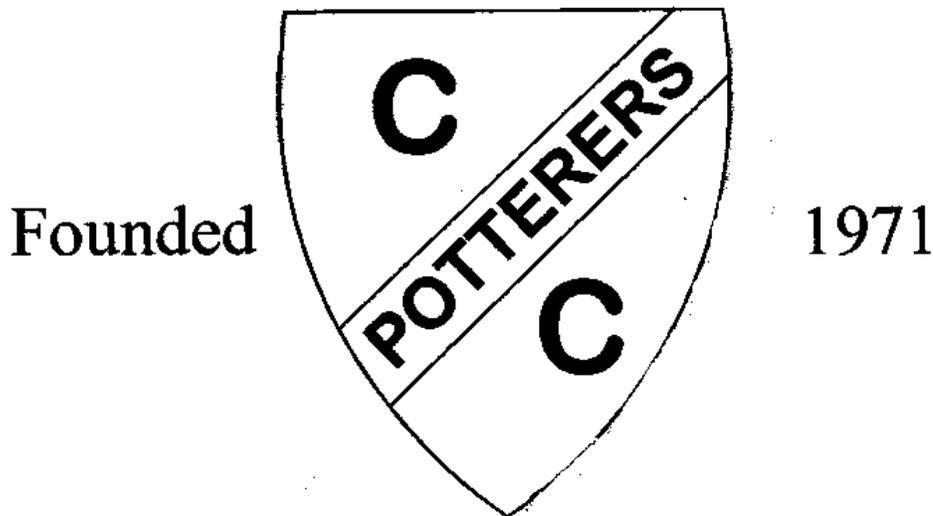


**POTTERING**  
**AROUND**  
**June 2020**



*Usque Ad Mortem Bibendum*

Founded by Jim Catt, Ted Harrison, Arthur James Ted Upton

President Bob Friend

Club Chairman Dave Rodd

Club Secretary Stephen Pollard

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Current position with virus lockdown means no Potterers meetings can be scheduled at the present time. Our Faversham Printers are currently closed so this minimal content magazine can only be distributed by internet.

## Mavic Goes Into Receivership

Mavic, the well-known French cycling component company founded in 1889 by Charles Idoux and Lucien Chanel to make mudguards, has gone into receivership. This is the final 6 months long stage of a process designed to maximise returns to creditors. Mavic is an acronym standing for Manufacture d' Articles Velocipediques Idoux et Chanel. The company changed ownership in 2005 being taken over by Amer Sports that included the Atomic and Salmon brands. It was sold again in March 2019 to an American private equity firm. Mavic has 200 employees in France and 50 more worldwide.

Mavic were famous for their wheels but also made cycle clothing and shoes. Their problems started in 2015 when large bike companies like Giant, Specialized and Trek started fitting their own in-house wheel designs instead of using Mavic products. To compound Mavic's problems smaller and faster moving companies like Hunt and Prime (in house wheel wheels by Wiggle/Chain Reaction) entered the market with cheaper, fresher inventory. These new entrants got many best buy recommendations. Mavic stopped working with UK wholesalers and tried to deal directly with dealers but many dealers, like Locks of Sandwich didn't like the conditions that Mavic wanted to attach to doing business. Mavic also became less visible to the cycle industry as a whole, with smaller stands every year at the leading Eurobike trade fair. Mavic stopped attending the annual French Semaine Federale about 8 years ago after being regular exhibitors. Sales halved in value between 2015 and 2019 with a 20% decline from 2018 to 2019.

I'm very sad to see the end of Mavic as I've used their Ksyrium alloy spoke low profile climbing wheels since 2000. Ksyrium's were the first mass selling very lightweight but tough complete wheelset on the market. Before 2000 wheels were built up from separate rims, spokes and hubs with Mavic supplying the rims, Shimano or Campagnolo the

hubs and specialist spoke companies providing conventional 32 J bend spokes per wheel for racing bikes.

Mavic Ksyriums were revolutionary with 18 radial aluminium flat bladed Zicral alloy spokes in the front wheel and 20 spokes in the rear wheel (10, 2-cross spokes on the non-cassette side rear wheel with 10 radially spokes on the drive side). They were completely reliable even with this low spoke count as the inner rim bed was continuous, not pierced by spoke holes which only penetrated the outer rim facing the hub. No rim tape was required. I switched to Ksyriums for their low weight and the fact that non drive side spokes never loosened which was a problem on some conventional wheels. Replacement rims and spokes were available for some years after buying a Ksyrium wheelset but were much more expensive than conventional wheel components.

