

Fat Tire Flyer



VOLUME II • NUMBER 4 • JULY/AUGUST 1982

\$1

seventh annual
**Crested Butte to Aspen
Bicycle Tour**
over Pearl Pass

September 17, 18, 19, 1982

FRIDAY

two stage race and
rodeo; awards
banquet and get
together with video
tape and slide show;
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SATURDAY

tour starts - we will
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SUNDAY

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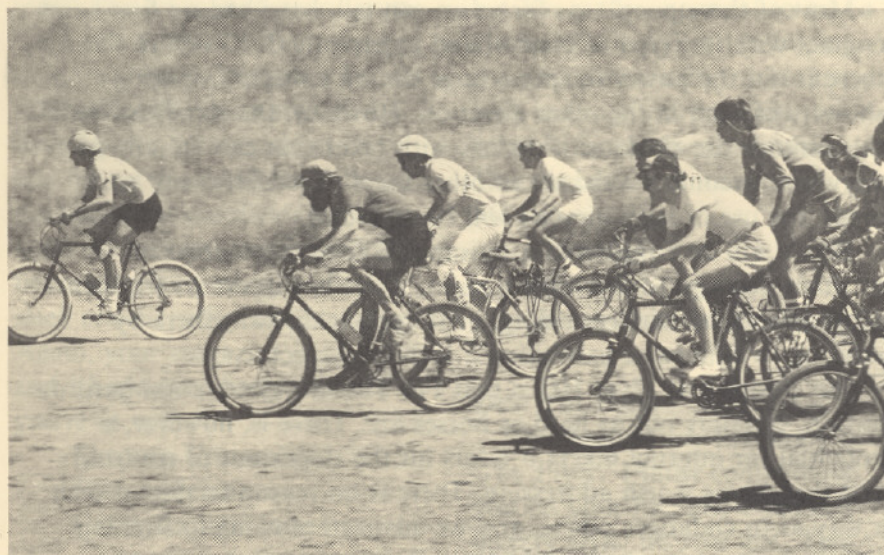
Information and Entry Forms: Bicycles, Etc.
303/349-6286 Box 813 Crested Butte, Colorado 81224

Fat Tire Flyer

BOX 757, FAIRFAX, CA 94930

Volume II Number 4

July/August 1982



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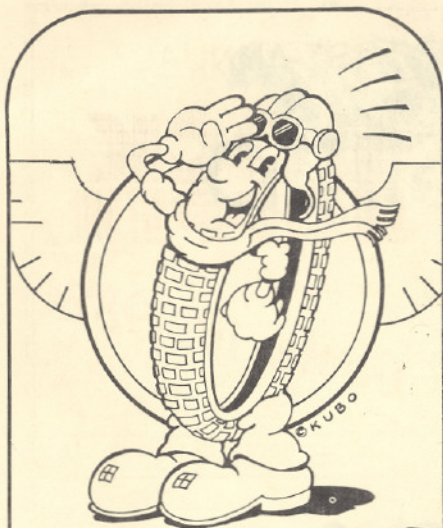
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Editorial



Fat Tire Flyer

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Recently publicity in national publications (other than the Flyer) about bicycles with the capability of travelling on all surfaces has brought letters of concern from people who see these bikes as just another version of motorcycles. These people are concerned that fat tired bikes will destroy the landscape just as completely as their motorized cousins.

Most of these people, as far as we can tell, have had no first-hand contact with this type of bicycle, and apparently don't realize that there is not the power to spin a huge tire on an uphill, spitting showers of mud in the other direction. However, the ramifications of this attitude are obvious: if cyclists with bikes that can literally go anywhere become a nuisance to other users of wilderness or park areas the use of such bicycles will be restricted.

Bike's will be considered a nuisance if they cause erosion or other damage to the environment, if cyclists injure or frighten other people by careless riding, or if cyclists offend others by littering or otherwise exhibiting a lack of respect.

Our position at Flyer HQ is that Fat Tire bicycles are not hard on terrain, certainly not as hard as horses are. There is, however, a potential for injuring hikers if riders hit the slopes out of control, and that seems worth addressing. There is no reason to ride in such a way as to endanger others, and we advocate slowing to walking speed when passing such obstacles as horses or pedestrians.

Since many people will be surprised to see cyclists on rough roads and trails, riders can help their own cause by stopping to talk, explaining about their bikes and the sport. A positive and friendly attitude toward others will do as much to advance Fat Tire riding as any technical breakthrough. ■



Malcolm Scott explores the bed of a lowered lake.

Tom Meyers

Fat Feedback

Dear FTF,

Your publication is great and I am obliged to order another year's subscription. I'd like to see more in the line of riding technique, off-road tests of individual bikes, and gearing up for a ride (why is it I've never seen a fat tire rider with a helmet in the Flyer?) About myself, I have been a fat tire addict for just over a year and am still pounding the cornfields here in Iowa on a heavy cantilever frame beast (dreaming every night of sleek cro-mo/alloy machines). Again, your magazine is superb and I hope everybody where you're at will...

