HUNQAPILLAR

by Rivendell Bicycle Works

HUNQAPILLAR

It's a stout touring-trail bike with elements of both the Atlantis, our standard touring bike and the Bombadil, our stout-as-all-get-out touring & mountain bike.

Bombadil-like, the seat tube, top tubes, and down tubes are about 0.1mm thicker in those in the Atlantis.

Atlantis-like, the Hunqapillar has either 26-inch or 700c wheels, depending on the frame size (48cm/26; 54-58-62/700C).

Back to Bombadil-like, the Hunqapillar has an expanded frame, meaning the listed size is the length of the seat tube; and from that point the top tube slopes up six degrees to its junction with the head tube. This increases the standover height, and so you ride about 3 to 6cm smaller than you'd ride if the bike had a level, or way less sloping top tube. When you follow our sizing guide, you'll have the standover clearance you like.

I/Grant ride a 59 Hilsen, and a 54 Hunqapiller. Keven rides a 62-63, and is getting a 58. It goes like that.

The benefit of the expanded frame is higher handlebars easier, and so, more comfort. That's important and desirable on any bike, and super important on one for touring.

The Hunqapillar frame is an interesting mix of materials and people behind it. It's our design, everything down to the last micro-detail. It's made in Taiwan by a team of builders trained by Tetsu Ishigaki, of Toyo. The main tubes are super-expensive Japanese Kaisei 8630 heat-treated. The seat- and chainstays are perfectly good Taiwan CrMo. The fork is made in Japan by Tetsu Ishigaki at Toyo.

Rear Spacing is 135mm—normal for touring and mountain bikes, and that gives you access to about a million rear hubs.

The 58 and 62, have extra top tubes, for extra strength. The 48 and 54 don't need them, because their head tubes are shorter, so the frames are already well-triangulated.

All sizes have clearance for 2.2-inch tires, which is big enough for anything except downhill racing. The smallest tire you ought to put on it is about 38mm/1.5-inches---an appropriate size for a loaded tour on pavement, or a zippy commute; although we'd recommend bigger than that.

Every bar in the world is suitable for the Hunqapillar, so put on what you like. Drops, Moustache, Bullmoose, and Albatross are (we'd say) impossible to beat, but if you've eBay'd an extinct bar you've been lusting over for weeks, that'll work fine, too.

The Hunqapillar has plenty of braze-ons for any tour. It's strong enough for any trail. It's comfortable enough for any back, hands, neck.

It'll have a fancy paint job—darkish elephant grey with dark red, but not quite kidney bean red decals, and cream letters. There will be some details we've never done before, jacking up the cost, but we've done this on a few other bikes, and it looks good.

Once we receive the frames, the frame-fork-headset will cost $1500. We're expecting them in July. That is a strong expectation, but not a promise. Still, we'd like to pre-sell a few, so for the first seven of any size ordered before April 1:

• You lock in a price of $1400

• And give you a $100 credit toward parts.

That's $200 savings for you. This will help us with our cash flow, since we have to pay for the entire shipment about a month before they get here. It's one of our neverending cash-flow headaches, and this is our way to make our lives easier, that's all. So you help us with our cash flow; we'll reward your help with a lower price.

Every bike we develop builds on bikes that preceeded it. And every time we do another production run of any model, we approach that bike like it's brand new. Sometimes less expensive bikes learn from more expensive ones, sometimes it the other way around. The Hunqapillar may be new, but it has every bike we've done before it in it.

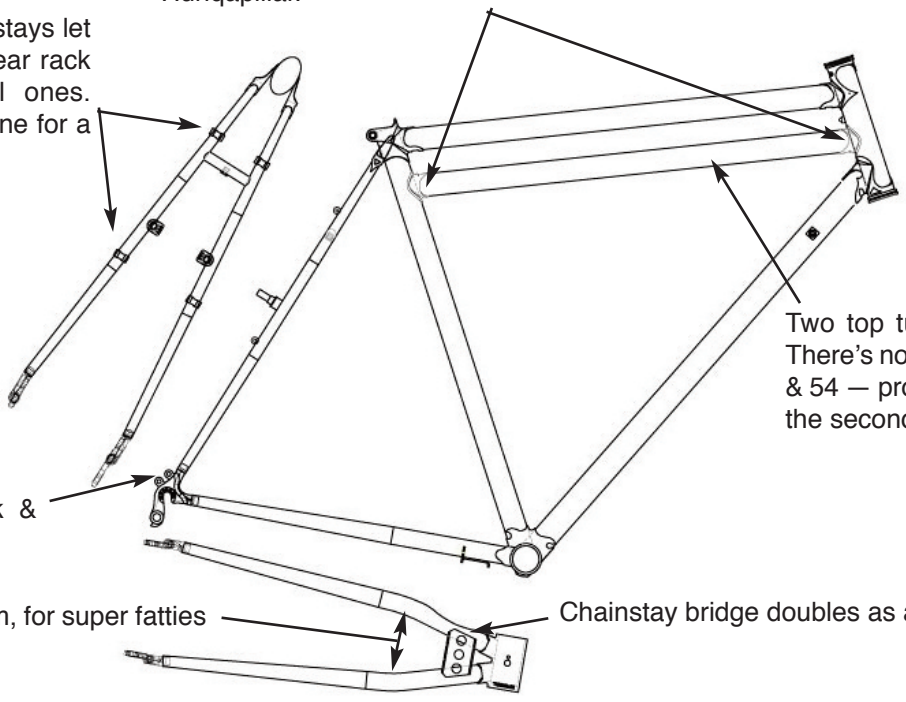
The wooly mammoth was drawn by Andrew Denman, a local friend and artist who drew an old Heron bicycle poster for us in 1998 or so. The mammoth will be on the head badge.

