









CAMPAGNOLO

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OWTO



7933

A close-up photograph of a silver metal shaft, likely a bicycle handlebar, with a blue handle on the left. The number "7930" is stamped on the shaft. The background is a blurred green lawn.

7930

OLIVO

FORZATI

SPECIALI

TITI









## trainman999

Senior Member

Thread Starter

Join Date: May 2016

Posts: 161

Bikes: *83 Schwinn Superior,  
86 Paramount,86  
Madison,87 Cimeron,86  
Nishiki Linear*

Mentioned: 8 Post(s)

Tagged: 0 Thread(s)

Quoted: 72 Post(s)

Finally had time to work on this bike. seat tube is 27.0 a post measuring 27.11 goes in but 27 .2 will not. Steerer is Columbus and rifled. It has been repainted and had chrome socks or maby a chrome fork. here are more pictures





T-Mar

Senior Member

Join Date: Nov 2004

Posts: 16,344

Mentioned: 334 Post(s)

Tagged: 1 Thread(s)

Quoted: 1877 Post(s)

The 27.0mm seat post suggests an SP seat tube, while the presence of a Columbus steerer suggests the full SP tubeset. However, extant literature from the mid-1980s indicates Olmo migrated from SL to SP on frames over 60 cm. This one does not look that large, so maybe it's SL with a slightly pinched or distorted seat tube?

Regarding the model, my leading candidate would be one of the Competition C variants from the very late 1970s to early 1980s. It clearly has the Portacatena dropout and is therefore no older than a 1978 model. On the modern end, Olmo debuted a new SL model, the Firenze, for the 1985 model year. The extant introductory literature for that model shows it having a pump peg, dual bottle bosses, a brazed-on front derailleur mount, cable routed under the bottom bracket shell and Olmo branded dropouts. Your frameset has none of these features. Consequently, I believe it frameset to be pre-1985.

The bicycle has obviously be frankenbiked to a degree but the Campagnolo components could be OEM, in which case the date codes may provide some clues. There should be a patent date on the rear derailleur's upper pivot housing and date codes on the back of the crankarms. There are also date codes on the back of Campagnolo hub locknuts but I strongly suspect the wheels are replacements based on the aero rims and non-Campagnolo skewers. The brakes, appear to be the 1978-1983 version of Record.

**trainman999**

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Thread Starter

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86 Paramount, 86

frame is a 60cm weighs 2230 grams, fork weighs 770 grams does this sound right for a SP frame? Rear derailleur pat date 84, front and rear hubs lock nuts stamped 11, I am guessing thease are 1985. Crank is 3 in a circle should be 1983. rear break record ,front super record. inner chain ring a Sugino. You are right it has been frankenbiked

T -Mar does your knowledge extend back to 1900 parts and frames? Have a late 1800 early 1900 bike trying to find out about.



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Quote:

Originally Posted by **trainman999** [>](#)

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*T -Mar does your knowledge extend back to 1900 parts and frames? Have a late 1800 early 1900 bike trying to find out about.*

If these components were OEM, I wouldn't expect a 2 year variation in date codes. The rear derailleur and crankarms *might* be OEM but I don't have a high level of confidence. .

Regarding weight, I consider it the least reliable parameter for determining a tubeset. Selection of fittings can cause more variation in weight than stepping up or down a tubeset. Unless I have a valid comparison using another model of known tubing from the same manufacturer and using the same fittings, I tend to dismiss the weight as an identifier.