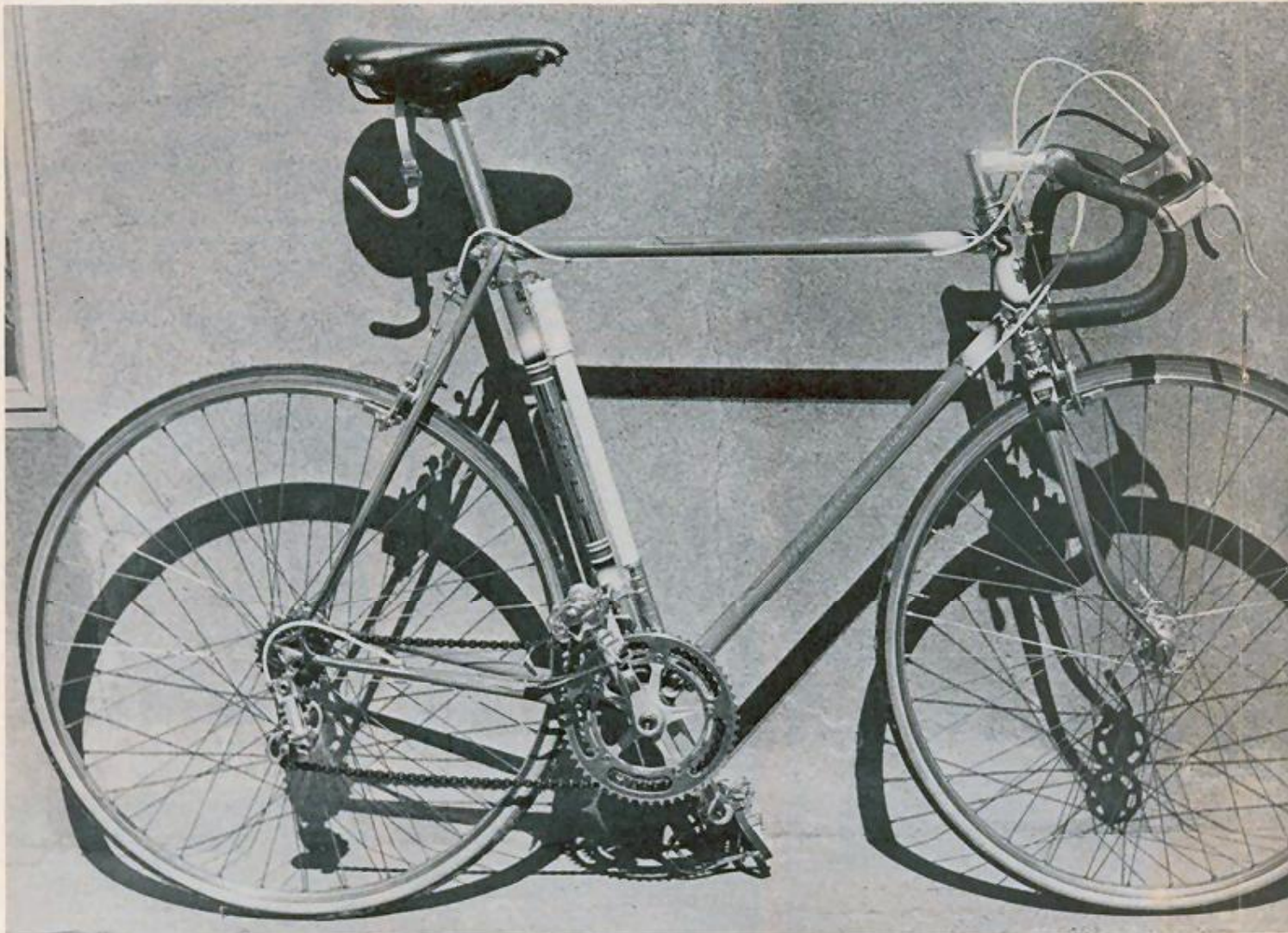


# ROAD TEST:

*The Mondia Special—loaded with Swiss quality!*




Price	\$395
Chain Stay	17-1/8"
Frame Drop	3"
WB	41"
Frame Size	23"
Top Tube	23"
Seat Tube	73°
Head Tube	73°
Fork Rake	2"

Bicycle supplied courtesy of Bob Hovey, Wheels Unlimited, San Rafael, California.

