring components, Shimano worked closely with the experts in both California and Colorado to develop a truly superior line of off-road/touring components–the Deore XT Series.

Combined with the already popular Deore Series of touring components, the new Deore XT Series offers the cyclist that extra amount of durability and performance necessary for conquering the slopes of the Rocky Mountains or the long, lonely roads of Kansas.



DEORE XT Series

Features of the Deore XT Series

Finger Shifter

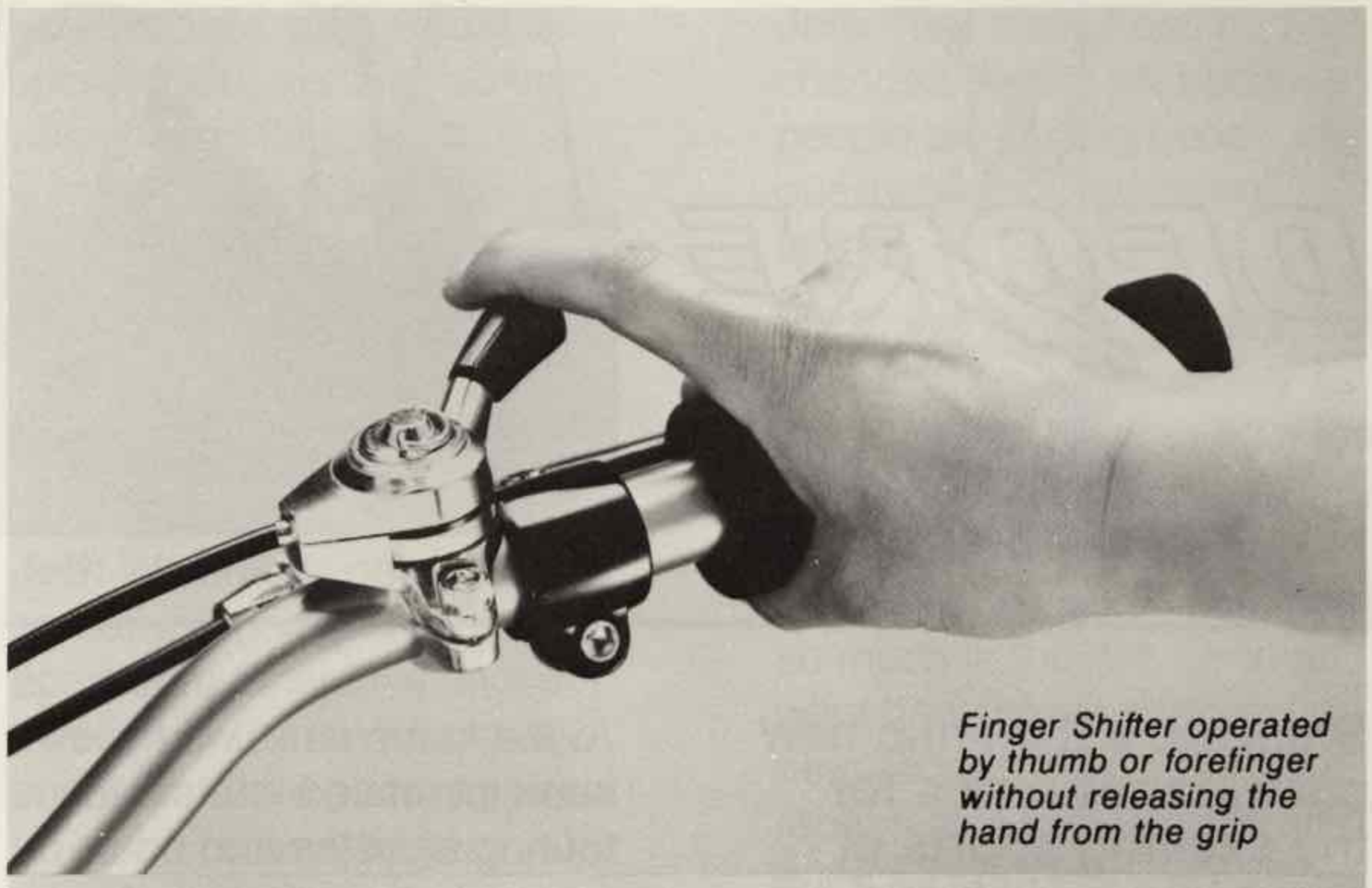
1) Designed for off-road riding...one-touch operation shifter with shift lever installed on the handlebar, to be operated by thumb or forefinger without releasing the hand from the grip.
2) Durable light alloy shift lever.
3) Easy-to-operate one-way-clutch mechanism for improved shifting performance.
4) Sealed mechanisms to prevent rain, water and mud from getting inside.
5) Centeron mechanism for fast, precise gear changes.
6) Human-engineered finger-shifter lever design.
7) Lever resistance is adjustable even while riding.
8) Crisp, clean ratcheted shifting feel.