Keep on Cruisen'.
Pete Anderson
Cedar Rapids, Iowa

Dear Fatty Tire Eaters and Flyers:

My diet is high in FATTY TIRES and I just added your Fat-rag to my subscribe menu ... goes well together!! I goat Cycle just about anywhere... sometimes I go over backwards... sometimes I go over de goatbars... where ever I gotes..

I GO AT IT!!

Sincerely,
R.C.A.
Cotati, CA

Dear FTF,

I find this klunker development the most interesting thing in years. I sure envy you Marin county to ride in! Australia has a long tradition of dirt road and off-road cycling, but not of specialist bicycles for the purpose. It would be a natural here because the vast bulk of the roads are unpaved.

(Can you imagine a population the size of New York City paying for roads all over a continent the size of the U.S.?) I have a racer, a tourer and a 3-speed, all locally custom made, but I'm really impatient to get a klunker built. What I'm hoping your magazine will provide me with is design information suitable for the local craftsmen. That and news of marvelous Marin!

Sincerely,
Howard Douglass
Warrendale, South Australia

Dear Fat Folks,

Just received my first copy of 'The Flyer.' I must compliment you on your fine and authentic literary style; it's true grit. This may be the very first publication that has held my attention long enough to read it cover to cover.

Concerning the controversy connected with t-shirts, is it "Fat Tire Flyers," or "Fat Tire Fliers"? Personally, I would prefer "Fat Tyre Flyers," anything as long as it's not "Flat Tire Flyers!"

J. Byron Hopkins
Phoenix, Arizona
(It's "FAT TIRE FLYERS"—
ed.)

Dear FTF,

Here's my money for next year's subscription. You're doing a good job. Please keep the information coming on new cycles as they appear. We ride modified Murrays at the moment, but are anxious to know about new bikes that regular people might be able to afford.

We don't have large mountains around here, but have

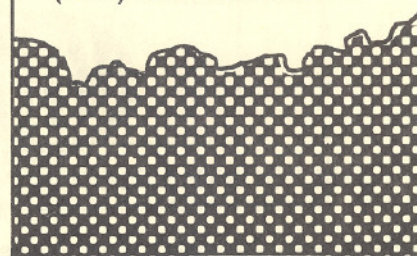
1ST ANNUAL

ROCK HOPPER

October 10, 1982

FOR MORE INFO

Contact:
John Stillwell
518 Howard Street
Santa Rosa, CA 95401
(707) 575-1974



NOTICE

from the Fat Tire Flyer

To any and all Fat, Creative people! In order to provide a complete, well-rounded, and objective publication, we need your help. Photographers, writers or just plain readers/riders, we need your stuff. Unsolicited manuscripts are always welcome as are letters or comments. Photographs should be black and white.

Send all materials to:
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managed to find some short, scary rides, and would be interested in sharing information with other Eastern Fat Folks. Maybe you could publish this letter to help us make contact.

Tom Shaffer
3558 Retta Street
Philadelphia, PA 19128

Dear F.T.F.,

Not only do I think your mag is outstanding, I think it keeps me out riding. I just saw my first copy, and it inspired me to go out to the barn and drag out my old coaster brake one-speed; the first thing I did was blow the tires off the rims by attempting to inflate them. The second thing I did was go down to the bike shop and lay out \$BUCKSS for an ultra cool Fat Tire Flying machine.

Keep your tires pumped.
J. Argyle
Flatland Center, KS.

Dear Fatheads,

I am enclosing a check for a year's subscription. I ride a Stumpjumper and am fairly new to the sport, having only ridden my old Schwinn Typhoon (What a difference!). I'm looking forward to some articles on beginning riding techniques in future issues. What I would also like to see is something about how to train for off-road races.

Paul Hutchins
Gilroy, CA ■



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BIKES • FRAMESETS • PARTS • TOOLS

by Kevin Montgomery

"Martin, if dirt was trumps,
what hands you would hold!"—
Charles Lamb

Rain drummed on the roof, gushed down the gutters and punctured the frigid air. The appointed time for the ride had passed three quarters of an hour prior, yet still I curled on my couch with a favorite book and a cup of hot brew. Confident was I that no one would venture to bicycle mud roads on such a day. Then the phone rang.

"I assured the people who have come for your ride that Kevin would never be scared off by a little rain," said Jean Johnson. "Why aren't you here?" I threw my MountainBike in the van, my face hot with shame. Hard to imagine, isn't it, that the star of the "'76 Christmas Trip

movie, Camp Pendleton sequence," would be guilty of such dishonor.

