

The **BOB** Gazette # **7**

- Some old stuff
- Some new stuff
- No borrowed stuff
- No blue stuff

The Journal of Noncompetitive Cycling

3,789 BOBs; Some New

We wanted to have 10,000 by September, and the dumb money says we'll make it. If we did, it would cause all kinds of problems. There might even be a pure, BOB-only business in there somewhere, with a line of BOBcycles, a big-enough support staff, a department that only handled returns on shrunken wool jerseys so Candace wouldn't have to, and even BOBparts? Anyway, almost 4,000 BOBs is just fine, and we're busy.

BOB #8 Scores BIG, But Still Needs a New Job

Candace, our SWF BOB of 25, has received numerous gifts in the past month, including smoked salmon, a T-shirt, sunglasses, oranges, flowers, and choco-covered coffee beans. She isn't necessarily looking for a boyfriend, but she isn't necessarily not; she's 5'9.5" but looks taller and will be jobless after August 31. She lives in San Ramon, CA, and can commute up to 30 miles, but would rather not. She is organized, thorough, smart, a fast learner, accurate on a keyboard (although she's tired of data entry), and usually in a good mood. She knows Excel, Word, WordPerfect, Wordstar. Candy is good on the phone, not a bikey, won't work retail, and is beyond filing.

Serious inquiries only.

(1800) 328-2453 x 232.

Classical Parts Die Ignoble Death

Beating a dead horse (continuing apologies to vegan-BOBs). More doomsaying...

One in four of you has seen our Endangered Species calendar, a monthly grouch about the extinction and endangerment of simple, durable cycling designs from the past. It has things like friction shifters, leather saddles, leather shoes, flat fork crowns, quill pedals...

Maybe you think *So what? Who needs old stuff? I hate centerpulls! I'm a BOB, but I ride clipless! Okaaaay??!*

It doesn't matter. Once something is gone it's impossible to get it back, and if something as fine as a Campagnolo road pedal is threatened, no part is safe.

Three years ago who would have ever thought downtube shifters, simple road brake levers (without integrated shifters), bar-end shifters, freewheels, threaded hubs, and spoked wheels would be endangered?

Ten years ago you could have gone into any bike shop in the country and had your pick of half a dozen grades of road brake levers. Try it now. While you're there, look around for a Brooks Pro saddle, or a threaded pedal dust cap.

We aren't suggesting you bother the staff, actually; just trying to make the point that if you like something now and you think you always will, you can't count on it always being available, so you might want to buy it now.

Planetary Gear is a terrific bike shop in San Francisco that still sells the old stuff. Not exclusively, but good old stuff is a main attraction, and the owner, Grant Handy, likes to customize new and old bikes with parts from the past. But he's at

the end of his rope.

"Every year," he tells us, "I have to compromise more and more. It's too hard to find the (old good) stuff. In a couple of years every bike I sell will be box-stock, and (something like) that'll make me quit." He is one of our eight heroes, inspirations, role models. And as bike dealers go, he is definitely an endangered species.

FLASH! Sansin Bites Dust!

Sansin made those wonderful Specialized and SunTour hubs, as well as hubs marketed under its own name (or some variation thereof) up through about 1985. Wonderful hubs--smooth, strong, actually serviceable, threaded style only. These hubs lasted forever, and everyone loved them.

FLASH II! Mavic Sold!

Salomon bought them. Does this mean the end of low-Q Factor cranks and rebuildable derailleurs? Will Mavic go cheap to gain market share?

FLASH III! SunTour Ceases Prod. on SP, XC Pro

SunTour has stopped producing its top-of-the-line Superbe Pro road and XC Pro off-road components. ("Ceases prod."?)

FLASH IV! Vitus Buys Simplex

Mavic bought them a few years ago, sold them recently to Vitus, the French tubing company. We asked "Can we get the downtube shifters, or the tooling for them?" A: Sorry. No longer made. Tooling gone. X

WHAT'S OLD

by Bob Sr.

SUSPENSION IN PARIS-ROUBAIX? No Way!

If they can't stand the bumps, they should wait for a smoothie.

Paris-Roubaix has been known for almost a hundred years as the toughest one-day bicycle race in the world, and to even finish—since often less than half the field does—is an achievement. There's slick, goeey mud when it's rainy, booger-blackening dust when it's dry, and loaf-o'-French bread-sized countryside cobblestones no matter what the weather.

In an effort to improve transportation in the area, more and more kilometers of cobbles have been paved over, threatening to turn this tough-guy's race into a race for wimps, (albeit wimps who can race 270km). But a more insidious threat to the challenge of P-R exists in the form of, ohmygod, suspension forks.

Riding suspension at P-R is like

chumming for golden trout in a wilderness lake, or hiking the Apalachian trail with sherpas and oxygen. Rather than rising to the challenge that thousands of others have for ninety years, racers are bringing the race down to their level.

But if any bike race deserves to be unsullied by "progress," Paris-Roubaix is it. It isn't just any bike race, or even just any Spring Classic. Putting shocks on your bike introduces an extra buffer of technology between the rider and the road. If neutralizing the cobbles is the point, then why not just pave over them, or build a board track next to them?

(Ed. note: Pave is pave until it's paved?) Yes, I know racers have always modified their bikes for this race, but I don't put slightly fatter tires run at slightly

lower pressure, or slightly longer chainstays and a double layer of bar tape in the same category as hydraulics. Maybe Bob Jr. does. Maybe he thinks P-R should be used as a testing ground for technology. Maybe he thinks part of winning and fair competition is using the most advanced equipment available, that racing has always been like that. Maybe he'll try to sell that "trickle-down" theory—but that's so pitiful it's pitiful.

And what kills me is that the mainstream media hasn't debated this at all. Are they afraid of offending the shock-vertisers? Everyone I know has an opinion about this. Ninety nine percent of them, and this include riders who ride shocks off-road, think that shocks have no place in the P-R race.

The Not That It Matters Department

We've been asked about our personal bikes more than once, so here goes. Keep in mind that we come upon good deals regularly, so many of the models have been modified. Most of us ride frames that were returned under warranty for things shockingly minor.

Masa, our resident Japanese Francophile has a custom made 5-speed Japanese commuter bike with 16-inch wheels, equipped with Stronglight 49D cranks, Lyotard pedals, Simplex post & Ideale saddle, Simplex derailleurs and Simplex retrofriction downtube lever, Mafac brakes, Nitto bars, Phillippe stem, National 16 x 1 3/8-inch tires. His XO-1 has Mavic, Regina, old Cyclone, Superbe, Ucanitor, old SunTour shifters. He also has an Alex Singer he bought through Planetary Gear.

Ariadne has a '91 RB-1 frame with a lot of '90 Dura-Ace parts and a Radac with old Campy Athena. She also has a com-

pletely stock XO-1, and a 1987 MB-1 (with the stock drop bars.)

Grant has an RB-1 with Mavic crank Simplex derailleurs, Simplex and old Campy bar-ends, a Zeus 2000 front derailleur, 6-speed 14 x 24 cluster, and Ucanitor saddle. His XO-1 changes a lot, but does have a Carradice-compatible B.17 saddle. And a 19-lb. Bstone carbon-fiber one-speed with Campy 3-arm cranks and Priest bars, and an old #300 mixte errand bike.

