







The photo's attached are of my frame prior to restoration.  
My answers to your questions in "blue" below.

I'm yet to add the Olmo to me web site.

Best regards  
Cameron.



# CycleColor

Customized Frame Painting.

Steel—Aluminium—Carbon

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1) you said the Campagnolo parts are original to the bike, which makes your Olmo uncommon. Most Olmos are frame-only and thus lack corroborative dating from parts.

Could you please tell me the PAT code on the top of the rear derailleur? **1978 (see attached)**

Also the date code on the inside of the crankarm, which should be a number within a diamond or circle? **Diamond "8"**

If you know the date codes on the inside of the axle locknuts, that would be great to know but don't take things apart on my behalf. I hate the multiple times it takes me to adjust and tighten those axle cones and nuts just so. **Not a bother here Peter, as I record this detail for each of my bikes records file. The wheel hubs are dated 1975. When I got her she didn't have a PC fitted so stuck with the 6 speed. If I ever come across any factual data to the contrary then I will revert back to the PC.**

2) are the chroming locations original to the bike? **Original and NOT re-chromed.**

3) did the bike's original decals say COMPETITION (sorry, had to ask) **"COMPETITION"** as per the original photo attached, pre restoration.

**The only liberty I took was the Panto shifters. These were supplied by a very good friend of mine in Europe whom knew I'd been searching for an Olmo to add to my collection of vintage bikes for some 5 years. The Panto seat post and BB are also original fit items. Whilst she does have a PC dropout she came with a 6 speed**

















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LUMBUS

COLNAGO

TONY MARINO  
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