Five adventurous cyclists greeted my arrival at the start, their faces radiant with dirt-lust. Off we rolled under clearing skies, climbing a ridge and heading east on well graded dirt roads. Hugh and Jean Johnson, in matching camouflage outfits, were nimbly dodging the puddles. Barry Phillips not so nimbly plowed through them. Glen Elliot, no newcomer to off-roading, rolled along comfortably, and Liz Liepper brought up the rear on her temporarily shiny Schwinn. The road might just as well have

CARMIE

been paved, but it was not to be so pleasant for long.

After passing through thriving Del Mar Mesa we continued east to within half a mile of the Penasquitos development. Carrying our bikes across Deer Canyon, we visited our first illegal immigrant encampment, its plastic covered hut long unoccupied. As we continued north and then west on Santa Monica Ridge a change in the soil became evident. We found ourselves sliding through sticky adobe mud.

Oh, Glorious Slime, Marvelous Mud! Tires lined thickly with saturated brown gunk were formed into graceful

shapes by the brake calipers as clay can be formed on a potter's wheel. Stretches of jeep trail so slimy that our rear wheels would only spin, tractionless on level ground, were followed by gooey descents where steering was impossible, and walking was nearly so. Derailleurs ceased to function when chains came to resemble belt drives with no discernible links, and mechanisms vanished under pounds of clay. Frequent stops were necessary to dig dollops of crud from brake arches and fork crowns where the accumulation had jammed the wheels solid. At the bottom of McGonigle Canyon the mud was of such

quality that bikes would stand up unaided in it.

We waited out a downpour in another immigrant's hut hidden in the chapparal at the bottom of a ravine, then squished and slithered our way out to the pavement of Carmel Valley Road and back to the cars.

The coveted Klunkee-of-the-Day award goes to . . . Liz Liepper (applause) who, after riding and sliding herself to exhaustion, covering herself with muck, and wrestling all day with a bike that would not shift, actually said she enjoyed the ride.

The next one will be even better, Liz. ■

EL VALLEY CLUNKER TOUR



HERE COME THE KIDS!

by Murdock

Remember the 26" Schwinn Stingray with the five speed stick shift? The young BMX riders here in Crested Butte (home of the Pearl Pass Tour and Race) have updated that technology to make their 20" mounts into mini Fat Tire off-road bikes. It is inevitable, living in a town that has one of the highest concentrations of Fat Tire Flyers (*ahem: ed.*) in the known world, that the young riders would want to upgrade their bikes with gears.

The conversion is a simple one, accomplished by spreading the frame to the standard 125 mm and replacing the shorter

single freewheel axle with the longer 170 mm axle and spacers. Because of the closer ratio between the freewheel and the 20" wheel you can use the smaller cog freewheel and get low enough gears. This means that you can use a short arm derailleur and have more road clearance and tighter shifting.

Ten year old Barefoot Murdock has tricked out his Littlejohn frame with five speeds, quick-release seatpost bolt, and a water bottle. He has been in the shop lately pricing equipment to add a double or triple chainring crankset to his bike. Eleven year

old Adley Rich converted his Mongoose to five speeds, and eight year old Josh Reitee has recently added five speed thumbshifter gearing to his Z-Rim Cycle Pro. Eleven year old Scott Rowitz was the youngest and the first place for kids in a recent road race riding his one-speed, and has been in the shop pricing the five-speed conversion.

Other kids are getting into off-road, and soon we'll need a younger class for races. They're already talking about going over Pearl Pass this year. ■

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If imitation is the sincerest form of flattery, we're very flattered. Now you can pay a little less for a similar-looking bike that is at least half as good. But ask anyone who owns a Ritchey-MountainBike – there is nothing like it. This is the machine that launched a new cycling movement; a hand-brazed frame by Tom Ritchey, featuring an equipment group chosen by the world's most experienced and discriminating off-road cyclists for the highest performance on balloon tires. We don't expect you to take our word for it, we want you to test the rest before you buy the best. Four models, from \$820.00 to \$1,529.00.

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Race Reports



Tom Meyers

This issue's race results will dwell on hard, dry statistics, without dramatic sportswriting to really bring out the agony of the competition. The reason for this is that none of the race promoters could beat our headline with their stories.

MOUNT WILSON HILLCLIMB

June 6, 1982

Mount Wilson, California

Victor Vincente of America used a specially constructed

uphill bike to take nearly two minutes out of second place finisher Jim Harlow and four minutes out of Rick Denman on this nine mile climb.

- | | |
|-------------------------------------|---------|
| 1. Victor Vincente of America (VVA) | 1:26:05 |
| 2. Jim Harlow | 1:27:45 |
| 3. Rick Denman | 1:30:00 |
| 4. Clark Roberts | 1:34:52 |
| 5. Ron Skarin | 1:39:09 |
| 6. Mark Grayson | 1:42:29 |
| 7. Kye Sharp | 1:44:20 |
| 8. Morey Bassman | 1:46:05 |
| 9. Dale Perry | 1:53:50 |

Ned Farnkopf lectures the troops before the San Anselmo Race.