Jonathan rides an MB-Ø with Mavic cranks and wheels, top-mount XTs, an Allsop stem, Control Stix barends, Sachs freewheel, Pedro's grips, SS-7 levers. His XO-1 has Matrix rims, Ultegra hubs, Specialized cranks. Jonathan's RB-1 has Ultegra derailleurs, Phil hubs, Dura Ace 7-speed freewheel, Ritchey post with a rail-less San Marco saddle.

Rob's XO-1 has Modolo bars and Modolo stem, Mavic hubs & Derailleurs, old SunTour bar-ends. His MB-Ø is all Deore XT w/Scott bar-ends, tusk Turbo saddle. He also has a Concorde.

Terri's XO-1 is stock. Her MB-1 ('93) is stock except for an Allsop stem, and she took off the clipless pedals. Ritchey bar ends. She has a 1992 RB-1 that was used as the paint sample for a silver RB-2. It has a Sugino crank, Shimano bar-ends, Dia Compe brakes, Campy track pedals. She has a Lennard Zinn, and just bought a commuter bike from Masa.

Trisha has a '92 XO-1 with a Rhode Gear carrier for Jesse; and a purple Strawberry road frame with Zeus 2000 parts.

Kendall has an XO-1, Cinelli, and an early-'70s Witcomb that he claims was built by then-apprentice Richard Sachs. He never fails to refer to it as his "Sachs-Witcomb", but we thing he's funnin'.

BRIDGESTONE

WHAT'S NEW

by Bob Jr.

(apologies to heathen BOBs)

SUS + PARIS-ROUBAIX? A Marriage Made in Heaven

It's called "progress," and you can't stop it.

Bike racing is about competition, and competition is about winning, and if you're going to compete, it's only smart to use anything legal. Paris-Roubaix is a bumpy race, so what makes more sense than a suspension fork?

The sponsors pay the riders to win, not to take a neolithic stance on equipment. Any rider who willingly chooses to use a standard bike in Paris-Roubaix is not riding in the best interest of his sponsors or teammates, and therefore should be thrown off the team. No kidding.

Paris-Roubaix riders have always modified their bikes to suit this toughest of races. Many even had special frames made, with longer chainstays, slacker angles, and longer steer tubes, so they

could have higher stems. Modified bikes is part of the tradition of Paris-Roubaix.

I don't idolize racers, but I do think they provide a service to cycling in general, for testing new technology so that we can all benefit. It's always been that way. It's like NASA trickling down its technology to the humble housewife. It's how progress has always been made and always will be made.

Roger DeVlaeminck won Paris-Roubaix lots of times, but he'd have a hard time competing against today's riders with today's gear. He was no fool, though, and if riders in his days had the opportunity to use shocks, Roger-of-Vlaeminck would have been first in line or first off the back.

Another benefit to the pros riding shocks in Paris-Roubaix is that suspension allows these fine athletes to continue their careers longer.

And we all benefit when finely conditioned athletes can continue to grace us with their superbe performances. Right?

Sorry, Senior Roberto, pero nada en todo de bike racing makes mas sense que suspension in Paris-Roubaix. As long as riders are going to be handicapped with skinny tires, suspension forks at least make the race rideable and survivable.

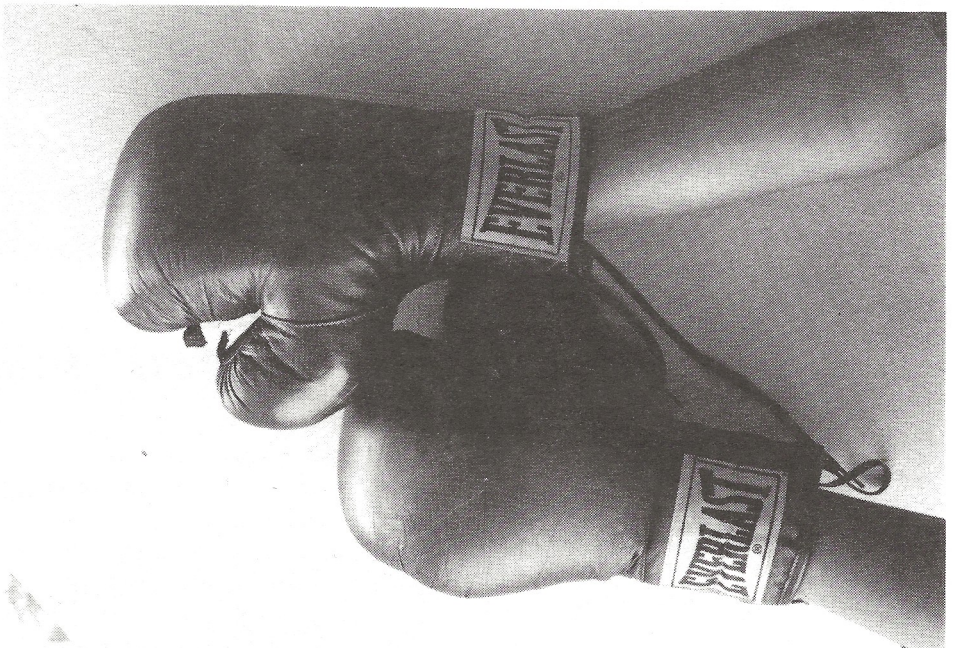
Why is it that armchair athletes like you want others to suffer so you can live out some fantasy of your own? Do you get a thrill out of seeing others conquer challenges you could never face?

Attn: BOB Boxers

Before 1994 we said we'd only use shifters that could be operated while wearing boxing gloves, and if you think about it, it's not as dumb as it sounds. We bought these gloves at a famous boxing supply house in San Francisco City, and had planned to use them as an ad prop, but never got around to it. They were finally put to good use last Halloween, when BOB #8 (Candace) was a boxer.

Anyway, we are selling these, we have just one pair, and the cost—\$25—is about half of retail, and goes towards our *Buy A Poor Kid A Bike* fund.

These are Everlast brand, and real leather. They smell good and feel good, and \$25 isn't all that much, especially when you consider it'll buy half a bike for some little boy or girl.



BRIDGESTONE

Random Notes and Drivel

BOB Jon Sharret is producing exact replicas of the 1892 Columbia Bicycle sales brochure and selling them for \$5. According to BOB-Jon, it is printed on paper of the same color (light blue), texture (smooth), and size (9cm x 14cm. Handsized) as the original, and he binds them himself with **BEESWAXED** thread. It's pretty nice, especially if you haven't read old bike catalogues before. Send your money to: **Jon Sharret, 2322 Johnson St. NE Minneapolis, MN 55418.**

Can you afford \$44.50 plus \$5 shipping for the best baseball cap in the world? At least get the good free catalogue: **Cooperstown Ball Cap Co. Box 1003 Cooperstown, NY 13326 ph (607) 264-8294 fax (607) 264-3965.** Wool uppers with real horsehide sweatbands (apologies to vegan-BOBs), made to the exact specifications as the original hats dating from the 1890s to 1960s from pro teams, women's teams, prison leagues, negro leagues, Cuban leagues, Dominican Republic leagues, and more. Each hat is custom made. If you know someone who wears baseball hats all the time and doesn't insist on a ponytail hole in the back, give a gift certificate and a catalogue. These are NOT the similar-sounding Cooperstown Collection hats, so when your pal the ball fan says "Oh, I've seen those," he is either mistaken or you have a very hip friend.