Front Derailleur

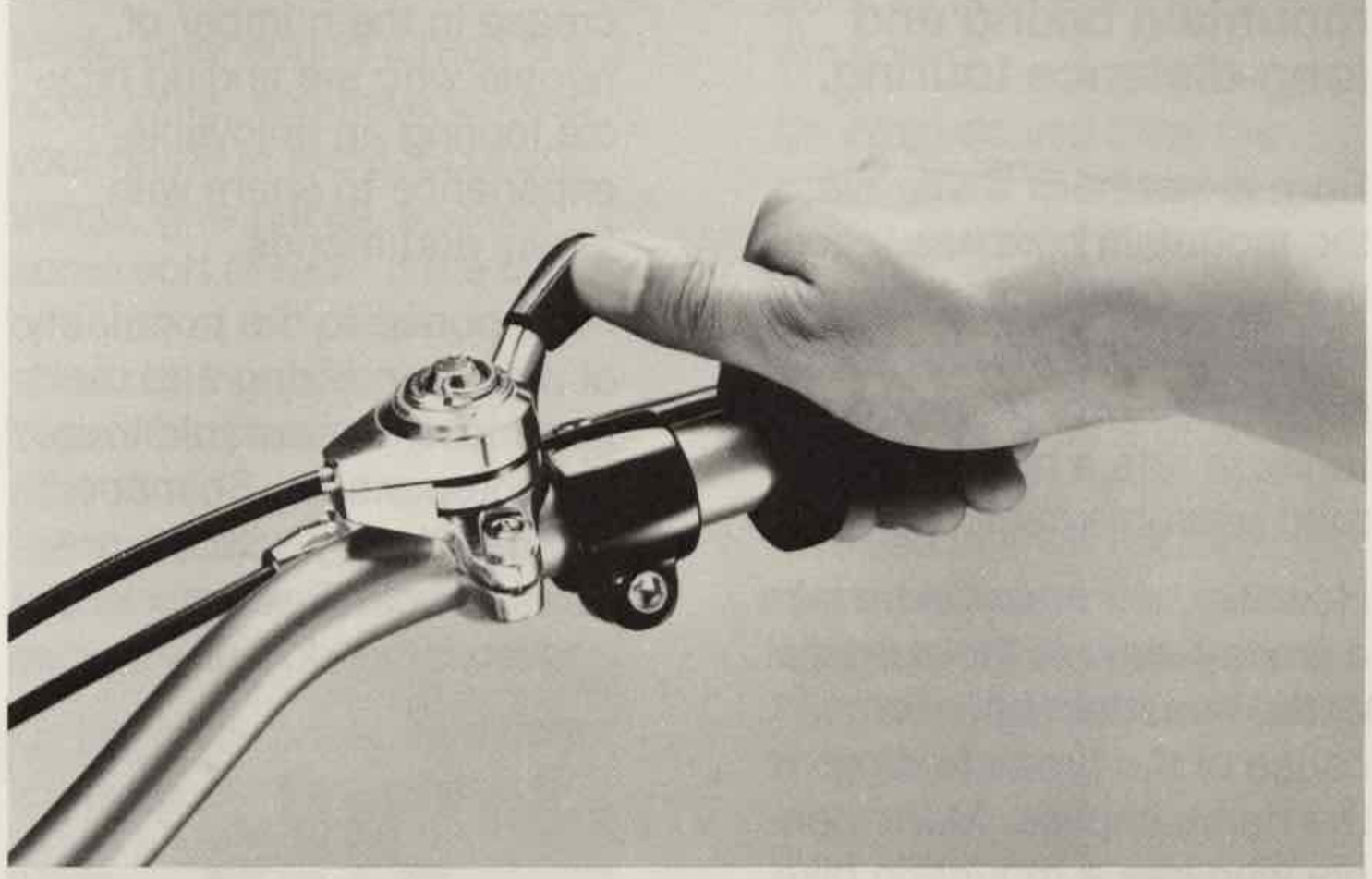
1) Wide-triple chain guide (max. difference: 22 teeth).
2) Spring cover with sealed mechanism.