After the uphill comes the downhill, and Curt Jensen set a new course record on his home turf, winning this event for the fifth straight time.

- | | |
|--------------------|-------|
| 1. Curt Jensen | 19:54 |
| 2. Frank Niemeyer | 20:28 |
| 3. Todd Richardson | 20:40 |
| 4. Kye Sharp | 20:47 |

5. Kent Shelbourne	22:25
6. Brian Skinner	22:31
7. Kevin Lansing	23:09
8. Clark Roberts	23:58
9. Scot Link	24:39
10. VVA	24:47
11. Philip Cabot	24:52
12. John Grine	26:26
13. Rick Seccombe	28:05
14. Clark Smith	29:44
15. Mark Grayson	31:30

SAN ANSELMO RACE

July 11, 1982

San Anselmo, California

The San Anselmo race, promoted jointly by the FTF and the San Anselmo Fire Department, demonstrated "trickle-down" as applied to bicycles, as the generous prize list reached to 15th place. Sponsors included Cycle Dynamics, Mill Valley Schwinn,

the Village Peddler, Marin Bike Company, MountainBikes and Specialized.

1. Dino Gradone, Santa Cruz
2. Gordon Burns, Santa Rosa
3. Mark Horwitz, Fairfax
4. James McLean, Menlo Park
5. Tom Hillard, Santa Rosa
6. Larry Souza, San Anselmo
7. Rob Nilsen, San Anselmo
8. Steve Striepke, Santa Rosa
9. Jeff Hoover, Aptos
10. Craig Shearer

THIRD ANNUAL CENTRAL COAST CLUNKER CLASSIC

May 2, 1982

San Luis Obispo, California

The third running of this 25 mile race featured a prologue hillclimb stage on May 1, won by VVA on his custom, one speed, sew-up tire, no brake

hillclimber. On the cross country stage Clark Roberts of San Marino rode away from the other 52 riders, taking ten minutes off Monte Ward's last year's time.

1. Clark Roberts	2:44:40
2. Dino Gradone	2:47:17
3. Jim Harlow	2:52:11
4. Dennis Mckeown	2:58:25
5. Marty Cochran	3:01:09
6. Dave Furbee	3:08:05
7. VVA	3:11:10
8. Don Mackinder, Jr.	3:11:40
9. Bob Guglielmelli	3:13:07
10. Randy Martin	3:13:10
11. Craig Shearer	3:14:05
Jeff Hoover (tie)	
13. Mark Healy*	3:23:27
14. Mark Grayson	3:27:12
15. Luigi Puzziferro	3:28:20
16. Kye Sharp	3:29:40

45. Laure Thompson
(first woman)

* Iron Person ■

Jeff Lindsay introduces The Escape Goat

Bicycling
Magazine
(June 1982),
John Schubert
writes,
*'Jeff Lindsay's
Mountain Goat
is the most
radical klunker
I've seen.'*



The newest bicycle from Mountain Goat Cycles is the Escape Goat. It is comparable in geometry and design to the Mountain Goat. The Escape Goat is finished with Imron paint and assembled with many of the high quality components that are used on the Mountain Goat. Because the Escape Goat is heli-arc welded and built with oversized Chrom-moly 4130, it is more economically priced than the Mountain Goat, without compromising the quality craftsmanship.

Write for more information: MOUNTAIN GOAT CYCLES, P.O. Box 3923, Chico, CA 95927

Tech Tips

by See Kay

We get a lot of input to the effect that we should give some attention to those riders who are just as fanatical as us, but less experienced in the mysterious arts of rough-terrain cycling. There are, in fact, a number of set-up tips that some of us learned the hard way. We assure you that reading them here is easier than saying, "Of course!" as you pick pebbles out of your hide.

BRAKE LEVER ADJUSTMENTS

One place where proper set-up is essential is the brake levers. A common mistake is to set them up perfectly level, adjusted so the brakes engage after .00004" of lever travel. This set-up is far too dangerous and should be avoided at all costs.

Properly set-up, the levers should point down at about a 45 degree angle, and ideally should totally lock up the wheel when pinned to the handlebar. The reason for the angle is that in a crash, there is no possibility of getting a knuckle caught behind the lever as it hits the ground, a possibly fracturing experience. Also, when reaching for the lever, you will find that it is easier to maintain a grip if you don't have to rotate your hand upward to get to it.

The reason to adjust your lever for full travel is that at the time when you need it most, you are likely to also need a good grip on the handlebars, and this is difficult when your hand is stretched out to reach the lever. For high-performance downhill riding you will want to control your speed by feathering the rear brake, which is easier if you can maintain your grip rather than

reach for the lever every time you need it.