More recent Ksyrium wheelsets have not been as reliable as the original designs, in my experience, with newer wheels tending to suffer from bearing problems and lack of stiffness becoming apparent at the end of rides. The latter may be due to the spoke width being reduced over time as spoke count has remained constant. I've only broken one steel flat blade Mavic spoke so far in my personal cycling history, but that did make the rear wheel totally un-ridable. Potterers member Richard Brown came to my rescue (Peta was in France) giving myself and my bike a lift home.

Most Mavic Ksyriums were redesigned a few years ago with a wider rim (17mm internal width instead of the old 15mm width) and more recently to be tubeless tyre compatible, so they have been kept up to date. Bike companies have been fitting wider tyres to all their models in recent years with 28mm wide tyres being normal on racing bikes and 32mm common on Endurance racers. Ksyrium wheels were the "go to" wheel design for at least 10 years from 2000 but even in recent years their mid-level Ksyrium Elite (£550 recommended retail price) that's got steel blade spokes, has been a best seller. Elites only

weigh 1520g per pair in contrast to entry level Mavic Askium wheels (£250 recommended price) in the 1800-1900g range that are fitted on many smaller bike company machines costing up to £2,000. Most Askium wheels have straight pull steel spokes and pinned 6000 series alloy rims rather than lighter Maxtal rims with welded, machined joint used on Mavic Elites and above.

Ksyrium Pro's have alloy spokes to reduce their weight to 1410g/pair but have a £860 price tag. Wider Mavic rims were a little late in arriving and fashion had changed from an emphasis on light weight designs to aerodynamic wind cheating deep carbon rim (to keep weight acceptable), wheelsets. Mavic have been very prominent in pushing for cycle industry UST standards so necessarily tight-fitting tubeless tyres made by one company will fit a wheelset made by another.

In the 1980's Mavic used to make complete bicycle transmission components including derailleurs, brakes, shifters and chainsets. These were withdrawn after the Shimano STI integrated brake and gear shifters and the Campagnolo equivalents became popular from the mid 1990's. Today Mavic make all sorts of complete wheels for climbing, time trialling etc plus separate wheel rims and cycling shoes, helmets and clothing. Mavic Open Pro rims have been made for at least 20 years. They were redesigned a few years ago increasing their width to cater for wider tyres.

I'm on my second pair of carbon soled SPD cyclocross shoes, both pairs were bought at Semaine Federale events. My Mavic bib longs have the most comfortable for longest time, pad I know of and Mavic soft to the skin cycling full length zip jerseys and incredibly light but effective windproof jackets and shoe covers are all superb. I shall be really sorry to see Mavic products disappear. They are expensive but very stylish and generally use the best materials with a lot of thought behind each design.

C.W

## Hammerhead Karoo GPS

The American start-up company Hammerhead introduced their Karoo unit in mid-2018 and since then it's become the best full mapping, cycling navigation device you can use. It has a screen (touchscreen or 5 buttons controlled) with double the resolution of any other cycling GPS and a very fast processor (recalculation within 100m of missed turn) so the quality of screen full colour images are similar to those on smartphones. That's to be expected as the design was based on an Android phone. Hammerhead are a really strange direct sell company with an American and a European base in the Netherlands. They had a massive Black Friday sale in November 2019 and by Christmas had sold their entire stock of mark 1 Karoo units. After some rather anxious internet speculation from users that were worried Hammerhead were going out of business, they recently announced lots of new financial backing and a mark 2 Karoo coming later this year. The remarkable thing is Hammerhead have continued to distribute over the air (by internet) firmware updates at least once a month since the Karoo was launched and issued 2 updates a month for first 3 months of 2020. These updates have completely transformed the original rather short list of features to start to provide serious competition for Garmin and Wahoo.

Navigation on a Karoo is simply the best you can get. Mapping is extremely colourful with turn by turn directions provided in easy to read high contrast large black typeface against a yellow background, at the bottom of the screen. Full navigation banner instructions appear 130m before the next turn junction if you select them to be on cue or on all the time. If they're on all the time you get a small box at bottom of screen with direction arrow and distance to next turn till you reach the 130m point.

The Karoo gives full internally generated turn by turn instructions to get you back on route if you take a wrong turn with a different background colour and different colour overlay on the road you're taking displayed on the map page. New routes can be imported from Ride with GPS, Komoot, Strava or produced in minimal time on the so-called Hammerhead internet mobile phone friendly, dashboard or on the Karoo itself providing you have an internet connection in both cases. You can get an instant full turn by turn route to anywhere up to 100 miles away by touching that point on the screen mapping but you can't select your own route to that destination. You can also unlock the screen so you can pan to anywhere on the mapping without worrying about your current position. A touch on the touchscreen takes you back to your position.