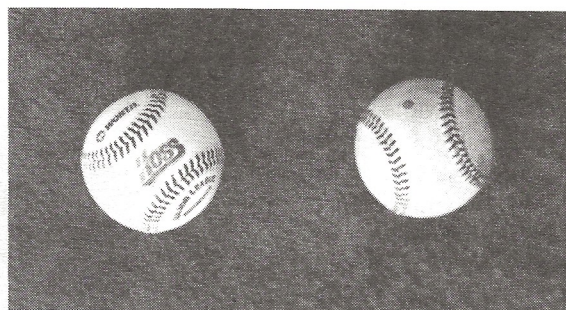
BOB hats: The sweatbands were supposed to be black. The buckle on the runner's hat was supposed to be a slick silver slider with a snap. The stitching on the bill was supposed to hug the edge, so the fabric doesn't poof up there. (Do it yourself. Add two lines of stitching between the bill's edge and the first line)...The mechanic's hat fits fine up to a 7 1/4, but bigger than that, and you should cut the elastic, it'll fit a 7 3/8 perfectly. It doesn't hurt anything to cut it, so don't worry. In GAZ-6, the Runner's hat was shown just above a description of the mechanic's hat. We've cleared it up in this issue.

The catalogue pick-a-new-name-for-hybrid-contest—remember? Maybe we didn't make it clear enough that we wanted a generic term that we could comfortably use in all company. Here are some suggestions, pulled at random from hundreds: Omni, Coadunate, M-RB, Tertiary, Road Glider, All-Rounder, Podriga, Inbred, Tweener, Paradox, Intermodal, Mule (several variations), Multisport, Dyad, Heteros, Earth Rover, Fungo, Prodigy, and Winkte (ween - ktay): "a Sioux word that literally means hermaphrodite, but is also translated as one with two souls."

The goatherd shorts have pewter buttons, the last pewter buttons we can get, so re sew them with beeswaxed thread. They make a ton of noise going through the drier, but are pleasantly quiet on the clothesline. They don't get too wet, ever, even in the wash, and consequently they get clean, but never spot free. Real goatherds don't care.

R.J. Johnson is a small family-owned company in Brownfield, Maine that makes custom wooden baseball bats and sells them direct. Their yearly production is around 15,000, all of Northern white ash. Bob Logan, the owner (why not Johnson?) tells us his grandfather, a former ballplayer and scout, started the company in 1927, and had access to all the pros' bat designs. Now they have 200 stock models, but still 75 percent of their production is custom. They make bats for Hollywood and institutions (We assume not jails, but what company is cool enough to give its employees wooden bats?) and anybody who has a favorite broken bat they want duplicated. Prices are so low we refuse to print them. Want a catalogue? Write **R.G. Johnson Company Box 52 Rte. 160 Brownfield, Me 04010. Phone 207 452-2770.**

If you like art, tradition, bicycles, and bike history, get The Vintage Bicycle Newsletter, published by Bicycle Classics, 1301 S. Clayton St. Denver, Co 80210 (303) 777-0914. It's fascinating, informative, inspirational, well-written, and real; a panacea for what's happening out there in the mainstream maelstrom. Subscriptions are \$22 per year, it's a monthly, and try to get all six or so back issues.



The real McHoss

A fakeMcHoss

Faux Nellie Scam Exposed

Remember those Hoss Balls we had a few issues ago? The last of the horsehide-apologies-to-vegan-BOBs-baseballs? There was a mixup, and it's possible some of you got the wrong balls. The real ones say HOSS; the fakers didn't, and may have even been stamped with Coors Light or Coca-Cola on them, if you imagine that. It was a mixup, neither intentional nor, thankfully, international, and we're sick about it. So here: If you got a fake, send it in and BOB #99 will either send you one of his last few real ones, or we'll compensate you some other way. Include a note with your ball, state your preference, be flexible, and don't ask for an XO-1 in exchange.

BRIDGESTONE

Beeswax Revisited and other things

Tony DeAngelo-BOB 1196 says to fasten the white plastic thing on the TA cage, heat the blade of a small screwdriver, run it through the white thing, secure it with a zip-tie.

Another tip from the fertile mind of **BOB-Tony**, who seems to be putting other BOBs to shame: When installing Binda Extra straps on Campy pedals (as we all do regularly) snip the end into a V-shape with diagonal cutters. Then smear **BEESWAX** on the side of the strap about 1cm down from the V for about the next 10cm. It will be easier to pull the thing on with needle nose pliers now. If you want, you can roll the strap up tight beforehand to soften it (as described in the C.O.N.I. manual), but whatever you do, please install some end buttons when you're through.

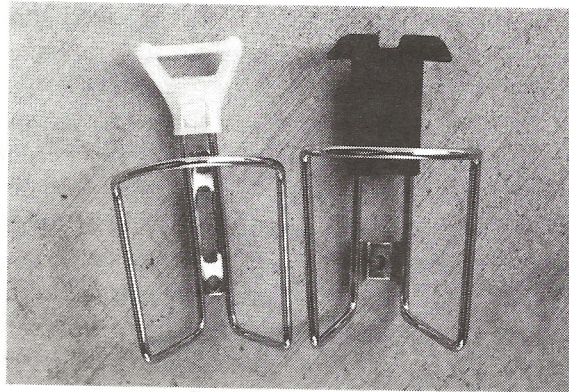
Rob Cook-BOB 2289 blew a tire sidewall on his RB-1, and booted his tire with a small piece of BOBfab cut from a No-Tech Tube Tote.

European pro race mechanics, none of whom are BOBs yet, cut the snout off their VAR tire levers. This reduces rotating weight, critical in the high pressure environments they work in, but reduces the wrench's effectiveness on Weinmann concave rims; a moot point for them, but not BOBs.

Just in from Joe Appel-BOB 451

(1) If you a top-routed top-routed r. der. cables, mash a small glob of **beeswax** around the end of the housing and the cable stop, to keep water out;

(2) If you use leather telemark ski boots (and you should), waterproof the leather with shoe polish (better than Sno-Seal or Biwell), and coat the stitching with beeswax.

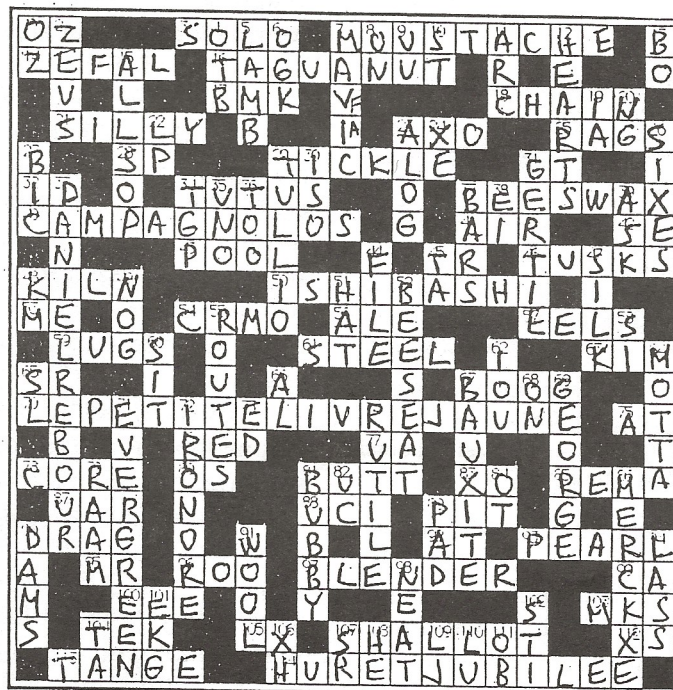


SAY IT AIN'T SEAX, JEAX TA!

