

Llewellyn Family Newsletter #6

Giddy Gladdies, I am finding it difficult to describe my relief at the arrival of our Llewellyn Clothing this week. Crikey, this has been a bit of a saga, from the start some eight months ago. Hold ups on colours, then slow progress, then the print machines break down, then the wrong colour gradient arrives and so on.....aghhh. However, some jerseys and knicks have now arrived and within this week passers by to the workshop have been exiting with the loot. The Llewellyn kit by "Body Torque" is a hit with every one who has called in the work shop this week. All is redeemed and we are pleased with the results. The sizes are big, so if you fit a medium in most jerseys I would suggest to try small first. We went with colours that had a high degree of visibility which I think is of value on our traffic choked roads with many needlessly frantic drivers.

Sizes of Jerseys are

Extra small

Small women's cut {still about 5 weeks away}

Small

Medium

Large

Extra Large

These jerseys are made with Solar Smart fabric which is claimed to absorb harmful UV A and UV B rays.

\$125.00

Sizes of the Bib and brace knicks

Extra small

Small {still to arrive}

Medium

Large

Extra Large

Women's cut bib and brace knicks

Small

Meduim

The knicks use a 'Dri-lex fabric chamios.

{should we still call them chamios now they are not really chamios?}

\$110.00

Here are the first rushed pictures I took as I unpacked the first boxes.







Soft as a baby's

bum!

Now Gladdies, I know some of you have been on my list for some time for your share of the new kit but that was some time ago, so give me a call or an email with sizes etc and I will post them to you with out delay. Contact me at llewellynbikes@powerup.com.au or call on 07 3353 3368 for your share of booty.

But be quick, this batch is diminishing at a rapid rate. If you need water bottles, Llewellyn handle bar tape, oils, an opportune time to add them to the parcel.

Next year Tania and I are intending to get a small run of woollen Jerseys made. Short and long sleeved. If you have never ridden with a wool Jersey on the cooler days with a micro fine woollen under shirt then you are missing out on some thing special. Pure comfort. Great in cool to cold weather, wicks moisture like a treat, good against mist and drizzle. Fits to the body contours unlike modern light weight fabrics. Wool garment manufacture is not cheap or profitable for the big manufacturers, but for the rider, the pure comfort is sweet. Nothing beats what comes off the sheep's back. Also coming is socks and traditional cycling caps More on that later this year.

Other matters,

Ergo up date. All Ergos are currently sold out yet again before completion so if any one is keen I suggest a small deposit of \$200.00 will ensure you have one in the next batch. The next batch will be approx three to four months away if the Gods are willing. We are hoping the next batch of Ergos will stay at the same price or \$1850. {cassette is extra} Fingers crossed that circumstances do not conspire against us. http://www.llewellynbikes.com/thegallery/albums.php?&set_albumListPage=3

I was very happy to hear that Ignacio one of my customers from the USA showed his Llewellyn frame at the 2006 Cirque bike show that is held each year in North Carolina. Ignacio put his bike on display and won the award for best lugs.

I am very pleased to have won the "Best Lugs" category at the Cirque de Cyclisme 2006 show.

Link to see Ignacio's frame

<http://www.llewellynbikes.com/thegallery/album64>

These are Kirk Pacenti's Artisan lugs that I have hand cut. Then hand polished the stainless steel lugs. Joe then worked his magic with the paint.

Link to the show <http://www.classicrendezvous.com/Cirque.htm>

My new casting projects are progressing, slower than expected but getting there as I fit it around frame construction.

<http://www.llewellynbikes.com/thegallery/album54>

I have had some sample castings of the Mini 6 compact angle lugs and the revisions are under way. I expect to have these and the other new casting projects up and running late this year. The process is challenging, fun, at times frustrating, and I don't mind saying also a big drain on resources and a huge time sink using up many Sundays and week day evenings. However, in the end, the results will ensure that my frame building is following the direction I desire. Not necessarily in a purely commercial direction but rather to preserve and seek the craft of a hand made frame in a purer direction. With out the fettlings of commercial bureaucracy to dilute the purpose.