# MONDIA SPECIAL

by RUDY SEDLAK



The Mondia Special is a racing bicycle made in Switzerland and its characteristics reflect those qualities you expect of products from Switzerland. This bike is solid, well-designed, and in particular, it is meticulously put together. There's nothing spectacular, outlandish or faddish about it; it's just a good machine, well done, and it performs the same way.

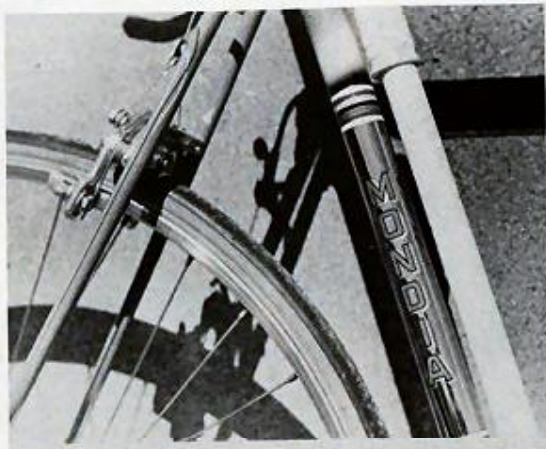
The frame geometry is well suited to a road racing bike and is an excellent compromise between the extremely rigid, very upright frame which is so fashionable and the older, longer frame which was almost spongy. The bicycle handles very well and engenders a feeling of complete confidence in the rider. It is sufficiently stiff to be sprinted easily and controllably without being so stiff that it is uncomfortable on long rides. The eyelets have been left on the Campagnolo fork tips to allow easy fitting of racks for touring.

The Mondia comes equipped with the usual full complement of Campagnolo accessories (including handlebar shifters as standard equipment) excepting the brakes, which are Mafac Racers. Interestingly, these brakes usually come without quick releases or adjusters, which would be a serious oversight on a bike of this quality; however, Mondia has

had the presence of mind to fit Weinmann combination quick release/adjusters so that the brakes are as good as any available at any price. The Campagnolo accessories, though undeniably over-priced, perform as well as any accessories available, and better than many. It is worthy of mention that this machine arrived for road testing so perfectly set up that no adjustment was necessary to make it road worthy, a real tribute to the dealer who assisted us.

Well, perhaps it was a bit hasty to say that there is nothing flamboyant about this bike. It's about that paint job; no matter which color(s) you choose for your Mondia, they all come with a design that would put "Big Daddy" Ed Roth to shame. Wild scalloping, one color fading into another and finally fading into chrome! Too much? No, Just Enough! The paint job announces loudly that you've paid a lot for your bicycle.

This road test was one of the more difficult to do from two aspects. First, it is expected that the road test will reveal some hidden flaw which is not obvious to the casual observer, and unfortunately none was found. Because of this, the second and most difficult part of the test was giving the bike back!



*The Mondia is sufficiently stiff to be sprinted easily and controllably without being so stiff that it is uncomfortable on long rides.*



*Eyelets have been left on the Campagnolo fork tips to allow easy fitting of racks for touring.*



Clockwise from top left: 1) The Campagnolo accessories perform as well as any available, and although they are overpriced, are better than many on the market. 2) While a road test is expected to reveal the hidden flaws not obvious to the casual observer, none were found on the Mondia. 3) The meticulous put together creates an excellent machine that performs delightfully well.

4) The Mondia comes equipped with the usual full compliment of Campagnolo accessories, excepting the brakes, and includes handlebar shifters as standard equipment. 5) The Masac Racer brakes are fitted with Weinmann combination quick release/adjusters so that the brakes are as good as any available at any price. 6) The paint job, with wild scalloping and one color fading into another, announces that you paid plenty for your bicycle.