SEATPOST QUICK-RELEASE

Many of the less expensive balloon tire bikes come without a seatpost quick release and serious riders will want to add one immediately. The reason for this small but vital piece of equipment is that different conditions require different saddle heights. When riding up a steep hill raise the saddle to allow maximum leg extension; this permits you to stay seated to maintain traction while you deliver maximum power to the ground. On downhill, lower the saddle, because you won't need the power. It's handy to lower the center of gravity, and on a bike with a high bottom bracket this will let you put a foot down to control slides.

TIRE INFLATION

Since there are all kinds of applications for Fat Tire bikes, it stands to reason that you might want to inflate your tires differently, depending on how you plan to ride. The basic trade-off is this: if you ride them pumped up really hard (the new balloon tires can usually handle up to 70 psi), you will roll faster, and this is desirable when you ride mostly on pavement, but if you get onto a really rough road with this kind of pressure, you will have very little traction, and it will be hard to keep the bike from bouncing off every projection. For dirt riding keep them at 20-40 psi, the pressure usually recommended on the sidewall; you can ride them softer if you really need traction, say on a muddy climb, but you will then run the risk of pinching

the tube against the rim if you hit a rock on a descent.

If you will be running at lower pressures, here's a simple and effective way to eliminate any tire slippage (and possibly tube failure at the stem). When fitting tire to rim, brush a thin layer of rubber cement (not contact cement) on both tire rim bead and inside of rim. Let dry. When inflated your tire *will not* slip and you will still be able to change it easily in case of puncture.

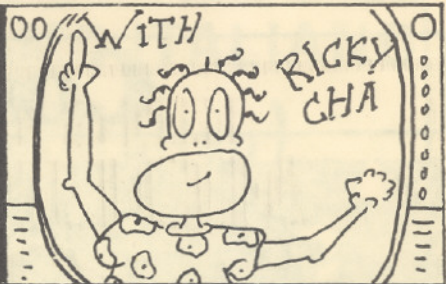
Riding knobby tires on the street at high pressure wears them out quickly, so if street is the mode you're into, get tires such as the Mitsuboshi Bruiser or the Specialized Streetstomper. Both come in 2.125 and 1.75.

CANTILEVER BRAKES

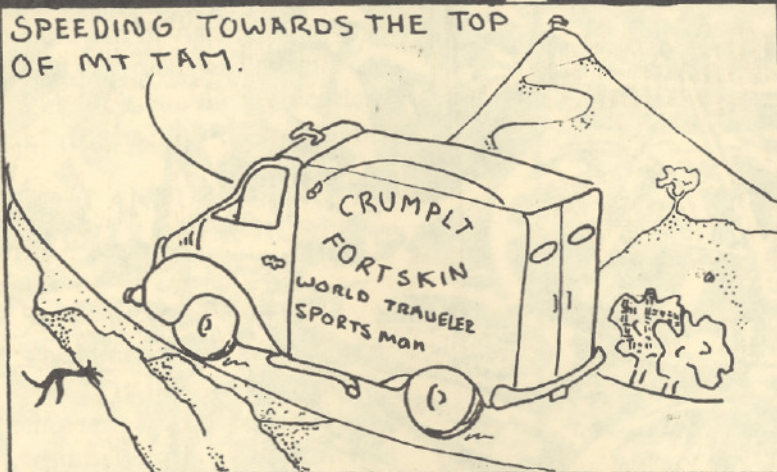
Cantilever brakes are the choice of most expert dirt riders, with Mafac tandem brakes the most popular because they have long arms for good leverage, are light, and inexpensive. The main drawback is that they must be brazed on, and if this isn't done when the bike is made, it means a paint job in addition to the welding.

These brakes were designed for skinny tire wheels, and they don't retract far enough from the rim to allow the removal of the wheel, because the Fat Tire sticks out farther from the rim. In order to modify the front brake to allow easy removal, saw off between 1/8" and 1/4" from the back part of the pad. This will permit it to swing open past the fork blade. The rear brake must be beveled with a file on the top corner where it hits the seatstay, because if the end is cut off, the block will slide out of the holder. ■

CRUISEN COMICS



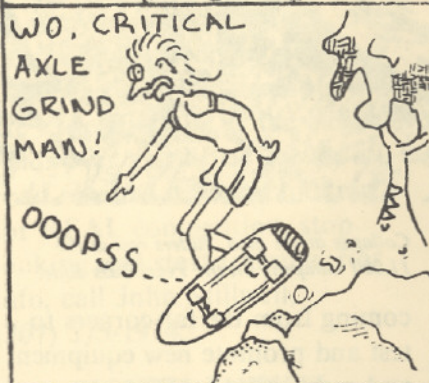
SPEEDING TOWARDS THE TOP OF MT TAM.



NOW HOW DO I GET TO THE BOTTOM.....? I KNOW!