Firmware updates last year added the ability to display electronic shifting data such as which gear you're in, broadcast over Ant+ radio from Shimano, Campagnolo and Sram electronic shifting systems. Hammerhead also modified the Karoo firmware so you can receive warning of vehicles approaching from behind when they are 140m away from any Garmin radar unit that you've fitted to your seatpost. Up till now Garmin radars have communicated with GPS head units via Ant+ radio but the latest devices released by Garmin can use Ant+ or smartphone friendly Bluetooth. Recent Hammerhead changes introduced 3<sup>rd</sup> party structured workouts from Training Peaks that can control turbo trainers for indoor workouts or be used on the road. For a budding racer the most eagerly awaited new feature is Strava Live Segments that give you a countdown on the road to the exact starting position of a segment so you can time your effort in the most efficient manner. Information on your relative time is supplied throughout the segment.

Nothing is perfect unfortunately. The Karoo mark 1 main problem is it has no buzzer to warn of upcoming turns. This is likely to

be a key mark 2 improvement. The mark 1 Karoo does have Bluetooth audio though so you can get turn instructions from Bluetooth wireless headphones if you manage to keep them positioned in your ears. The other drawback is there is no Bluetooth data link to your smartphone so you don't get phone message alerts on the mark 1 Karoo or the ability to use the smartphone to broadcast your position and progress (Live Track).

C.W

### Problems Adjusting A Front Derailleur

Martin sent me an email a few weeks ago about problems he had adjusting his front derailleur. I thought his story would interest other Potterers members so I've reproduced it below.

After crashing into a pothole Martin's front changer was not working properly. He thought it was a simple alignment issue but that wasn't true. After watching U Tube videos and studying bike repair books he started to work. Two hours passed in which Martin tried all permutations to get the chain to shift from the small ring to the large one, without any progress made.

Martin's next step was to book the bike into Herberts, the Whitstable bike shop. Customers form an orderly queue with their bikes/requests and Keith sorts out social distancing at the door. Keith said he had never been busier with everyone getting their old bikes out for exercise and finding they need repair.

Two hours later Martin collected his repaired bike with everything working again. Martin didn't like being defeated but he could relax and Herberts only charged him £10. Keith said there were so many adjustments to get right for the front derailleur depending on frame design, gear system, age and state of shift cables etc.

C.W

Editor's Note: I had similar experience with my front derailleur on holiday in France last year. I tried to adjust cage position before disconnecting shift cable which pushed the cage all over the place once I released the derailleur seat tube clamp. The inner shift cable then jammed in the left hand, front shifting Shimano STI lever. The local bike shop had to strip bar tape off the left side of handlebars, recover inner cable (only 1 year old), re-thread new inner cable through STI changer, adjust derailleur cage position and reconnect cable to derailleur. Bike shops have the advantage of having work stands that lift a bike up to reasonable working height which makes derailleur alignment much easier.