Rear Derailleur

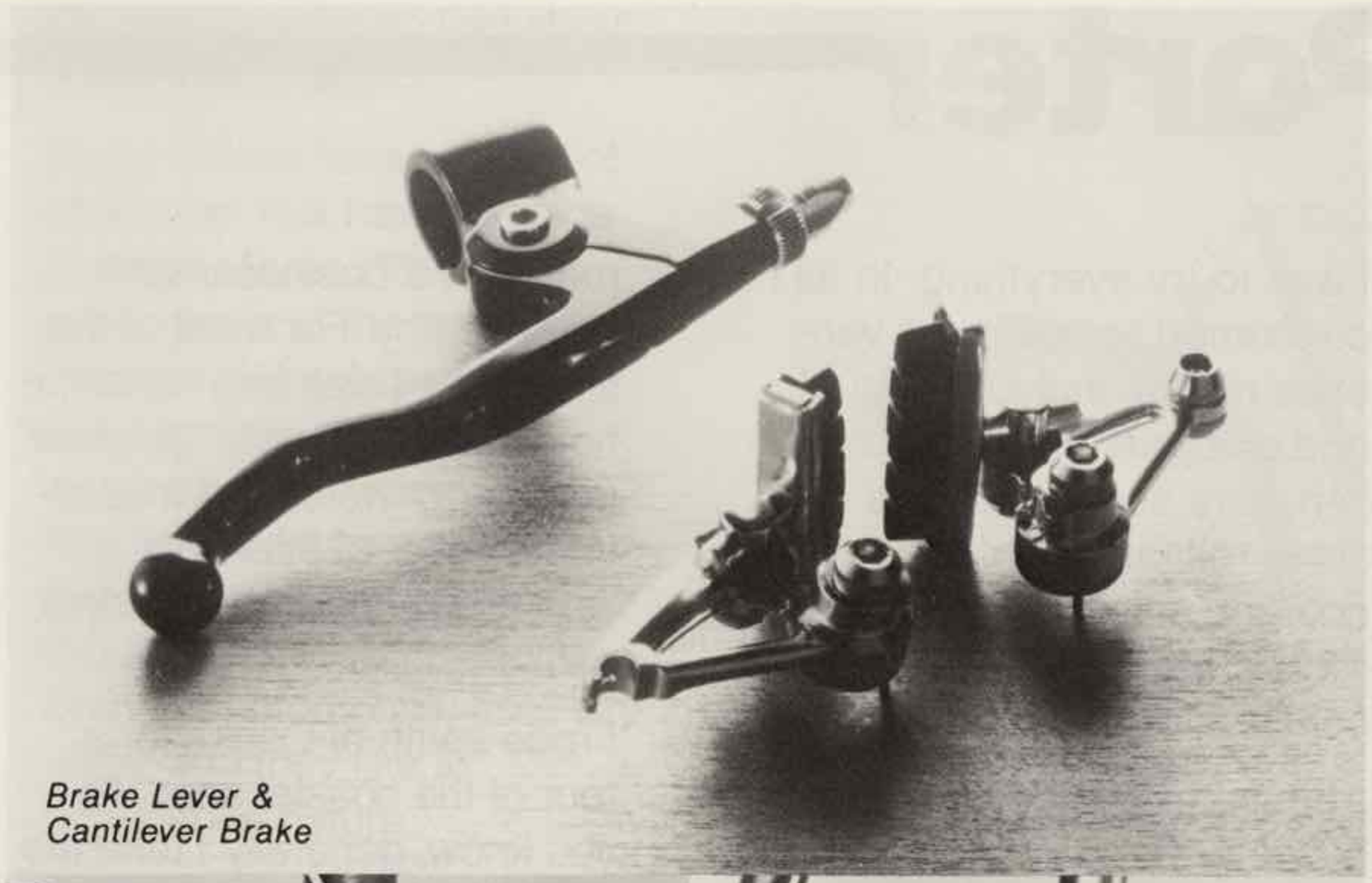
1) Variety of gear choices, with total capacity of 40 teeth (largest rear sprocket: 34 teeth).
2) Centeron mechanism for quick and sure shifting.
3) Sealed mechanism for bracket-fixing and cage-fixing shafts.
4) Aluminum pulley plate.
5) Spoke Barrier (SB) cap to keep derailleur clear of spokes.



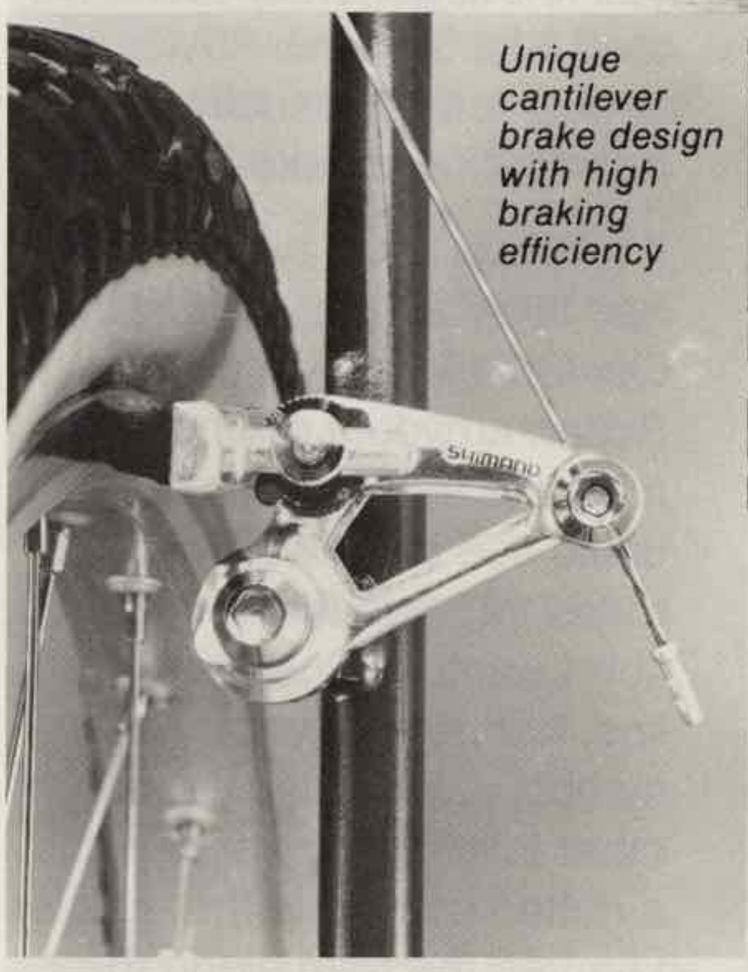
Finger Shifter operated by thumb or forefinger without releasing the hand from the grip