It was bound to happen: TA quit making the Professional water bottle cage, the best in the world, a lone holdout that up to now had been weathering the onslaught of the technological age unflinchingly. BOB, you know, sold more TA cages than the rest of the bike industry combined (we hear). No surprise—ever try to find one in a bike shop? A few good shops carry them, but nobody buys.

When BOB ran out, we panicked, ordered more from France and Virginia, and made the ill discovery. The new cage looks like a clashing of worlds. A bulky, computer-designed (?) delrin chunk replaces the timeless white plastic. And the new cage weighs 25g more than the old one. Somebody makes these decisions. *Who?*

The '93 Catalogue Crossword Answers



Classifieds

Make the contacts, hope for the best, and you're on your own. Okay...

WANTED:

1993 XO-1 59cm
(303) 757-1110 days; 394-4419 eves.
John Carver/Colorado

Any 59cm Bstone road bike or frameset.
(810) 288-5441 weekends or after 6pm EST.
Scott/Michigan

'90 46 MB-1/MB-Ø frameor '91 38 MB-Ø
Arnie Medel/LINTAS Hamburg
Buchard Strasse 8
20095 Hamburg Germany (\$0.58 in stamps)
tele 011 81 49 40 339 75 603
fax 011 81 49 40 339 75 790

SELLING:

'92 MB-3, extra low, easy miles. \$450
obo.

Specialized Expedition touring bike
61cm. Braze-ons, extras. \$250.
Glenn / Ca. (707) 884-9645

'90 MB-3 52. Red/White. Avo-cet Mod.
30, Control Tech bar-ends. \$450.
(602) 885-6007.
Tom / AZ

Road framesets of Columbus or Reynolds
tubing, Campy parts. Free list.
503 537-0331 eves.
Bill/Oregon

'94 xo-3/52 Less than 100 mi. Great bike,
bar-ends, Moustache, etc.
(608) 782-6544 eves; 782-3020 days.
Paul / Wisconsin.

Specialized Hardrock 1991, 19" c-to-c.
Used, clean, \$200 OBO.
b. MB-4 '93, 55cm, green, new \$550 OBO.
c. XO-3 '94, 55, plum, new. \$550 OBO.
(810) 288-5441
Scott / Michigan

'91 MB-3 46cm DX parts. < 100 road mi.
'91 RB-T 50cm SunTour triple, bar-cons,
with Campy C-recordshort reach brake
levers. < 300mi.; \$300. Both bikes excellent.
(619) 452-3889

'92 RB-2 59cm \$550 OBO
Original, but 300mm post. Excellent cond.
(313) 687-0484 Steve

1993 RB-2 59cm. Stock, blue, like new
\$375
(510) 471-8012 Marty

The Future of BOB

(Will You Love Us Bañana?)

When asked about BOB's future, the line up to now has been something like "we'll try to keep it going." That's still true, but we just don't know exactly how or where to go about it.

Last month our BOBsales were about \$110 thousand, enough to support a few people, even *with* low-BOB profit margins. But more than 88 percent of that was bicycles, and when Bstone leaves, we won't have any bikes to sell. So we'll be jobless and have to pay for the inventory ourselves, and that's requires a huge leap of faith and a commitment to something that could flop big time in a month or two. One question is: How loyal are BOBs?

A few of us are considering another business, not entirely unBOBlike, but it will have to be somewhat unBOBlike because (1) We may not get legal rights to the name; and (2) Even if we do, something called a Bridgestone Owner's Bunch might put a low cap on membership.

What happens with BOB as a club-group-enterprise depends a lot on people and things that are beyond our control. If Bstone-Japan ever wants to re-enter this U.S. bicycle-dealer market, it might be fine to keep the name in circulation by letting us run BOB and grow the membership to 20,000 or so. But would we be threatening dealers if that happened, and if so, would that make it hard to ever distribute again through dealers? We'd never want to burn that bridge, not ever.

Anyway, we'll probably ask Bstone-Japan for a little money to cover printing and mailing costs, and maybe get a Bstone loan to buy initial stock of inventory with the hope that if we stock the right BOBstuff, you will continue to buy. How futile is it, to ask so many people you haven't met personally, to continue to shop BOB (or what-

ever it is called)?

IF we had a line of bikes, would you be interested? Or just framesets? These aren't just offhand questions. If we knew the answers we'd sleep much better, keep our hair longer, be in better moods, not eat as much bad stuff, and generally not be so dreadfully dreading 1995.

There have been job offers. Everybody here can get a job somewhere, but since there aren't many jobs like Bridgestone, and we're spoiled, the jobsearch hasn't taken on the fervor it probably should have by now.

Everything that we think and believe and feel about bikes has just intensified over the years, and we would like to go somewhere with it. And we want you back as friends, acquaintances, emotionally supporters and actual paying customers in another venture. It's not easy to write that, because it sounds like a pathetic plea, and that's not the intent. It is true, though.

You're more responsible for things that may follow than you realize. Until BOB, many of us felt isolated from the rest of the bike industry, as though we had this thing called bikes in common, but in the small picture there wasn't much overlap. Things we like are labeled *retro* and *old-fashioned* and *charming* and *outdated*, but we don't like them for any of those reasons, and the whole labeling process is so frustrating. What we like is simplicity and brand interchangeability and serviceability, and honesty. We think bikes are wonderful, and they should look wonderful, like objects of art. They don't have to be fancy art, but they should have a certain style, and we'd like to be part of bringing that back.

And we have to make a living. You BOBs play a big part in that.

XO

BRIDGESTONE

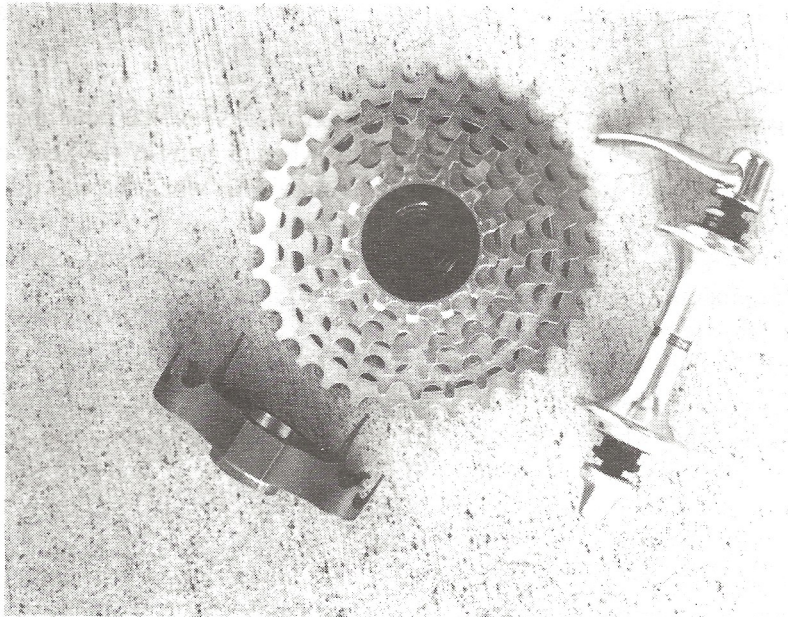
As Tut Goes...?



