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Senior Member



Join Date: Apr 2012
 Location: Middle Earth (aka IA)
 My Bikes: A lot of old bikes and a few new ones
 Posts: 9,431
 Mentioned: 102 Post(s)
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1960ish Olmo Gran Sport

This bike popped up on the C&V valuation forum a few days ago so I wanted to give @valleyguy77 a shout out for selling me the bike, rather than selling it to @big chainring who has never seen an old European road bike that he didn't immediately fall in love with and who even threatened to take a road trip to Des Moines to buy the bike but I beat him to it, 🤪 Beer is on me if you ever make it to D.M.

I also wanted to give a shout out to @juvela, @gugie, and @dddd all of whom helped me ID the bike when it popped up on CL and who know a heck of a lot more about old bikes than I ever will.

The bike is sweet. The tubing is falck and the drop outs are campagnolo. Pretty much all the decals are still on the bike and the paint is in very decent shape for a 50 plus year old bike; the chrome is in great shape. I'm not sure of the date but the components place it in the early 60s. I swapped out the replacement saddle that came on the bike with a brooks pro but the rest of the parts appear to be original:

- (1) campagnolo nuovo record high flange hubs; the front rim is a fiamme, the rear a mavic sport;
- (2) campagnolo gran sport derailleurs (no date code, though 🤪);
- (3) regina freewheel, 14-26;
- (4) ambrosio stem and bars (the bars are 26.0 but the stem is too short and looks to be a 22.0, 🤪);
- (5) sheffield sprint pedals;
- (6) Weinmann vainqueur 999 center pull brakes and levers;
- (7) magistroni steel cottered crank with alloy rings, 49-46 (3 teeth is probably all the gran sport front derailleur can handle).

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I finally finished the bike. It took me a while to track down a cotter pin press. The bike is pretty much original. I replaced the original ambrosio bar and stem with a cinelli bar and stem. The original stem was too short for me. The gran sport front derailleur didn't survive, 😞, and I replaced it with a "nuovo" gran sport. I replaced the tubulars with clinchers that if not quite period correct are in the right neighborhood: campy record high flange hubs and milremo alloy clincher rims. One thing that surprised me about the bike is that every single bearing surface (and there are a lot of bearings in this bike from the BB to the hubs and headset to the pedals and the rear derailleur jockey wheels) was smooth with no pitting.

I was lucky to have a black silca impero pump that actually fits the frame. I used black tressostar tape. The hoods are dia compe that fit the levers well and the water bottle cage is from velo orange.

The bike reminds me a bit of an old house that is very well built but you need to keep repairing. Plus nothing is quite straight or plumb and it can be tough finding parts.

Every part of this bike needed some TLC; a lot of the parts need a bit of modding and coaxing to make them work right. But every part works well in a 1960ish summer of love kind of way.

This is a very solid bike; it just feels right as you pedal it.

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TA)**Olmo Gran Sport 1960 (?)**

Olmo Gran Sport from right around 1960. That's the date on the record hub cones which may or may not be the date of the bike but the other parts on the bike point to an early 60s dating (gran sport derailleurs, etc.). Virtually all the parts on the bike are original. The saddle is not (it's a brooks pro), I changed the bar and stem out because the stem was too short but I'll change that back, and the wheels (ambrosio clincher rims and record hubs) date from the late 60s but they're not the original tubulars. The bike has falck tubing, campy drop outs, magistroni crank, sheffield sprint pedals, Weinmann 999 center pulls. The bike is in excellent cosmetic (all original decals) and mechanical shape (all the bearing surfaces are smooth). The bike has old school half step gearing (which is pretty useful when you have only 5 on the back), with a 49/46 upfront and a 13-26 on the rear. This was a heck of a CL find last year, :)