C.W

### New Garmin Ant+ And Bluetooth Compatible, Radar Units

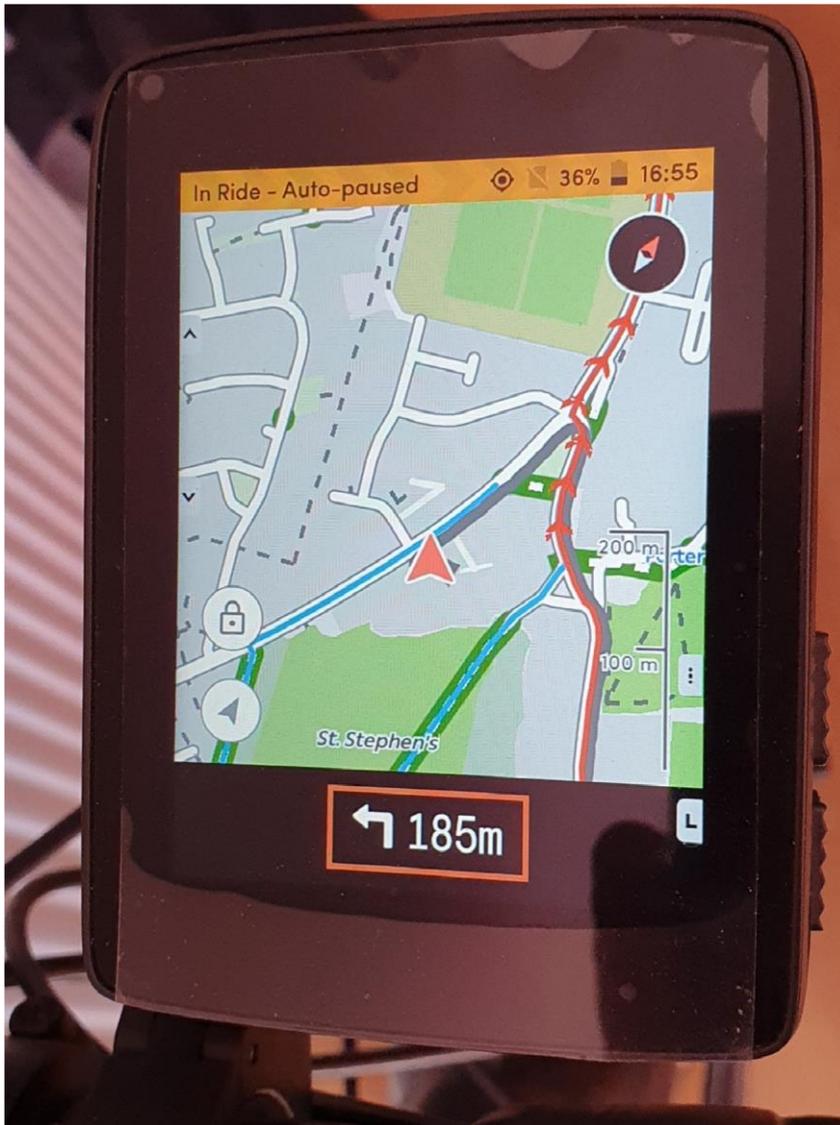
Garmin have just announced new Mk 3 cycle Radar units. These are the RTL515 (£169.99) which is a combined rear light and radar and RVR315 (£129.99) that's a stand-alone radar unit. Significant changes from previous models are addition of Bluetooth radio transmission to the existing Ant+ method of linking the Radar to a display unit and the reduced height of the RV315 which allows it to be fitted where limited seatpost space is available. This can be due to a seatpack being present or older frames with parallel top tubes coupled with relatively short exposed seatposts. The RTL515 and RV315 use a standard male Garmin quarter turn mount on their backs to couple up to a female quarter turn mount strapped to your seatpost.

Dimensions of the RTL515 are 99mm height\*40mm width\*20mm thickness. The shorter RV315 is 72mm high,40mm wide

and 20mm thick. The RTL515 has a longer battery life of 16 hours in daylight flash mode with radar running simultaneously, than 7 hours the RV315 radar only, unit can manage.

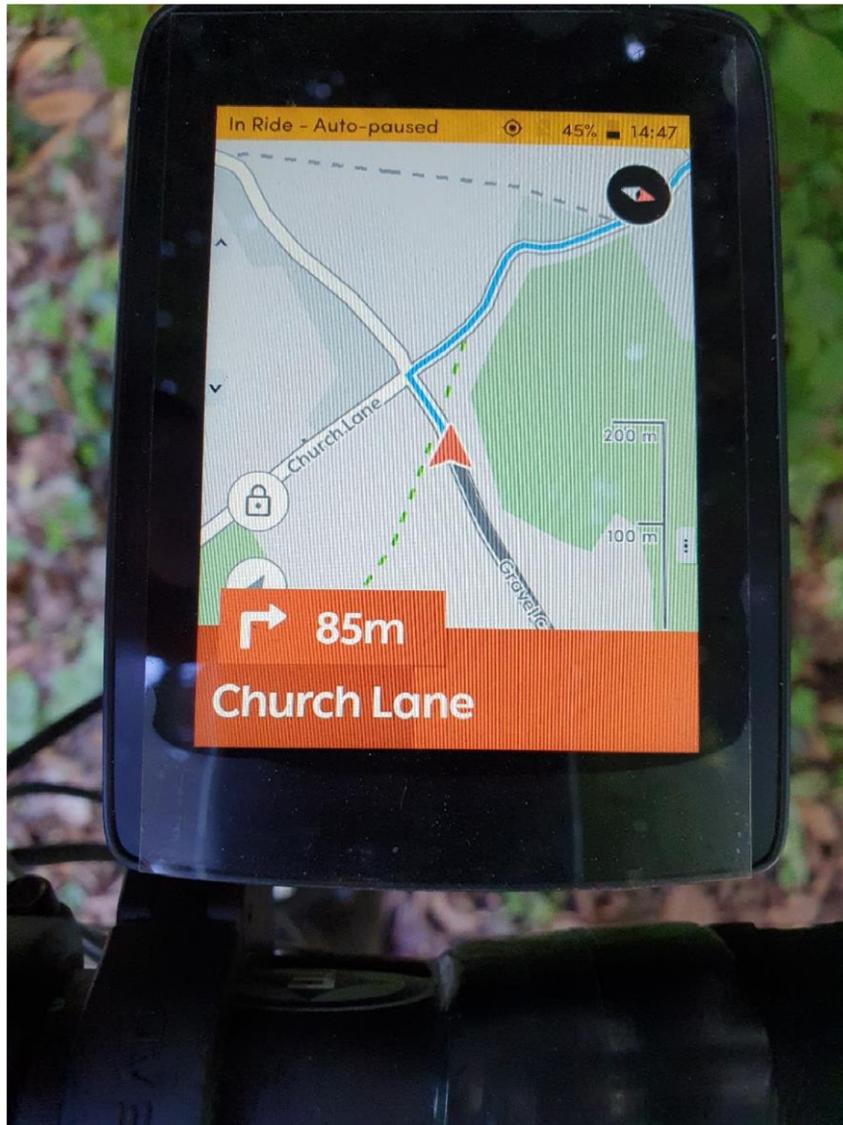
The inclusion of Bluetooth means the new Garmin radars work not only with various GPS head units, but also with a Garmin smartphone app or the Ride with GPS smartphone app providing you are happy with having a smartphone mounted on your handlebars