Boy-King Tutankhamen has long been our mascot and spiritual leader (apologies to Christian-BOBs). Back in 1990 we designed an entire trade show display in his honor back; we got Tut-totes, Tut-shirts (polo & sweat), and until recently even had this plaster Tut overseeing operations here. Then one cruel July afternoon, one of the display bikes, toppled onto Tut, and that was that.

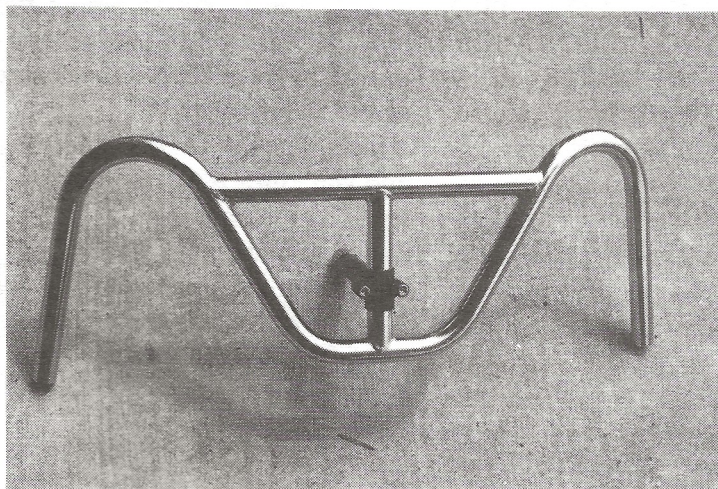
Remainders For Sale, Cheap

We came upon some old stuff that's really nice, and we could probably legally, ethically, morally, divide them up among us and be done with it, but that wouldn't be BOBlike, so we're offering them to you cheap. Credit card orders only, and hurry:



Shimano Ultegra 28° front hubs, \$20 ea. Limit One per BOB. Nine left.
 The XO-1 crown, \$25, limit one. Fourteen left.
 Regina 13 x 32 7-speed freewheels, \$20. Limit One. Five left.

Moustache Handlebars: The 2nd Prototype



The first prototype was bent copper plumbing pipe, heavily shimmed to fit a stem, and it bent badly when BOB #99 crashed on black ice. Black ice is rare where he lives. To the left is proto #2. The concept was multiple hand positions and much adjustability, so we sent our design to Nitto, and who made this prototype. The stem has no extension at all; the extension is in the bar itself. This bar was too strange. It look like somebody thought too hard, too long, too badly.

Version #3 was made in Taiwan. The curves were all wrong, and the tubing flattened at the bends.

Back to Nitto for #4, which is pretty much like the final. We rode it about 2,400 miles before deciding to cut the ends off a bit, but that was it. The rest was perfect, and that's it. In hindsight we should have used a 25.4mm sleeve, so it would fit most mountain bike stems. Too late, but we may be getting more in next month, to be sold, maybe, the month after?

NAME THAT PAGE

By the time you read this we (Bstone, not BOB) will be down to fewer than 400 bikes. We've been selling them to dealers for cheap, shamefully but apologetically making life miserable for other manufacturers who will be forced to answer our ridiculously low prices. It's their sales reps who really suffer. How would you feel if you made your living selling on commission, then one day your dying competitor started selling bikes for 20 percent below cost?

It's no easier for dealers, either. Yes, they get to buy bikes cheap, but they sort of have to buy bikes cheap, too, because if they don't, a competitor just around the corner might. Blowout bikes also affect existing stock. If their other stock is Bridgestone, we may offer a rebate on unsold inventory, but what about the Treks and Bianchis and Konas and Scotts they have? Our discounted bikes make those hard to sell at normal prices, so they're forced to discount them as well. You don't go out of business in a vacuum.

The first two days of the sale we received almost 200 orders, and filled about 140 of them.

We ran out of 55cm and 59cm XO-1s right away, and that was horrible. So many of you had wanted that bike for a long time, couldn't even find it in a retail store, and sent off your order as soon as you got the BOBcat. We also ran out of Simplex downtube shifters and Shimano bar-enders really early. In two days we sold 25 VAR spoke wrenches—no doubt more than were sold retail all of last year in all 6,500 bike shops. The \$9 price was an error, but we'll hold it. It doesn't much matter now, does it? Our cost was \$7.95, according to the BOBpricing formula (cost/.65, rounded to the nearest whole), they should have been \$12.

We're still slow getting orders out to

you, but that's only because, optimistic tho-we-be, we weren't prepared for the onslaught. Candace had nearly caught up when she developed what seems to be an RSI from too much data entry.

Lisa DeFrancis got a lot of get-well postcards, notes, and letters from you BOBs, and she and husband Henry pass on their thanks.

Ariadne broke her collar bone around June 15 when a gang-o'-14-year old ruffians chased her when she was riding her RB-1 though a sort of bad part of town. She tried to escape and crashed. They ran off after that.

We're working on a special saddle project with Brooks, the saddlemaker from Nottingham, England. It'll have BOB somewhere on it, and will sell to BOBs only for \$40. If you know the Brooks line, it's like a B.17, complete with saddlebag loops for carrying Carradice saddlebags (yet another thing we want to sell, but maybe later), with honey-colored Pro leather.

IF EVERYTHING WORKS OUT, THE SADDLES WILL BE IN STOCK BY SEPTEMBER 1. THIS SPECIAL VERSION WILL HAVE BOB IN THE EMBLEM ON THE SIDE, AND WILL BE MADE WITH BROOKS PRO LEATHER AND PROBABLY COPPER-PLATED RAILS AND RIVETS, instead of the usual chrome. This is a rideable, wonderful, sweet-smelling and beautiful saddle, and we are getting 70 of them only. The BOB-price is \$40, limit one per BOB, and deals like this just don't happen in the real world.

The long-out-of-print edition of Henry Wadsworth Longfellow's *The Song of Hiawatha* with those wonderful Frederick Remington drawings is now back in print,

so one of the BOBs here will return his or her library copy, after borrowing it 12 years ago. If you haven't read *Hiawatha*, give it a try. The ISBN number of this special edition is 0-517-00197-7. We found it for \$7.99, but that must have been a sale price. Expect to pay as much as \$22.50 for it, and don't squawk at that. *Hiawatha* is the Brooks saddle of epic poems, and reading just one page seems to put a peaceful spell on you.

The chapter/verse titled The Blessing of the Cornfields alone is worth the cover price, especially at \$7.99.

Here's an excerpt:

But the wary Hiawatha
Ever thoughtful, careful,
watchful,
Had o'er heard the scornful
laughter,
When they mocked him from
the treetops.
"Kaw!" he said, "my friends the
ravens!
Kahgahgee, my King of Ravens!
I will teach you all a lesson
That shall not be soon forgotten!"