Today's commercial imperative and direction is to make cheaper costing products {off shore} include lots of funky ideas and promises {to sell over last years model} and the reality is that 99% of the time the perceived performance gain is not there for your hard earned dollars. {Market hyperbole} If you believe the hype, then our cycling pleasure being racing, touring, commuting or keeping fit is compromised due to the absence of today's latest model or feature. Which is total nonsense. Things like the latest shock absorbing handle bar tape plug! Yep, it exists, what total nonsense. Ironic that I am using time honoured lugged frame construction and using state of the art technology. By using 3D parametric modelling and FDM prototyping machines which makes plastic models from the 3 D drawings before one commits the design to tool moulds. This allows one to create new designs and tweak them to meet my needs and desires. It is pure science fiction in reality. Also I export the lug castings to the USA and Europe, thus bringing a few dollars back into Australia. My little bit towards the balance of trade disaster we have currently. {Johnny and Peter play this disaster down somewhat, hoping that digging dollars out of the ground will pay for it!}

The first of the new production and designed "Llewellyn Work stands" are arriving. Cost will be approx \$295.00

These stands allow you to wash/clean the chain with out a sleeper hub to hold the chain. You can also work on the fork assembly and even work with the front wheel in the bike for front brake adjustment etc. One turns the bike around and hooks the chain over and clamps the rear dropouts in the rear axle mount to wash or work on the front fork.



Prototype stands in action at the 2006 Commonwealth games. Note the frame's funky tube shapes, no engineering there, just some creative thinking from the firm's artistic marketing department. The Engineer's 'raison etre' is to find a way to MAKE IT, not the reasons why.

Gladdies, you may be surprised to hear a new voice on the phone if you call the world wide head quarters of "Llewellyn Bikes". Young Ben may answer. Ben is doing some training with me and he is doing a great job, doing lots of odd jobs and picking up the skills of good mechanical work. Ben intends to pursue a long term career with high quality bikes and cycling and I am impressed with his attitude and keenness to learn, backed up by loads of adeptness. I feel privileged to do my utmost to impart as much as I can, however Ben has to put up with ABC Radio National all day and later on when summer arrives, cricket on the ABC when the Aussie season gets under way. {Bring on our revenge for the Ashes defeat!} So far he is holding up well! Ben may be an Aussie team mechanic one day. I am very happy to have him around, so if you call in, or ring in, say hello and introduce yourself to him. I will miss him when he heads off for a season's racing in Italy next year.

I am building a lot more bikes like Tom's green and recently built "Randonnuer".



I enjoy building these bikes, as they are daily use bikes, shopping trips, commute to work, light touring, proper bikes for cycling pleasure and practical use, keeping fit out side of racing and training. Wet roads, no problem, 25 c tyres roll much better than 23 c tyres, a joy to ride. Very practical, cool and pleasant to ride to the movies, to the shops, to work, rather than getting in the car. These bikes are not tractors to ride, they are lightweight frames, lively wheels and geometry such as to smooth out the ride.

For more pics of Tom's bike

<http://www.llewellynbikes.com/thegallery/album30>

I have a few very special "Randonneurs" to make later this year. Randonneur is a French word for Hiker or Rambler. Many of the world's finest frame constructors build sweet Randonneurs and this is the common word used to describe this style of bicycle.

As I type this newsletter Tania, the love of my life has just arrived from the nearby forest, three falls, no broken bones, first ride on her MTB successfully accomplished with out requiring medical treatment. Phew!