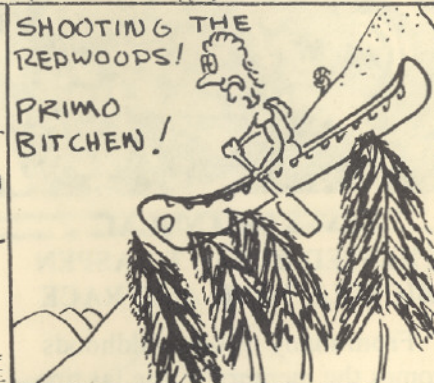
WO, CRITICAL AXLE GRIND MAN!



WO, BROKE MY TRUCK, AND PUT A GNARLY RIP IN MY VANS!



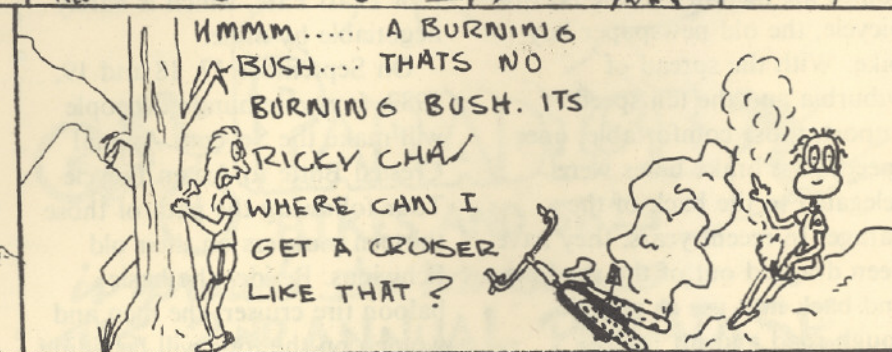
SHOOTING THE REDWOODS! PRIMO BITCHEN!



OH WOW! I WISH I HAD A CLUE.



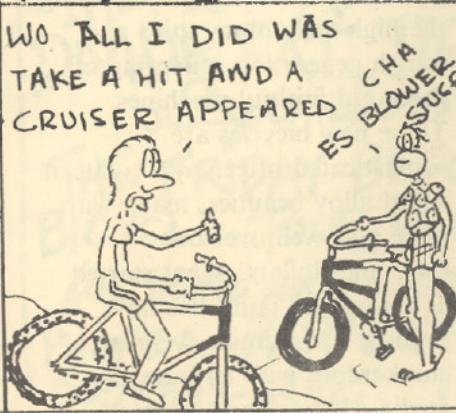
HMMM..... A BURNING BUSH.... THATS NO BURNING BUSH. ITS RICKY CHA WHERE CAN I GET A CRUISER LIKE THAT?