Okay, it's doesn't have that versatility of Bob Dylan's
"...one should never be where one
does not belong / So if you see your
neighbor carrying something, help
him with his load / And don't go
mistaking paradise for that home
across the road" or
"each of us has his own special gift,
and you know this was meant to be
true / And if you don't
underestimate me, I won't
underestimate you" from the *John
Wesley Harding* album, but those guys
had different audiences, and lived
different lives. XX

BRIDGESTONE

MAIL

Dear BOB:

Isn't it just as easy to give all BOB members a name instead of a number, Or is this just a way to protect our privacy? Maybe a nickname... Now a couple of suggestions for BOB-products. What do you suggest for undergarments to wear under those lovely wool jerseys? Cotton doesn't wick and is too cold below 50° (do BOBs use Fahrenheit or Celsius?). I used to use the old Italian ribbed wool blend undershirts, but they are too itchy. I still have a couple with readable labels "In-Fil, Marca Dep, Ennepi Provera, Suisse, 50% Acrilico-Polliamide/Lana." No idea where they came from... Since the baseball theme is strong at BOB, why not a BOB baseball cap. The REAL thing, of course, made by New Era, makers of all-wool caps for the pros since 1920. Thanks for the Gazette. It's good reading. BOB-LEW

Dear BOB-LEW:

The numbers help us keep count, that's all. But privacy is a concern, too, and though far be it from BOB to get starstruck, we are still hoping XO-1 owner Meg Ryan joins, and we feel our only hope is to stick with the number system. If any of you BOBs actually know Meg, sell her on BOB.

Italian BOB-Domenico (#2051), who is busy assembling XO-1s, took time off from his work to answer your translation question. He says In-Fil is a trade name, Marca Dep is something like patented, he's not sure of Ennepi Provera—maybe another trade name, Suisse is Swiss, Acrilico-Polliamide/Lana is acrylic-nylon/wool... We've thought about New Era fitted caps, but BOB #8's Fear and Loathing of Returns is stopping us for now. An excellent suggestion otherwise, and thanks.

Dear BOB:

I need a watch that will last. No digital. Maybe like the one unintentionally pictured the goat glove photo. Anyway, have any of you down there heard of C.C. Filson clothing? They've been around since the Klondike era...

Paul.

Dear BOB-Paul:

On the low-tech side, Timex still makes a windup model in men's and women's, and you can sometimes find these at for about \$26. If you want quartz, try Timex's Camper model, a copy of the watch you saw in the photo. It goes for \$24 or so. The watch you saw in the photo is Hamilton's Khaki model (also available through LL Bean and others under private label). It was originally a military watch, has both styles of time, and was designed to be synchronized, for reasons too horrible to imagine. (The BOB-owner is a peaceknick.) It's about \$90. Orvis (Manchester, VT and mail order) has nice plain watches for about \$45.

Filson is big in BOBland, Paul. For those of you who don't know Filson: Filson makes such tough clothes that it makes you want to drop everything and move to the land of cold sleet and briars just so you can justify the purchase. But we're nervous. The latest catalogue has some plum clothing in it, and in the context of Filson, that signals a new direction, and you know how we feel about new directions. Next thing you know there'll be Filson T-shirts, and Filson will become fashionable, like Carhardt. Then they'll come out with a pre-softened line, a line for high school girls who are afraid of animal guts (apologies to vegan BOBs), and someone will show up on Letterman wearing a Filson something. It'll be Michael J. Fox, Opie Taylor, or Justine Bateman or her brother. Noth-

ing against them, we're just making a prediction.

Anyway, for those of you who still don't have a Filson catalogue, the address is C.C. Filson Co. Box 43020 Seattle, WA 9206) 624-4539.

If you (BOBs in general, not just BOB-Paul) want a photocopy of the 1932 (maybe '22) Filson catalogue, send us a self-addressed manila envelope with \$0.52 in stamps.

Dear BOB:

I've yet to see an extensive discussion of all the advantages and disadvantages of freewheels and cassettes. Cassettes seem easier, but there's the dedication issue. (Ed: Dedication is the opposite of brand interchangeability.) Please let me and other BOBs know!

Joe.

Dear BOB-Joe:

No room here for an extensive discussion, but maybe no need. Cassettes support axles better, *can* be easier to change cogs on, and *can* result in stronger wheels with less dish.

So why do thousands (if not quadrillions) prefer freewheels? Because changing cogs on freewheels was never difficult, changing freewheels on hubs is fundamentally easy; because threaded hubs are much easier to overhaul than cassette hubs; and because it's nice to be able to use virtually any hub with virtually any freewheel.

If you have a mess of fine old threaded hubs that you can theoretically ride forever, you're up a creek if (when) freewheels go extinct, which is why we always urge people to stock up on them.

Both ways have strong points, but the impetus behind the design of the freewheel was, oh, how does one put this—purely in the rider's best interest. The cassettes advantages, we suspect, are a smokescreen. But that's such a grouchy attitude. Anyone else?

BRIDGESTONE

BOB's Sans-Prize Baby Boomer Song Quiz

Dejarble the song title below, name the singer or group, and list the bike reference. (Samples shown). Leave the score blank. If you score 180+ we'll make an exception to our No Prizes rule, and the winner will be announced in Gaz 7. One pt. per answer unless specified otherwise. Okay to abbreviate. Mail entries to BOB Song Quiz 15021 Wicks Bl, San Leandro, CA 94577 or Fax to (510) 895-5766. Sorry there are no contemporary references. Send in suggestions, and if we get enough, another quiz.

PTS	SONG	ORIG. SONG	SINGER	bike ref.	score
3	Do You Believe In Mavic?				
3	Huret For Hazel		Tommy Roe		
3	Suspicious Hinds				
3	Miguel (these are words that...)				
3	Glove Me Do	Love Me Do	Beatles	Gloves	3
3	Sunshine Superbeman				
3	Under My Thumbshifter				
10	"Creeque Alloy (...Saul And Denny, Workin'..)"	5	3		2
3	The Mighty Zinn (Zinn The Eskimo)				
3	Silver Treads And Golden Freewheels		traditional...		
3	Training Days And Mondays				
3	Z-Leader Of The Pack			helmets	
3	Me And Tullio Down By The School Yard				
3	Suzie Q-Factor		Creedence ...		
3	Love Me Fender				
3	Jubilee In Magic?				
3	Spirit In The Sky				
3	Holly Alloy (...And She Come/And I Run...)				
3	Up On The Roofrack				
20	A Boy Named Roo (Clue: Not Quintana)	3	3		14
11	Subtitanium Homesick Blues	5	3		3
30	Crystem Blue Persuasion	4	T. James & S-		22
13	Fairly Cross The Mersey	3	4		6
3	Slipstream Ladies (..Forward March...)				
3	Get Me To The Church On Times				
3	I Wish I Would Train				
3	Big Yellow Tacx (...They Paved Paradise...)				
3	Braised On Robbery				
9	When I Paint My Master Lock (By A Bob)	3	3		3
3	My Beautiful Ballooner		traditional		
3	Craney Night In Georgia			old Shimano rear der.	
9	Tangled Up In Glue	3	3		3
3	Cathy's Crown				
3	I Was A Freewheel Man In Paris-Roubaix				
3	Has Anybody Here Sean Kelly?				
3	The Age Of Bobquarius	1	1		1
3	Paper Rack Rider				
3	Sentimental Tourney				
3	If A Victor Paints A Thousand Words				
3	Jesus Christ Superchampion				
21	Light My Ta Ya	3	3		15
3	"Tie Me Kangaroo Bags Down, Sport"				
15	The Ballad of Frankie Lee and Judas Priest Bar	6	8		1
3	I'm A Bob (...but my mother won't admit it)				
243	<-----a perfect score				

Pineapple Bob Says ~~Chow~~ ~~Ciao!~~ Aloha

it means good-bye, too

PINEAPPLE BOB IS REALLY ROBERT KUROSAWA, husband to Melissa, friend to many. We started using him in advertisements in 1987 because his form on a bike and his legs must be seen to be believed; and we have used him enough in advertisements (not that we ever did a lot of advertising) that he became associated with Bridgestone. Robert is not a wild and crazy guy, which is probably why most of his friends call him Bob or Robert. He is shy, sometimes humanly moody, and has never felt comfortable in the spotlight we put him in. But he has been a good sport about it. That's for sure.