Rear Derailleur, Front Derailleur & Finger Shifter



Brake Lever & Cantilever Brake

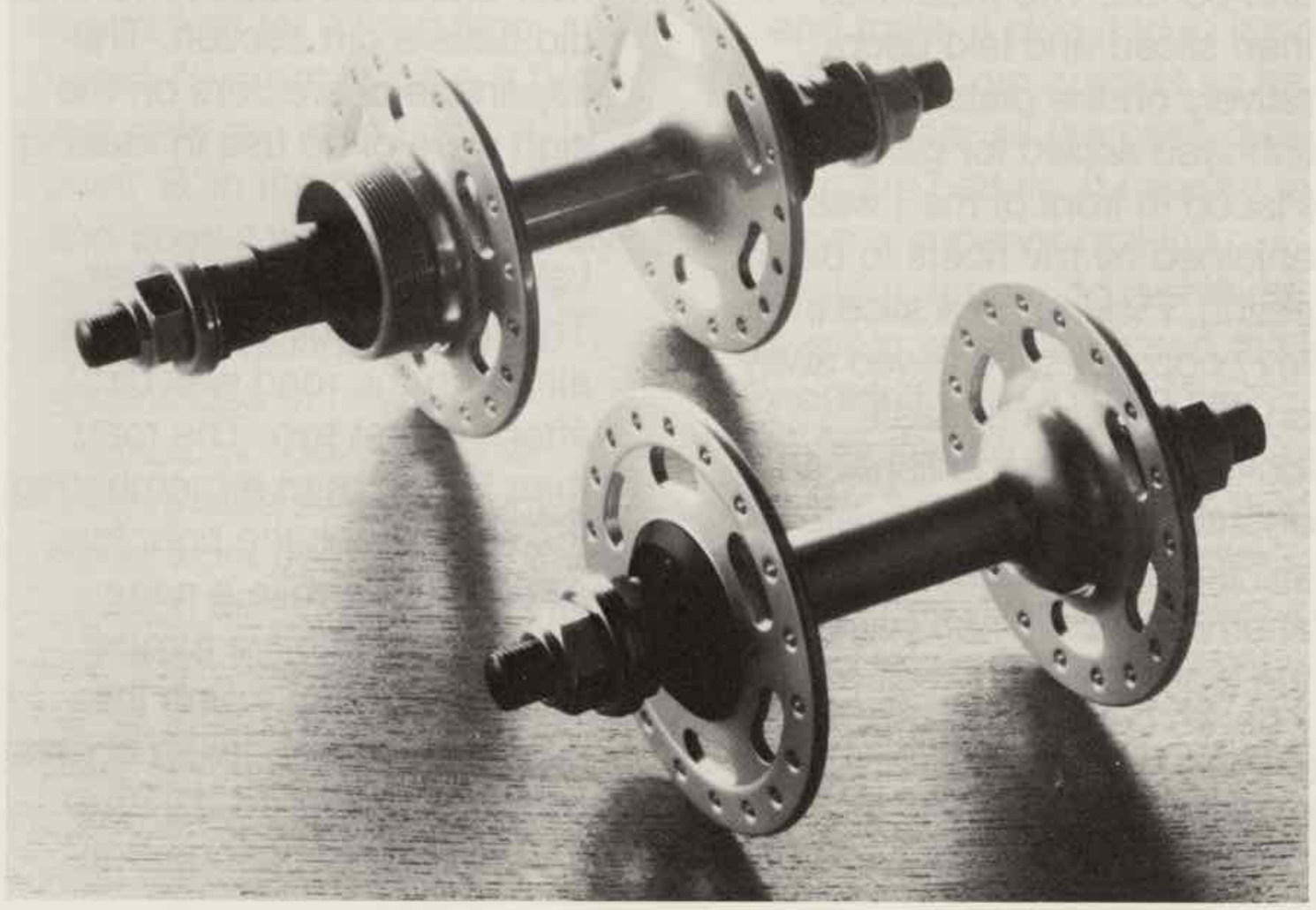


Unique cantilever brake design with high braking efficiency



Mechanism to keep brake clear of spokes

Large Flange Hub



Brake Lever

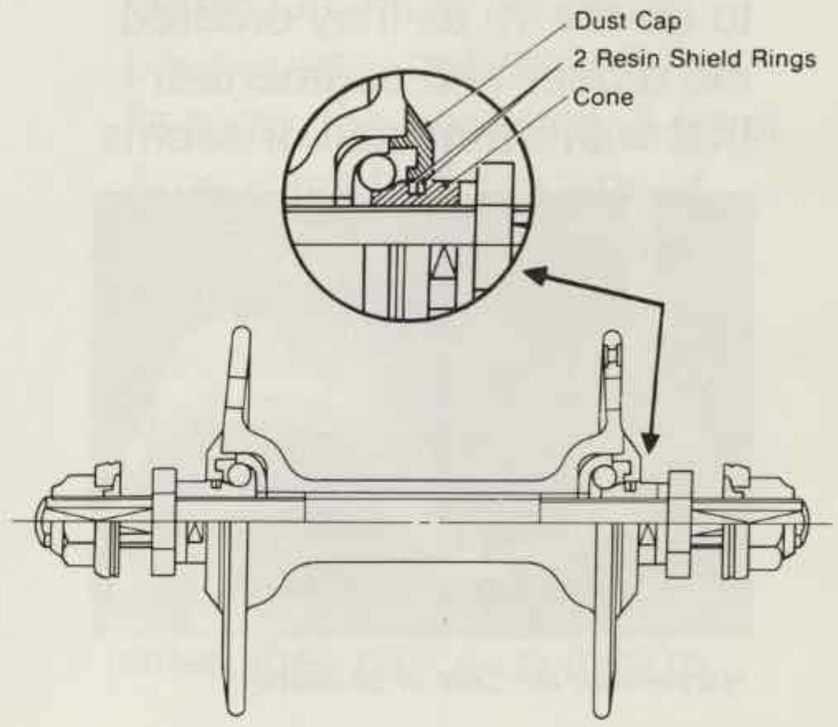
1) Large, mountain bike-sized brake lever.
2) Forged brake lever.
3) Human-engineered hand-fitting grip design.
4) Easy-to-handle adjusting bolt.
5) Cable replacement by motorcycle brake cable or standard braided bicycle cable.