Finally, I found this an interesting read in Australian Cyclist magazine. The gizmo default wheels for 99% of factory brands causes much pain these days to owners. Shops and bike brands pretending or even worse, thinking that you to have a race/training set of wheels or life is compromised. I have met a chap who weighs 125 kg, the shop sold him a set of 20 spoked race wheels, WTF! Aghh crikey, turn it up! You can imagine the grief he was going through! Not long till the spokes were going Ping! Then a Taxi ride home as the wheel will not turn through the fork or chain stays when a spoke let go due to the low spoke count. Eventually after a few months and a dozen spokes later with a spoke breaking on every second ride he rang me. Your kidding I said 'Such and such brand and that model and they expected them to survive more than one week!' \$1,500 and two months later the wheels are toast. The wheels are good race wheels and only for sub 75kg riders. Real race wheels for racing, well that is different kettle of tea compared to daily use wheels for training or commuting. I agree with Mr Schubert.

purpose racing wheels that would trim enough weight not just in the U2, but also world-wide, to build special-
But also during this time, the expertise was developed front wheel does make the race a little easier.
really needing to sprint out of every corner a 58-zpoke wheels were more often seen. If you are a criterium racer, improved wheel building that the more during 58-zpoke from one spoke to the next. Such was the success of in the beyond decades, and also having uniform tension consisted of having higher spoke tension than we'd seen (35 or 36 spokes) became widely available. Mostly this reliable, mass-market wheels with conventional spacing during the 1980s, the expertise to build extremely of the technology.
see this clearly by observing the historical development

**and expect to be well treated
money on the computer,
a bike shop, but a bike of
of these spokes. They do to
unaware of the shortcomings
many good ideas are**

in the move towards low-spoke-count wheels. One can
We've given up a lot of this simplicity and reliability
surface, and provide a base for the tyre to seat.
needs to hold the spoke holes apart, provide a racking
hub are balanced against one another. And the rim only
because they are fundamentally loaded, the stresses on the
components. There are lots of spokes to share the load.
hub, leading to good reliability for all these wheel
they make modest demands on the spokes, rim and
One thing all these wheels have in common is that
saddles, where the additional spokes meet higher loads,
have found favour on the rear of touring bikes and on
animals. Wheels with 40 and 48 spokes are sturdier, and
wind resistance, but it isn't a fundamentally different
A 35-spoke wheel saves a trivial amount of weight and
usually isn't difficult, and many of us enjoy doing so.)
medium mechanical ability. (Turning one of these wheels
little maintenance it needs can be done by a person of
built tangent spoke 36-spoke wheel is reliable, and what
spokes. Except for those that had 35, 40 or 48. A well-
during a simpler, more sensible era, wheels all had 36

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John Schumert is technical product's shortcoming. I realize my shortcoming to customers who aren't aware no objection. But when these wheels reach It such a customer chooses to buy such a maintenance requirements than conventional very poor price/performance ratio and so some customers know that these wheels Association topic.
of these wheels failed completely on Adventure events, training camps, and long-distance a great deal of trouble at away-from-home that is not field-serviceable. I have observed on expensive bikes, that customer brings manufacturers have made good wheels a computer, and expect to be well treated. But they do to a bike shop, but a bike of money are unaware of the shortcomings of these One thing I have observed is that many shops have the expertise to do this work, the-shop operation. And not just any shop wheel building away from the user and work up to proper tension by a huge factor, and expertise to use. It increases the time to tool (about \$200 in the US) that requires adjusted with a spoke tensionometer. This is home. Schumert states that their fancy wheel inconvenience, particularly if the or he is and a customer with a product failure fact nothing interchanges from one brand to the now the market has dozens of proprietary were so widely available and universally known things about old-fashioned spokes was the reliability and in parts availability. One of These wheels vary widely among the market without getting non-standard good wheels customers impossible to do only a really a high-end bicycles. Today it is difficult, and appearing as original equipment on more and more money on their hobby, these wheels As cyclists became accustomed to spending with them by mistake. This is how it happened equipment, so the primary customer would were expensive hard to get, and not sold those wheels, and none should have been second advantage. No reliability claims were and/or wind resistance to give you the pro

***Cheers from I reckon this will be the best TDF in seven years
now the Texan has hung it up
Dazza***