There's a lot to be a good sport about, too. When he goes on a ride, people recognize him, when he travels and goes into a bike shop, people recognize him. When he races, people recognize him, and have sometimes unreasonable expectations of him.

He has two sports passions: Cyclocross racing and soccer. (He attended the University of Hawaii on a four-year soccer scholarship). His formal training is in printmaking, he is a superb freehand illustrator (his illustrations are in this issue), and he has done several design projects for us and others, including Bianchi. He's a technically excellent and phenomenally resourceful bike mechanic, and chances are one in three that if you bought a bike direct from us, Robert assembled it. He has been a strong influence on me, for better usually, often to the chagrin of those who would have preferred Bridgestone taken the path of least resistance. It was hard to make a decision without knowing what Robert would think of it, and I always knew what he would think of it, and I always believed that he was thinking right, and I never wanted to face him after having taken the low road. So he's been more than just a colorful mascot. He's shaped the way I look at bikes, and he's shaped the way everyone looks at Bridgestone. Whatever he does next, we wish him well. Below he tells his plans. — Grant/BOB #99

Dear Bridgestone and BOBeroonies,
Thanks to you all. It's been fun, and I got to meet all kinds of great people and do some very interesting things. It's sad about Bridgestone leaving the U.S. market, and I'll miss talking to Grant and trying to peek at his latest ideas. (I had my fingers crossed for his cyclo-cross frame to get the okay from the higherups in Japan!) Luckily, steel frames last, and I'll be riding my Bridgestone for a long time.

And thanks to BOB, too. It's provided me a job building those BOB bicycles (with Domenico, Mike, and Doug). And to show you how generous BOB members are, I got some job referrals from a BOBster when he came to pick up his XO-1. Thanks.

My plans for the future are pretty flexible, but paying rent is my top priority. Sometime this February I think I'll go on a mountain bike tour on the trails of Vietnam to Vietnam with Velo-Asia, a tour group that conducts bike tours in Southeast Asia. If you want to go, call Will or Mike at 1800-844-2742.

Until then I have some design projects to keep me going until the next cyclo-cross nationals in Washington (state) this

December. Jersey space is available for anybody who might want to sponsor...

Keep BOB going strong; it's an opportunity too rare to lose. I hope to meet more of you whenever and wherever we ride.

-----(cyclo-) Cross rules!

Robert

{Robert's everyday bike is a 52cm XO-1 with shortened drop bars, old SunTour bar-end shifters, a Mavic crank with 48 x 36 chainrings, the stock derailleurs, Mavic hubs and rims and bars and stem. For cyclo-cross he rides a RB-1 frame that was modified with a new rear triangle (longer chainstays, long horizontal dropouts), canti braze-ons on the seatstays, and a longer fork with canti braze-ons. He carries a large musettes, sometimes red, and he's a pure bike rider, natural and perfect-of-form, and a skilled and resourceful mechanic who can solve any problem. His favorite sports are cyclocross and soccer, and he seems to always have with him a supply of Olbas Pastilles (spelling might be wrong), those eucalyptus-menthol cough drops found in Himalayan herbal supply shops) and some natural food stores.}

In Search Of...

I PUT #7 A PINO bottom bracket in my XO-1 yesterday. It needs a lockring on each side, so I figured I'd just go to a bike shop and buy a couple Italian lockrings.

Giant Bike Shop Chainstore of the Future didn't carry them, even though they do carry Italian frames. "We deal with cartridge bottom brackets only," the nice young man told me.

So I called up Local Independent Pro Shop, which also sells Italian frames.

"You mean like for Campy?" he said.

"I mean like Italian threading," I said.

"We don't sell them," said he.

I called four other shops, each of which had been a pro shop during the '70s and '80s. Shops that, back then, would have reacted to the Italian lockring question the same way they'd have reacted to a "Do you have inner tubes?" question. I need two lockrings, and but it took seven shops to do it, and none had more than one, and the two I found were 15 miles apart and closing soon. Would I have had better luck with English? I'm not so sure anymore.

Anyway, I'll just smear beeswax on the exposed threads for my 25-mile ride in tomorrow. Then I'll call up Eric and see what he'll trade for two Italian lockrings. Eric always has stuff like that around. Domenico says he might have some. (The beeswax has worked for 6 hrs. of riding.)

BRIDGESTONE

We Are BOBFreds, Hear Us Roar

The other day on my commute home, another cyclist called me a Fred. I can only assume that his intention was to insult me because I'm not a racer, because I don't own a heart-rate monitor, because I ride with bar-end shifters, and because I don't "train," yet I dared to pass him just before a climb.

In his mind, if you don't race, if you don't own all the trickiest new equipment, if you don't own a full Campagnolo Ergopower-equipped custom Italian road bike, then you are a Fred.

Of course, Mr. Racerhead couldn't let a Fred get away with showing him his back, so he attacked up the climb in what was obviously too big a gear.

I looked at him in disbelief. How dare he call me a Fred.

Just what is a Fred, anyway?

Is the weekend-warrior with bolted on tri-bars a Fred? Is the baggy shorted

tourist a Fred? Is the urban commuter who rides a mountain bike on pavement a Fred? Are more than 95 percent of the world's cyclists Freds?

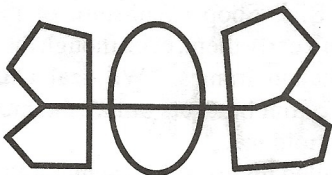
To me, a Fred is a person who understands there are more important things about cycling than equipment and times. Cycling is not about racing, it's not about how quickly you can climb your local mountain, it's not about how far you can ride, and it's definitely not about what kind of bike you own. To me, the most important thing about cycling is simply riding.

I ride my bike to get away from the competitive aspects of daily life. When I'm riding I don't want to be involved in a pissing contest with the cyclists ahead of, behind, or next to me to see who has the better bike, the better equipment, the better clothing and the better sunglasses. I don't care if he can ride a

sub-1-hour 40k time trial or if he can climb a sustained 10 percent grade in his 42x 16 for 15 miles. I just want to be out on the open road, wind flowing across my balding pate, legs spinning until I'm about to collapse in a lactic acid daze, where I can forget my problems for a little while.

We are the retro-grouch, neo-luddite contingent. We are individuals. We don't let magazines dictate our attitudes about equipment. We are pragmatic. We are enthusiastic. We ride our bikes for fun. Some of us race, some of us tour, some of us are messengers, and some of us just commute.