Brake

1) Unique cantilever brake design with high braking efficiency.
2) Mechanism to keep brake clear of spokes.
3) Sealed mechanism to protect brake against mud and water.
4) New type NBM brake shoe for assured braking control.
5) Long-size brake shoe with upgraded braking power.
6) Tapered washer for one-touch leading/trailing adjustment of shoe.

Hub

1) Hub-and-cone type sealed watertight mechanism for adjustment of the ball movement.
2) 3/8″ Cr-Mo shaft for front and rear hubs.
3) Anodized finish.



Harvie Porter

Harvie pops the question!

I departed from Singapore, taking the overnight flight to Tokyo and connected with a flight to Osaka. There I was picked up by one of the Shimano employees, complete with camera for photos.

I was taken to the Shimano plant in Sakai, a city about ten miles from Osaka. I met the advertising manager, Mr. Oda and his assistant, Mr. Kinoshita. We went out to lunch, at which time we discussed the details of my stay.

That afternoon I started to list the parts I needed for my bicycle, and when evening came, I was taken out to dinner by Mr. Oda and Mr. Obana, the head of Shimano's Dura-Ace Division.

Mr. Oda asked if I liked raw fish, and I replied that even though I hadn't had it, I would try anything. I was taken to a small sushi shop, where we sat at a counter, along which the various fish were displayed. It seems Mr. Oda and Mr. Obana were out to do me in, as they ordered me a beer and augmented that with warm saki. It seems



Harvie with Mr. Oda of Shimano.

I was to try everything. In all I consumed ten different varieties of fish, including squid and octopus. The strips of fish were served up on a small roll formed of sticky rice and spiced with horseradish. My saki cup was continually refilled.

At this point my head was buzzing. Between the beer, saki, and having had almost no sleep on the flight the previous night, I was ready to keel over. The raw fish had been delicious, hardly as sea tasting as one would have expected. My hosts, however, had one more test of stomach fortitude.

From the fish tank at the rear of the shop, a fish was netted and brought to the workspace on the opposite side of the counter from me. There the sushi master cut and cleaned the fish, removing the head and bones. The meat was then sliced and laid decoratively on the plate and the fishhead added for garnish. Placed in front of me I was enjoined by my hosts to begin eating. Picking up a slice in my chopsticks, I chewed away on the tender meat as I looked down at the fishhead on the plate. The gills were still flapping! I reached for another piece–I had passed the test!

While waiting for my bike to be re-equipped with all new Shimano parts, Shimano put me up at a businessman's hotel nearby. For most of the time while I was staying at the hotel, I was the only "guigene" (foreigner) there, and thus attracted a lot of attention. Suprisingly few of the people spoke English.

I rode south of Osaka for a tour of the coastal area. As you know, generally I take the road less traveled. Advice not to take a route usually makes my mind up to take it.

It was late Sunday morning. I had three days to get back to Osaka before my girlfriend Susan arrived. Looking at the roadside sign before me, I could see there were two roads that headed in the direction I wanted. One, the solid line, had several mountain symbols along side it, and the other followed a river, but had a dotted section in the middle. I figured the road along the river would be easier, even if it did have a dirt section. The Japanese characters on the sign were of no use in making my decision.

I started following the river. The first five miles were fine, although the road was dirt after the first two. The road then forked, and remembering the sign, I took the right fork. After about a mile a sane person would have turned back, instead of rolling the bike under a tree fallen across the road. The road became narrower as I continued up-

ward, now just following a ledge halfway up the steep river gorge.

At each new obstacle I rerationalized going forward, and having done so had new reasons for not turning back. The ledge periodically disappeared and I was forced to cross log bridges, some just two logs. The bicycle was rolled on the river side while I shuffled along the cliffside log. Deep pools of water beckoned me for a swim below, but the hillside was too steep to make a safe descent.

Occasionally I crossed a hanging bridge, proof to me that the road went somewhere. I was forced to push the bike as the trail was now only a path. I finally reached a point where I could go no further. A landslide had taken out the whole hillside.

I left the bike behind and scouted ahead. What I found of the trail was no more than an animal path. I had two options. Continue, or go back.

I opted to follow the river, one way or the other, so I slid the bike down the hillside to the river below. I couldn't decide which way to go. I hiked upstream without the bicycle to scout things out. All I discovered was an old lumberman's cabin on the hillside a few hundred feet upstream of the bike.

A thunderstorm forced me to take the bike and gear upstream, to seek refuge for the night in the cabin. The roof was partially gone, but there was a large enough area to sleep in without worrying about getting wet. I cooked up a dinner of rice and beef boullion and tried to get some sleep.