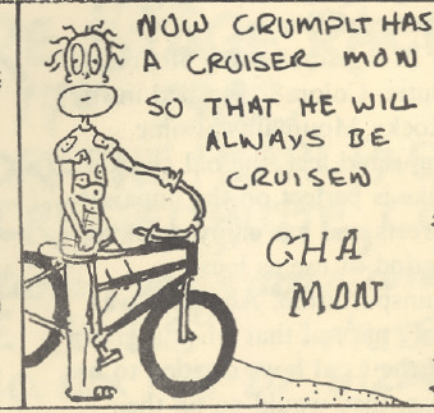
SMOKE DIS MON



WO ALL I DID WAS TAKE A HIT AND A CRUISER APPEARED

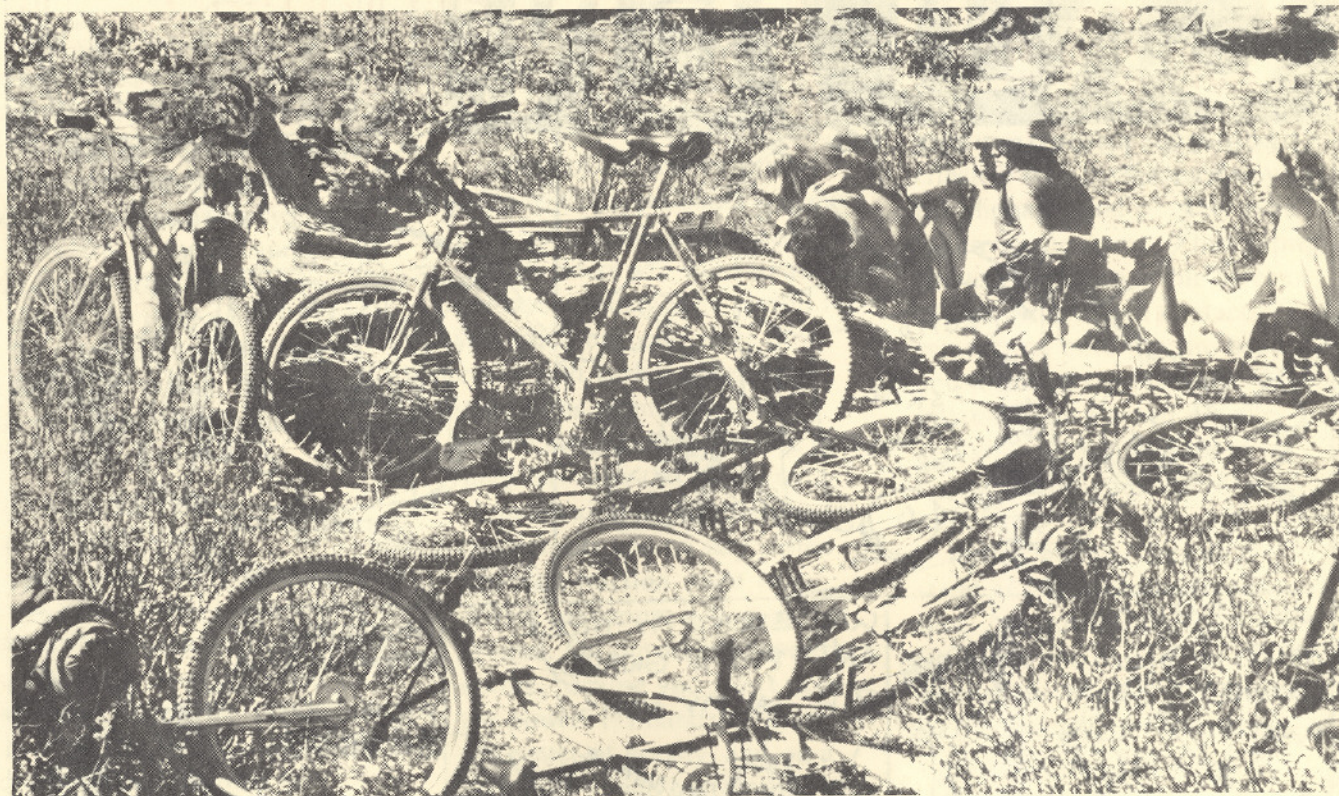


NOW CRUMPLT HAS A CRUISER MON SO THAT HE WILL ALWAYS BE CRUISEN



CHA MON

Coming Events



SEVENTH ANNUAL CRESTED BUTTE TO ASPEN BICYCLE TOUR AND RACE

From many of our childhoods comes the memory of the fat tire bicycle, the old newspaper boy bike. With the spread of suburbia and the ten speed import, those comfortable, one speed, foot brake bikes were relegated to the back of the garage. In recent years, they have been dragged out of the shadows and back into use as reliable rough road and off road transportation.

In the small town of Crested Butte, Colorado, nestled in the Rocky Mountains at nine thousand feet, the old clunker bike is perfect on the unpaved streets and has enjoyed a long period of use as local transportation. And so it was only natural that when a group of the local boys decided to bar hop, they would go on their

bicycles. The bar they wanted to hop to was in Aspen, however, and the route they chose to get there went over rugged 12,700 foot Pearl Pass, which is barely negotiable by mule.

On September 17, 18 and 19, 1982, over one hundred people will make the Seventh Annual Crested Butte to Aspen Bicycle Tour following the path of those thirteen pioneers on their old Schwinn's. Besides the basic balloon tire cruiser, the men and women on the tour will be riding the high technology third and fourth generation off-spring of those old faithful machines. These new bicycles are sophisticated fifteen and eighteen speed alloy beauties, many with price tags well over one thousand dollars. What started as a weekend jaunt has now become the premier event in clunkerdom with nationwide media coverage and people

Collapse at the pass. Riders rest at the 11,000' campsite on the Pearl Pass Ride.

coming from the far corners to test and promote new equipment and meet other fanatics.

The action starts Friday morning with a two stage race and rodeo through the mountains and the streets of Crested Butte. The tour starts Saturday morning on the main street of Crested Butte. Throughout the day the pack rides through the shady pine forests and shimmering Aspen groves, crossing streams and heading for camp in Cumberland Basin, several miles and almost two thousand feet below the pass. By four o'clock in the afternoon everyone is at camp enjoying beer from kegs in the stream and anticipating dinner over an open fire.

After breakfast on Sunday, the hard work begins with the push to the top, which is rewarded by

the spectacular views. From the top it is quickly downhill, first through jarring rock fields and then on continually better roads as Aspen and the rendezvous at the Jerome Hotel and Bar approaches. After dinner and an exploration of Aspen, bikes are loaded on trucks and people on busses for a late night "bicycle talk" ride back to Crested Butte.

FIRST ANNUAL SONOMA COUNTY ROCK-HOPPER

October 10, 1982
Santa Rosa, CA

The summer racing season is over just in time for the fall racing season. First NorCal Autumnal event will be the first of many annual Sonoma County Rock-Hopper races on October 10th. The promoters are expecting one of the largest fields ever assembled for an off-road race, so if you're looking for REAL competition, stop looking and start training. For info, call John Stillwell, (707) 575-1974.

