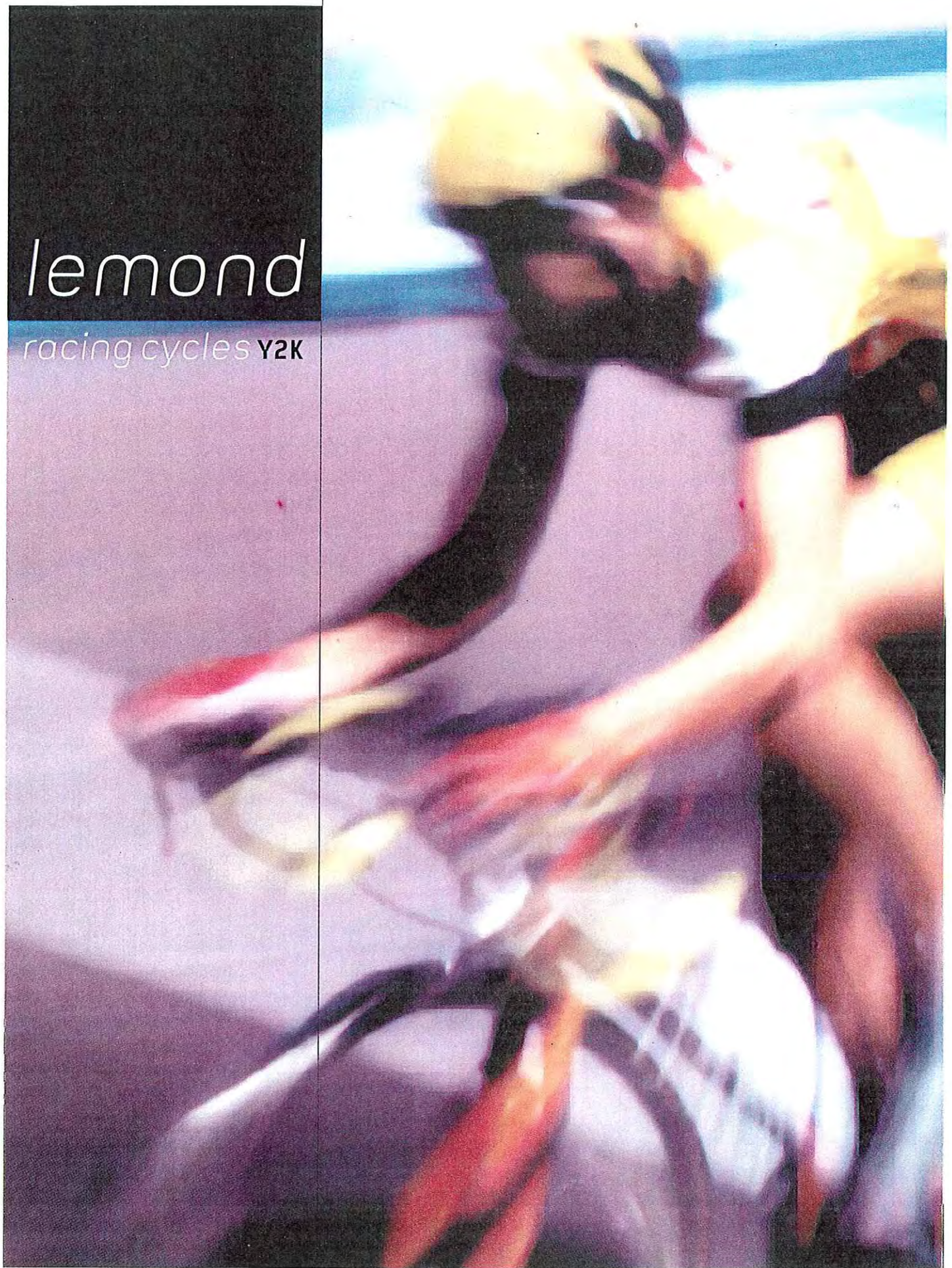


lemond

racing cycles Y2K



AEROLUMINUM

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

maillot jaune

My-yoh Jow-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

6 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 seen a lot of help. Fact is, I could be happy all season on either one.



AEROLUMINUM

FRAME 6061 T6 butted Aeroluminum
 FORK Time Stiletto carbon fiber
 WHEELSET Rolf Vector Comp
 GRUPPO Shimano Ultegra 1 9-speed
 SIZES 50, 53, 55, 58, 61
 COLOR Blue and White

chambéry



Showm-bay-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

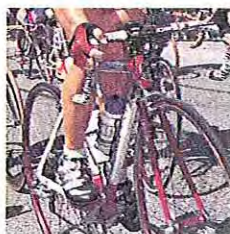
alpe d'huez

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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 aluminium bike — the weight of it is a bonus for me. It's unbelievably 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 rigidity of the aluminium 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 aluminium LeMond is different too: You can hug the corners with confidence — it handles sweet! And all that is without mentioning the cool paint job!

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 durability. 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.



Cybil DiGiustini 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 aluminium frame looks hotter!



REYNOLDS STEEL

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

zürich

Zuhr-riek 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.



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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

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Boo-ay-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.





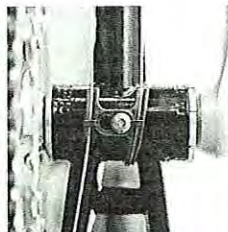
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Michael Barry SATURN CYCLING USA

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 Aeraluminum 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 become 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

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

tourmalet



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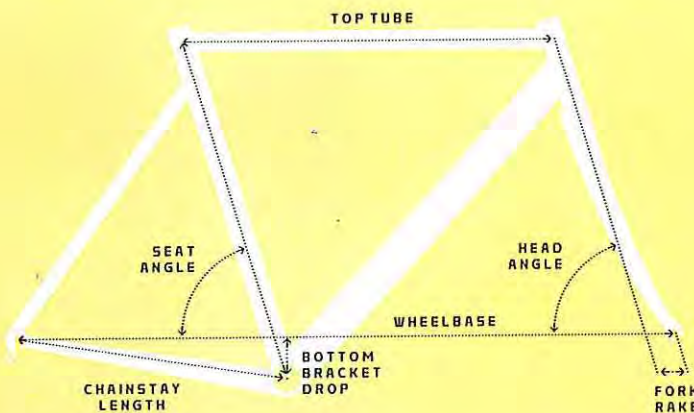
Too-er-mah-loy A 2,115 metre-high peak in the Pyrenées: on France's border with Spain.

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

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

Gianno 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)