I was so exhausted that my pulse raced madly as I attempted to sleep. In the restless hours of the night, I debated over and over which direction I would head in the morning.

In the morning, after searching for a road above the cabin, I made up my mind to go down stream. I worked it out so I could carry all my gear in one load, the bicycle in a second load, and thus would have to make only two trips. I struggled back up to the path I had followed in and retraced my steps. It took me 1½ hours to reach the point where I had first descended the wooden rampway. I left the gear there and returned for the bicycle and another 1½ hour hike out.

As you have read, my little expedition had the makings of a great story. Even now I have the urge to go back just to discover where I would have finally come out of the woods had I continued. However, I ended up doing the right thing as I hitched a ride that allowed me to get to Osaka in time to meet Susan at the airport.

I almost missed Susan, as I watched a pretty girl on the same flight come into the arrival hall, but much to my surprise, it was Susan that I was staring at–more beautiful than ever!



Harvie with fiancée Susan.

We were busy that afternoon, so it wasn't until that evening that I was able to sit Susan down alone and ask the big question, "Will you marry me?"

I counted off the seconds as I waited for Susan's brain, sharp from a year of computer courses, to work out a reply. Before the double digits appeared in my tabulator, came the reply, "YES!"

We've decided to wait until our return to the U.S. to get married so the family and our friends can be present.

continued next issue



Meet the Shimano BMX Pro Team

We at Shimano believe strongly in promoting BMX racing here in the United States, and what better way to accomplish this than with the help of our winning Shimano team:



Alex Miller 1982

John Schachel
Age: 19/Home: Teaneck, NJ/Years Racing: 5/Class: AA Pro

In 1980, John won the 16 Expert class at the N.B.A. Fall National. By the beginning of 1981, John had turned Pro and began competing on a National basis. Impressive B Pro wins at major events in Pittsburgh and Philadelphia and an early season 1982 B Pro win in New Hampshire promoted John into the AA Pro category. At the 1982 I.B.M.X. World Championships, John was the only non-California racer to make the Pro Trophy main event and finished a credible 5th.



Alex Miller 1982

Kathy Schachel
Age: 16/Home: Teaneck, NJ/Years Racing: 4/Class: 14 and over Powder Puff

Kathy has earned her spot on the Shimano Pro Team even though her racing classification only permits her to race as an amateur. Twice World Champion, 1982 European Champion and now twice N.B.L. National #1 Rider, Kathy has proven she is the girl to beat in BMX. In 1982 Kathy won 14 out of 15 War of the Stars events, was never defeated in a War of the Stars main, and won all her moto's, semi's and the main event at the 1982 Grand National while completing a perfect score for the National Series of 1400 points.



Alex Miller 1982

Dave Dechert
Age: 19/Home: Budd Lake, NJ/Years Racing: 6/Class: AA Pro

In 1979 Dave was selected for the Shimano Factory Team and turned in a fine season performance his first year racing on a National level. In 1980 Dave turned Pro and began racing B Pro events. Midway through 1981, a string of impressive victories had earned 'Dollar Dave' an AA Pro classification. 1982 marked Dave's first AA Pro win at the Olney, Illinois War of the Stars. Overall, Dave finished with a strong #9 in Pro Trophy for the 1982 season.

Now that you've met our team, meet some of the Shimano BMX components that are helping them achieve their victories. These are the components the team is riding and promoting, and these are the components you should stock up on to offer your customers the finest in BMX.

BMX

...and the components they use to win!

BMX Cr-Mo Freewheel & Hub

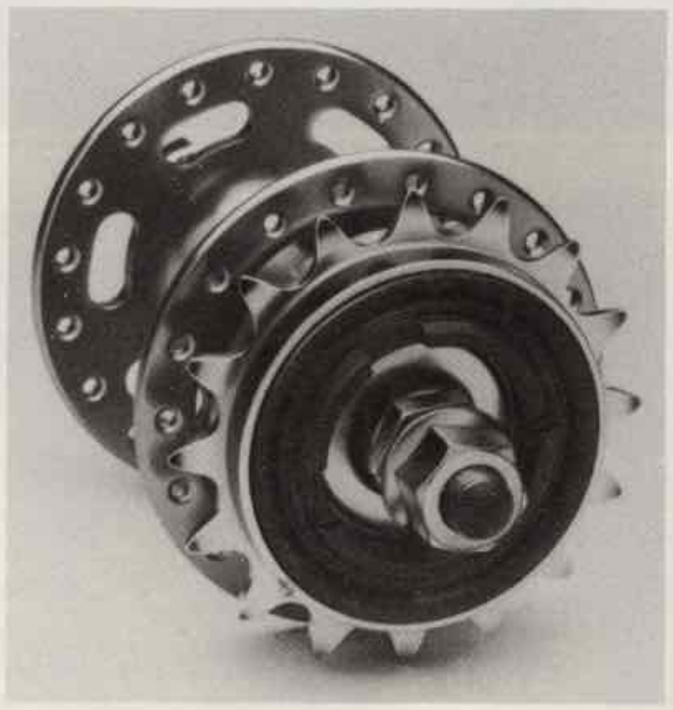
Shimano DX turns on the power with bicycle motocross racing's first chrome molybdenum freewheel sprockets. With superior strength-to-weight characteristics, chrome molybdenum alloys are commonly used in competition framesets and forks.