C.W



Hammerhead Karoo 185m To Next Turn (Turn By Turn Directions).

Red box around 185m indicates you're off pre-loaded route & Hammerhead is directing you back to route without any internet connection being needed. Red overlay with chevrons is correct preloaded route. Red triangle is position when photo was taken. Dark black overlay is actual route you've ridden, blue line is suggested way to return to pre-loaded route beyond the next turn 185m away. Padlock symbol on touchscreen allows you to unlock and pan map anywhere without dragging your current position (red triangle) too.



Hammerhead Karoo Displaying Turn By Turn Direction Within 130m Of Next Turn Point.

Red And white Colour Scheme Indicates You're Off Pre-Loaded Route. On route Within 130m Directions Of Next Turn Are in Black Against Yellow Background.

(Vertical line effect in photo image is due to light/camera interference and is not actually visible on screen)

Faversham Section Wednesday Meets For Jun, July & Aug 2020

<u>Jun</u>	3 <sup>rd</sup>		
	10 <sup>th</sup>		
	17 <sup>th</sup>		
	24 <sup>th</sup>		
<u>July</u>	1 <sup>st</sup>		
	8 <sup>th</sup>		
	15 <sup>th</sup>		
	22 <sup>nd</sup>		
	29 <sup>th</sup>		
<u>Aug</u>	5 <sup>th</sup>		
	12 <sup>th</sup>		
	19 <sup>th</sup>		
	26 <sup>th</sup>		

For further information ring DEREK LATTER on 01795 533606

Thanet Thursday Section Meets For Jun, July & Aug 2020

<u>Jun</u>	4 <sup>th</sup>		
	11 <sup>th</sup>		
	18 <sup>th</sup>		
	25 <sup>th</sup>		
<u>July</u>	2 <sup>nd</sup>		
	9 <sup>th</sup>		
	16 <sup>th</sup>		
	23 <sup>rd</sup>		
	30 <sup>th</sup>		
<u>Aug</u>	6 <sup>th</sup>		
	13 <sup>th</sup>		
	20 <sup>th</sup>		

	27 <sup>th</sup>		
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Further Info Peter Smith on 07775 626906 or [potterer@utando.co.uk](mailto:potterer@utando.co.uk)

Thanet Section Sunday Meets for Jun, July & Aug 2020

<u>Jun</u>	7 <sup>th</sup>		
	14 <sup>th</sup>		
	21 <sup>st</sup>		
	28 <sup>th</sup>		
<u>July</u>	5 <sup>th</sup>		
	12 <sup>th</sup>		
	19 <sup>th</sup>		
	26 <sup>th</sup>		
<u>Aug</u>	2 <sup>nd</sup>		
	9 <sup>th</sup>		
	16 <sup>th</sup>		
	23 <sup>rd</sup>		
	30 <sup>th</sup>		

Further Info Peter Smith on 07775 626906 or [potterer@utando.co.uk](mailto:potterer@utando.co.uk)

Peter asks if you phone a pub for a dinner reservation please mention you're a Potterer so you're seated with other members.