

# FAGGIN FRAMESETS

**Who is Faggin?** The Faggin (pronounced fa-jean') family has been famous for bicycle racing and building for two generations. Founder Marcello Faggin raced professionally from the late 1930's until the early 1950's, winning over 50 professional races. Cousin Leandro Faggin was an Olympic gold medalist and world professional champion. Before opening his own small shop, Marcello Faggin was head of production at the Torpado factory, another company rich in racing tradition. Today, the Faggin frames are built by the children of Marcello, who have inherited his passion for producing winning bicycles.

**Where are Faggins made?** The ancient city of Padua, fifteen miles west of Venice, is home to over thirty bicycle factories and frame shops. From this hothouse of competitive cycle production come the finest bicycles of Italy. They are forced to improve, refine, and constantly redesign to keep their markets. Within a twenty minute drive the great names of component production are established---Campagnolo, Gipiemme, Isca, Modolo, and others. This puts the products of the region (called Veneto) at the cutting edge. The Faggin shop is located just outside the old city walls, in the home of Marcello's youngest daughter Cristina and her husband Massimo. The garage and basement have been remodeled into a framebuilding shop. All steps of actual frame production occur here under the watchful eye of Giorgio Dianin, son-in-law of Marcello.

**What is the Faggin design philosophy?** Through two generations, the Faggins have had two clearly defined goals. To create raceworthy, winning frames; and to build them for the lowest possible cost. The first is accomplished by constantly testing them in the crucible of competition. Numerous Italian national championships, one world professional championship, Olympic gold medals, and a world-wide host of important race wins attest to the success of this effort. The family works closely with the Italian National team, several European regional teams and Sergio Bianchetto, Italian National Sprint Coach and multiple professional World Champion. This makes for a working relationship with the most knowledgeable competitors and coaches on earth. The lowest possible cost is accomplished by hard-working, incredibly skilled people that can do their jobs quickly and efficiently. State-of-the-art tools that don't interfere with the gift that a fine eye and hand can give a bike are also used.

**How do Faggin bicycles ride?** The bicycles must be ridden to appreciate what an unusual value they are. One usually expects to pay far more for this quality of ride. Absolutely neutral handling, coupled with the responsiveness that have made the great names of Italy legendary, is theirs. No twitchiness, no gimmicks, just solid dependable handling that allows the rider to confidently attack the most challenging course. The stiff rear triangle makes climbing and sprints a pleasant surprise. Time trials are accomplished in personal-best times because the nimble handling does not prevent riding in a straight line. This is the essence of the framebuilder's art---complete responsiveness that is utterly controllable; efficient rigidity that is still lively and comfortable for 150 mile races on tough roads. Not science...it is art!

**How are Faggins made?** The raw materials are prepared. Lugs are cleaned, tubes are cut and precisely mitered. Then several sub-assemblies are made. Rear triangles are made separately. Massimo, the head builder, with one assistant, sets up the jig for a run of one size. Of course, for proper fit and handling, every frame size has its own unique geometry. Angles and tube lengths are all unique for a size. The tubes (which have also been polished and degreased) are inserted into the lugs, the frame is completely assembled on a hand-set, not pneumatic, jig. It's all measured up, then double-checked. Each joint receives a touch of brass. The frame is removed from the jig and put on a specially made alignment table. All tubes are checked for perfect alignment, measurements are double-checked. Carla and Gianna, daughters of Marcello, completely braze up the lugs. The frames are then put back on the alignment table. This rigorous, almost fanatical care in alignment means a better riding, trouble-free bicycle that shifts properly, doesn't shimmy, and most importantly, handles perfectly. The braze-ons are then attached for shifters, cables, bottles and pump. Flux is removed and the frame is blasted clean. The drop-out tube joints are shaped with a long, narrow, hand-held belt sander. The frame is complete. Simultaneously, the fork has been built. The Faggins buy straight fork blades, choosing to put their own precise rake on the blades. The frames are then sent to the chrome shop. One shop does all the chroming for all of the regional framebuilders, giving everyone the efficiency of a specialist. The frames are then sent to the painter, another specialist. When the framesets arrive at Torelli after the month-long voyage, they are unwrapped and inspected. The frame is once again put on an alignment table to make sure that any small misalignment that may have occurred in transit is corrected to plus or minus .001". The bearing surfaces are then machined with Campagnolo tools to be perfectly parallel. Our careful packing preserves this so that your skilled dealer may easily and economically assemble your custom cycle.

**What kinds of Faggins are available?** Torelli has the Faggin family build their frames so that they are especially suitable for the special needs of American riders. The most popular, the "Tre Tubi", is built with the three main tubes of Columbus SL. The rear triangle and fork blades are built of Columbus Aelle. Many other frames that sell in this price range don't use any SL tubing, and therefore don't have the verve that comes from an SL frame. Lively and stiff, a test ride will show that it outrides many frames costing twice as much. The AR-SL is entirely of Columbus SL with Microfusione (investment-cast) bottom bracket and Cinelli full sloping fork crown. An incredible buy; so much frame for so little money. Occasionally Torelli receives track frames and special small-front-wheel time trial frames. Supply on these is always limited.

While Faggins have only recently been imported into America, Europeans have long recognized their excellence. France and Belgium, among the most cycle-mad countries on earth, are the main customers for Faggin. The excellent price of a Faggin bicycle is accomplished not only by superior building methods. A Faggin does not carry the excessive costs of a giant advertising campaign. Your dealer has chosen to sell Faggin because of its merits, going to the trouble of stocking and selling a little-known bike because of the self-evident benefits to you, the customer.

We at Torelli, as riders and racers ourselves, understand how important it is that all be perfect on your custom cycle. We stock nine colors in ten sizes to ensure your satisfaction. You can work with your dealer in sizing and designing your custom bike, knowing that you have made the best choice.

Good Cycling!  
Torelli Imports