Now Shimano engineers have created a freewheel using chrome molybdenum (CrMo) for both the pawls and the sprocket for the ultimate in performance and reliability, the DX ChroMoly Freewheel.

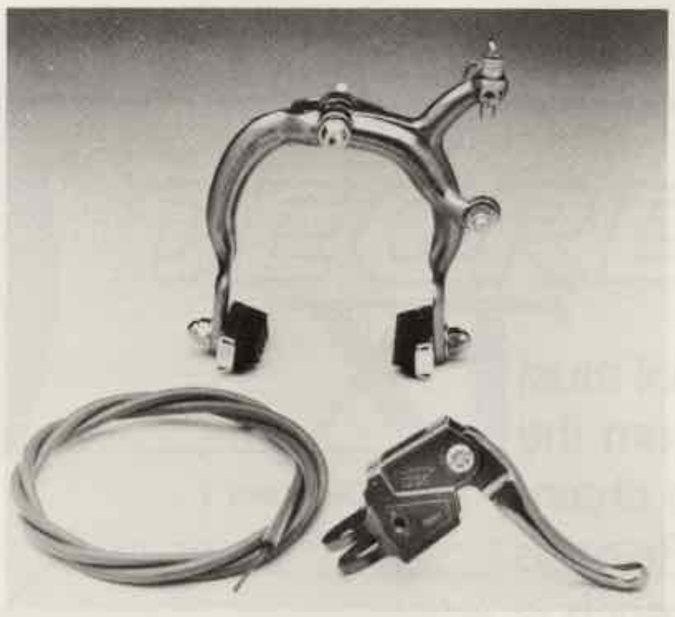
Also new from Shimano are beautifully anodized, light alloy standard hubs. Available in both low and high flange styles in red, blue and gold finish, these Shimano racing hubs are perfect for use with the DX ChroMoly Freewheel.

Shimano DX Adjustable Brakeset

Shimano's new DX Brakesets provide motocross racers with adjustable fingertip control for smooth, sure stops. Unique lever design pushes on the specially coated cable housing for easy braking action. The lever is also adjustable for large or small hands. DX Brakesets are available in red, blue or gold anodized finish with matching cable.



DX Cr-Mo Freewheel & Hub



DX Adjustable Brakeset



DX Seat Pillar



DX Platform Pedals

Shimano DX Seat Pillar

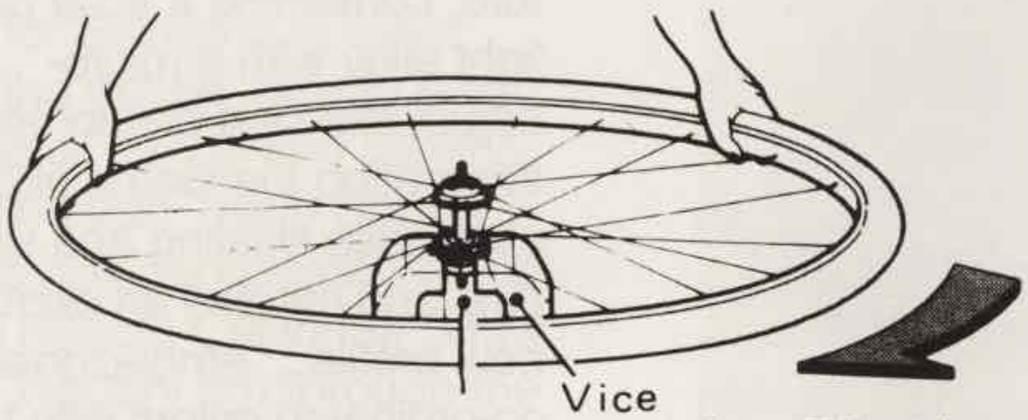
The Shimano DX approach to seat posts is a radical departure, combining a solid pillar of light alloy with a micro-adjustable seat clamp head. Integrating the clamp and post eliminates twisting and slipping and creates an exciting new profile...emblazoned in co-ordinated colors with the famed DX marque.

Shimano DX Platform Pedals

Over two years went into the development of Shimano's sensational DX Platform Pedals. The unique, one-piece DX Pedal was designed for the motocross racer, and to deliver maximum cranking power. Unlike conventional pedals, the DX eliminates potentially dangerous cage teeth and replaces them with a scientifically-designed grid of traction studs. Combined with the concave platform, these studs resist slippage in every direction and grip like no other pedal made. Additional features of the DX Pedal are the exclusive Parallelogram Profile, which eliminates the jamming and slipping caused by flat-sided cages, and special dirt and moisture sealing. Shimano DX Platform Pedals are available color anodized and in 9/16″ and 1/2″ sizes.

TECH TALK–Important Service Bulletin

SHIMANO



Freewheel disassembly tool (TL-FW40)

We would like to emphasize an instruction found in the Shimano Technical Information Book you recently received, specifically on Page 7, Freewheel Section Disassembly, Instruction 3–

PLEASE NOTE: When removing freewheel ball race, remember to turn wheel CLOCKWISE (LH thread).