Hunqadetails

The Hunqapillar, like all of our bikes, is made wiith fine, strong, precision cast or forged lugs, dropouts, bottom bracket shell, and fork crown. Most of the fittings you see here are made just for us, and three of them were made just for the Hunqapillar. (Although we may use them on other models, when they make sense.) They're all steel, just like the Hunqatubes.

Even the second top tube is lugged, with lugs designed just for the Hunqapillar.

Two eyelets on the seat stays let you mount any normal rear rack and any of our abnormal ones. Or, use the lower outer one for a rear light



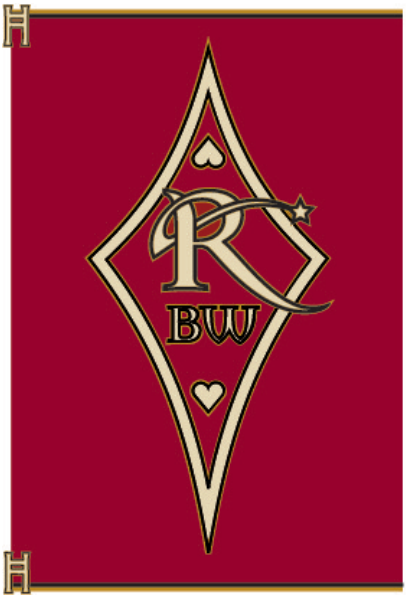
Two top tubes on the 58 & 62. There's no room for two on the 48 & 54 — proof that they don't need the second one.

Two eyes here for rack & fenders. That's normal.

Good clearance, 65mm, for super fatties

Chainstay bridge doubles as a kickstand plate

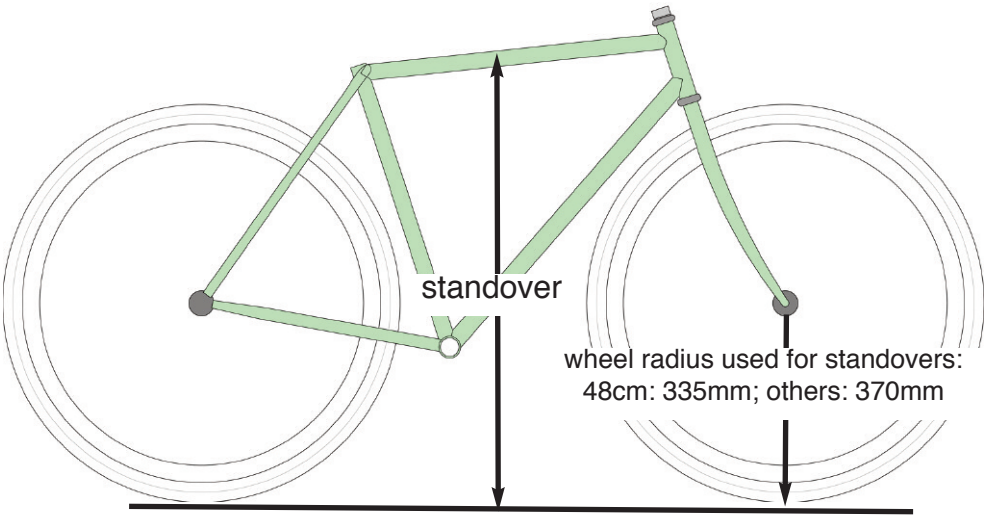
Hunqagraphics



Down tube decal top, seat tube decal right. The deep red color may not look real on your screen, but over the painted frame, it's a knockout.

This isn't a Hunqapillar, it's a huge Bombadil with a similar, but not identical--paint sceme. The Hunqapillar will have a close grey color, with a dark red head tube and panel decals. Less cream than this.

Hunqasizing



PBH	Saddle Ht.	Hunqa size	approximate standover
76.5-83	66-72	48	77.5
83.5-89	72-81	54	83.5
87.5-93	76-84	58	87.5
91.5-10	82-90	62	91.5

all measurements in centimeters

NOTES. Find the biggest tire you want to ride—on an existing bike, a friend's bike, or a stranger's. Put the bike dead vertical & measure the radius as shown here. Use that number to calculate your personal actual standover height. The difference between that radius and 335mm or 365mm is the difference in your standover, compared to that on this chart here.
The 370mm 700c tire referenced here is a Schwalbe Fat Apple 60mm—a humongously large tire. A more normal big-fatty would have a radius of 360 to 365. But measure your own favorite, so you know. Easy!

Hunqatire Tips

Road touring: Although you can find people who've toured across the country with 50lbs on 28mm tires, go fatter and softer, man! More volume allows lower pressure for more comfort, longer-lasting wheels, and less stress on bike and you. So even if you weigh 140lbs, we recommend touring with tires at least 38mm wide, inflated to no more than 60psi. If you're closer to 200lbs, go a bit fatter and softer. Always tailor the pressure to the road surface—smoother/harder; rougher/softer.

Commuting: How long is your commute, and how late do you leave the house? Commuting should be low-stress, and the best way to do that is find the route with the fewest cars, and ride tires that won't pop. A typical commute is on city streets and poorly maintained residential roads, morning and evening, in bad lighting that doesn't illuminate road hazards. The most reliable tires are 600-to-850g fatties, with thick treads and stout casings. You get used to the weight, it seems normal after a day or two, and you never, ever get a flat. Commuting begs for heavy tires. You commute? Ride heavy!

Trail riding, loaded and unloaded: A skilled rider can ride 35mm tires on trails, but skinnies require more pressure and make bumps and turns iffy. A good starting point is about 42mm, and if you tour with a load on trails, go even fatter. If your ride to the trail is twenty miles and your ride on the trail is ten, still ride the fatty; just harden it for the road, soften it for the dirt. Err on the side of fat, soft, heavy.