EIGHTH ANNUAL THANKSGIVING APPETITE SEMINAR

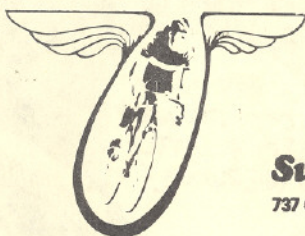
November 25, 1982
Fairfax, CA

For non-competition and the best appetite stimulant anywhere, the Eighth Annual Thanksgiving Appetite Seminar will get you ready for all those turkeys. The real turkeys are the ones who miss this ride, the oldest continuously running balloonner event in existence.

The distance is 20 tough miles, mostly fire roads, on the notorious Zero's Notch loop. Meeting place and time is 9:00 a.m. at the Fairfax Theater in Fairfax, California. If this isn't enough info, call Denise at (415) 456-6277 or Charlie at (415) 456-1898. ■

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DIVIDE FAT TIRE STAGE RACE.**

September 17th 1982

**THE FRIDAY BEFORE THE PEARL PASS
BICYCLE TOUR in CRESTED BUTTE, CO.**

for more information, prize donations

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Cartoonland
P R E S E N T S
MUD PUP
IN
MUDPUPS MOONLIGHT MARATHON

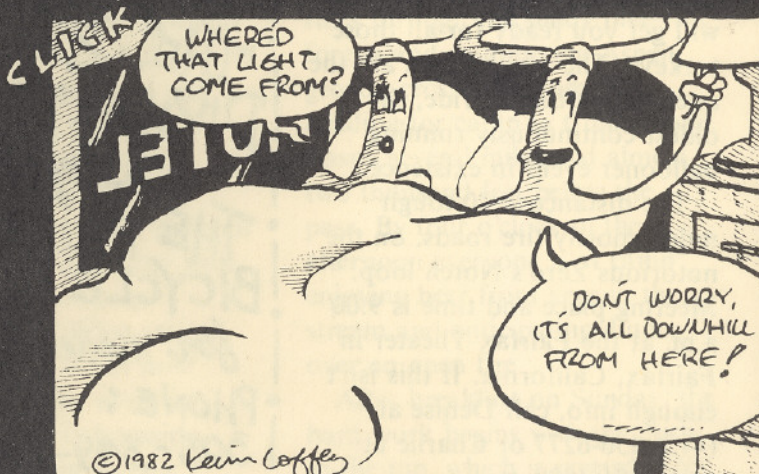
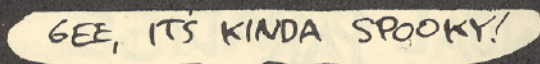
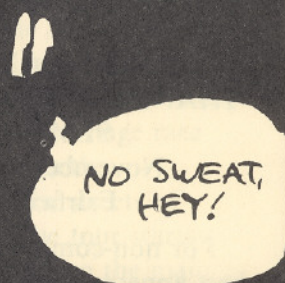
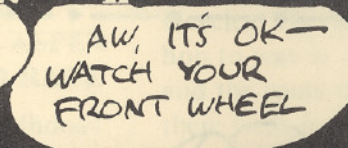
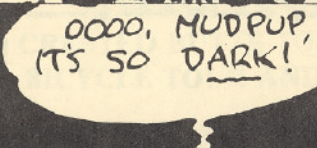
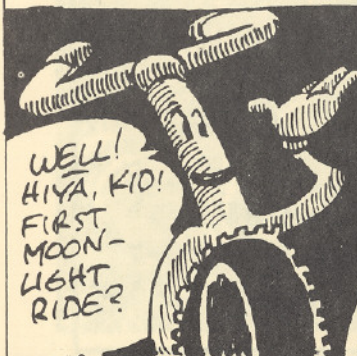
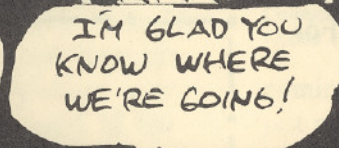
CAN HE GO
THE
DISTANCE?



OLD FRIENDS MEET AND HAVE A CHANCE
TO GREET NEW FRIENDS WHO HAVE
DECIDED TO BRAVE THEIR FIRST MOONLIGHTER

EVERY MONTH, WHEN THE MOON IS FULL,
A HEARTY BREED OF CLUNKER CONSCIOUS
CONSTITUENTS MEETS AFTER SUNSET
TO SHARE THE DIM PHENOMENON KNOWN
ONLY AS THE 'MOONLIGHT RIDE'

THEN LET'S GO UP
REEK'S RIDGE AND MEET
AT THE RESERVIOR



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THE END?



T-SHIRT OFFER

Fat Tire Flyer T-shirts are now available, printed in four colors on light blue heavy-duty 100% cotton shirts. The low, low price of \$8.25 includes shipping and handling.

The little guy above is on the front, and the back

reads, "Survival of the Fattest."

Although some other dealers are carrying similar shirts, you can show your support for the Flyer by ordering direct. Discounts are available on quantity orders.



Please send me _ Fat Tire Flyer T-shirts at \$8.25 each, including shipping and handling.

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