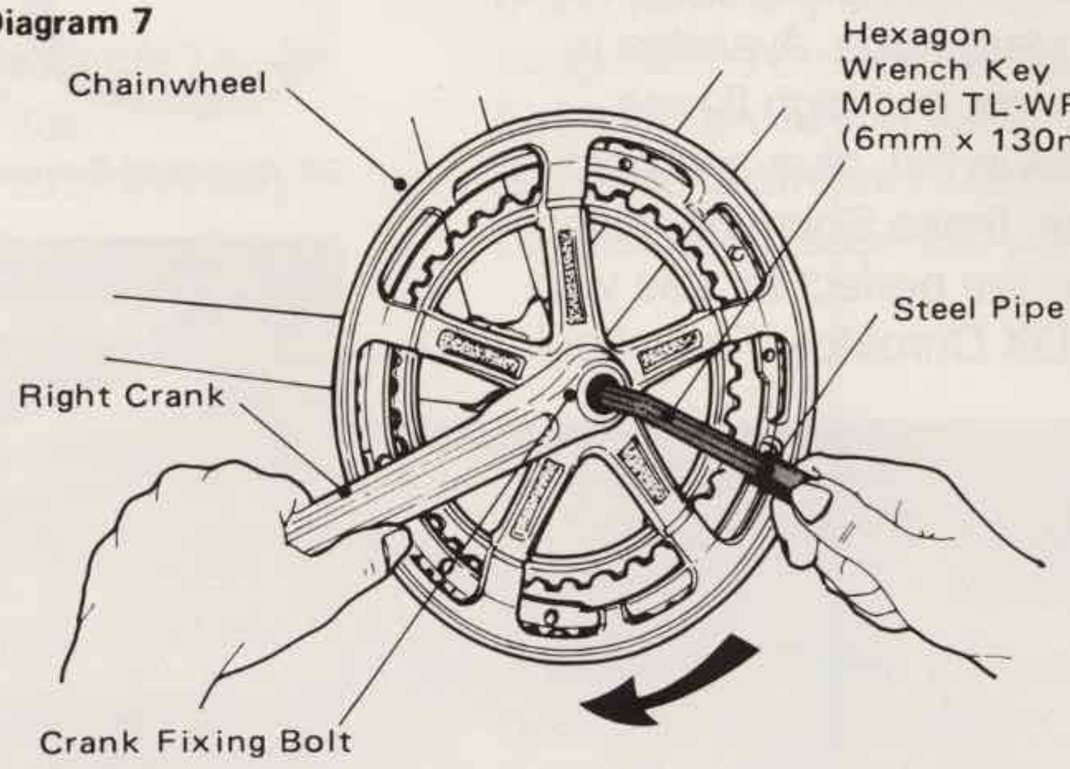
One Key Release Mechanism

On ordinary chainwheels, a special tool must be used to detach the chainwheel from the bottom bracket spindle. On Shimano chainwheels equipped with the One Key Release mechanism, only a 6mm allen key wrench is necessary to detach the chainwheel. However, it is important to note that even though the large bolt normally used to attach the chainwheel has been replaced by a smaller, easier-to-use allen bolt, the same torque specifications apply for proper tightening of the chainwheel. Please be sure all your shop personnel are aware of these specifications.

Torque: with torque wrench–200-300 inch/pounds
by hand–grip allen key 4″ from the spindle and apply approx. 65-70 pounds of pressure.

In all cases, the chainwheel should be checked to insure it is firmly seated on the spindle.

Diagram 7



See Technical Information Bulletin No. 18, Diagram 7, Page 3.

Top quality cycling attire from Shimano.







Now you can offer your customers a complete line of Shimano promotional items– T-shirts, baseball caps, decals and patches. All are quality made; all sport the bright, eye-catching Shimano corporate colors.

It's easy to order. Just check the list below for the part numbers and descriptions of the items you wish to order. Then call your favorite Shimano distributor or call the Shimano ServicePLUS Team on our toll free number. Either way, your order will be quickly processed through one easy phone call.

Stock up now on these terrific Shimano promotional items. Your customers will love them!

See back cover for full color photos of each promotional item.

DESCRIPTION	SIZE	PART NO.
Shimano Dura-Ace EX T-Shirt		
Cotton polyester blend. (Limited quantities available.)	Adult Small	M00120
	" Medium	M00130
Shimano BMX Jersey		
Nylon mesh padded.	Youth X-Small	M00008
	" Small	M00010
	" Medium	M00012
	" Large	M00014
	Adult Small	M00020
	" Medium	M00030
	" Large	M00040
Official Team Shimano Shirt		
The shirt that's more than a T-shirt. 3 separately dyed pieces of 50/50 cotton/polyester form-cut & stitched together to create Shimano's unique corporate color combination.	Adult Small	M00150
	" Medium	M00151
	" Large	M00152
	" X-Large	M00153
Shimano Baseball Cap		
Hi-quality cap with Shimano logo in raised lettering.	One size fits all.	MX0060
Blue Kiss-Cut Shimano Decal		
Easy application. Press on surface and peel off. Individual die-cut letters remain for professional hand-done look.	—	MX0008
White Kiss-Cut Shimano Decal		
Same as above, but white lettering.	—	MX0009
Shimano Foil Sticker	—	MX0005
Shimano Sew-On Patch	—	MX0001









Now you can offer your customers a complete line of Shimano promotional items. All are quality made; all sport the bright, eye-catching Shimano corporate colors. To order, just make a quick phone call to your favorite distributor or to the Shimano ServicePLUS Team at our toll free number. See the inside back cover for a complete description of each promotional item.

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