We are roadies, we are mountain bikers, and many of us are both. Maybe we aren't The World, but we are BOBs, we are Freds, and we are proud, and that's good enough.



Bridgestone Owners Bunch
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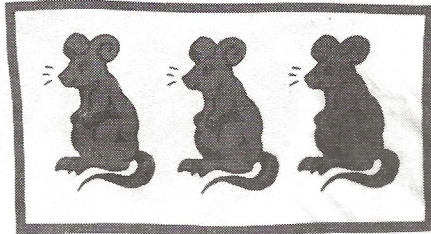


Where Strange Cyclists Shop

BOBMART

For Strange Cycling Stuff

PINO T-SHIRT



Pino Monrroni is our only true, honest, bicycle hero. A 75-year old living in a suburb of Detroit, of all places, Pino is to bicycles what DaVinci was to art, what Marinaro was to fly fishing, what Bob Dylan is to songwriters, what John McPhee is to nature writing, what Erret Callahan is to flintknapping, what Longfellow was to epic poems. This is his logo. In Roman legend, green mice represent the impossible, and here's Pino's explanation:

Pino says: "Ride my parts, win every time!!!!"
You: "Nobody can win every time. Impossible!"
Pino says: "I'll show you 3 green mice!"
This is the ultimate, secret bicycle cult T-shirt.

Kid's 14-16, L, XL, XXL

\$9

BSTONE CRAZY T



Designed by Pineapple BOB. The things in the T-shirt represent elements of bikes that Bstone has defended, stood for, espoused, used, liked. White or grey with red & black logo. State preference; please accept either.

M, L, XXL

\$9

SILCA T-SHIRT

APOLOGIES TO SAM WALTON



This is the most beautiful pump-related T-shirt we've ever offered, and we vow here and now never to offer a prettier one. It's white, with red, blue, yellow, and green stripes, with a silver border. Can you even imagine wearing a T-shirt with any other pumpmaker's logo on it?

Nice shirt, everybody who sees it wants it.

S, L, XL, XXL

\$9

TA T-SHIRT SPECIALITES

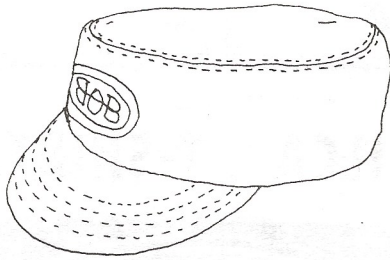


T.A. is an old French company whose classy parts are revered in most civilized parts of the world, but almost ignored in the U.S. The former best bottle cages, the slickest pedals, the lowest Q-Factor cranks, the most stylish handlebar bags—all those are T.A. The initials stand for traction avant, for the first item they ever made, a front-wheel drive bicycle. The logo shown is on the back. The front has a little carefree guy, named Fifi, who died a pauper in 1962. White with dark blue ink.

M, L, XL, XXL

\$9

MECHANIQUE'S HAT



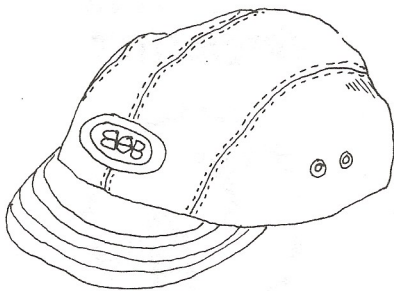
It's cut on the same pattern as a Snap-On tool hat. A nice shape, it looks good, but you know what? If you wear up to a 7 1/4, no problem. If you wear a 7 3/8, (this will scare you, don't let it) just cut out all the elastic, and it'll fit you perfectly. Paul did it. Grant did it. Peachy.

Terry sweat band. It was supposed to be black, but missed. Easily convertible to a visor, and at this low price you can afford to do that. Sew extra lines of stitching closer to the brim. That's what we do.

Fits to 7 1/4 as is; modifiable to 7 3/8.

\$13

RUNNER'S HAT



Nobody knows why, in the hat industry, this is known as a runner's hat, but that's the way it is. It has a low brow, Vern-ish look that's quite fashionable these days. A fabric strap and cheap brassy buckle provides ample adjustability for a wide range of heads. Double over the adjuster if you want the buckle to bite.

Ponytail-compatible.

Fits to 7 5/8 no problem

\$13

SS WOOL JERSEY

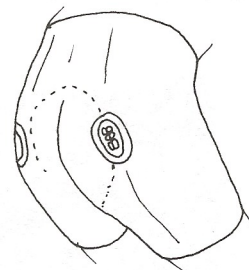


This 5 1/2 year old girl is wearing a shrunken Large. Tip: Wash it in the shower with shampoo, rinse and gently squeeze, then let it dry on a towel or a flat rack. Nice jerseys, killer deal (apologies to pacifist BOBs).

Olive, Blue, Tusk. We have tons of Olives in everything except XXL; our stock on the others is low, low, low. It would be fine to order a 2nd choice in olive.

S, M, L only \$26 (no returns)

BOB CYCLING SHORTS



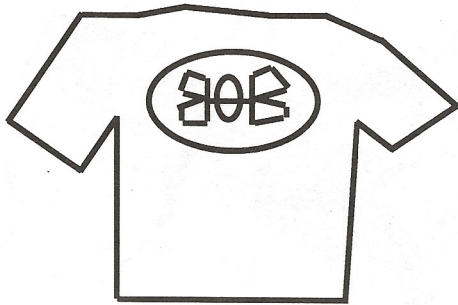
Normal, 8-panels, fake chamois, leg grippers, and just the right length. As comfortable as way more expensive shorts. Supportive, too. You know how some shorts aren't, and you bang around on the saddle as you ride down the bumpy trail raised just an inch or so above it? This will not happen with BOB shorts. (Apologies to female BOBs.)

Black w/BOB logo sort of on the main part of the buttocks. Unisex (apologies to Georgena Terry)

S, M, L

\$35

BOB T-SHIRT

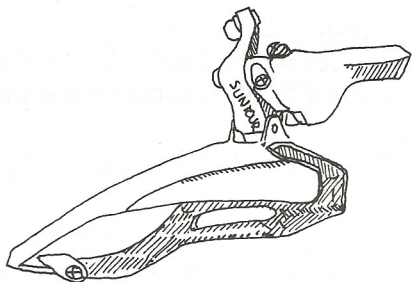


PINEAPPLE BOB DID NOT DRAW THIS.

All cotton with our real logo, not the one shown above. Wear it around so other BOBs know who you are. Lt Grey with multicolor logo.

S, M, L, XL, XXL

\$9



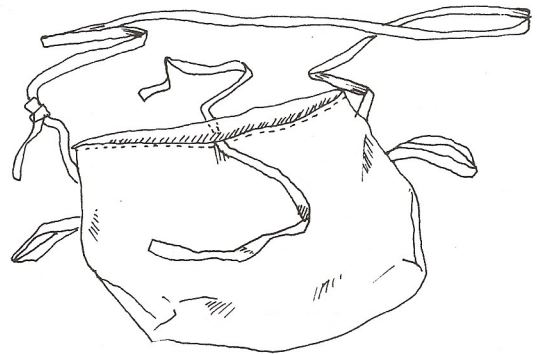
Our Favorite Mtn. Front Derailleur

This was made specially for us back in the days when we were presumed healthy and parts makers actually listened to customer requests. This derailleur has the narrow, fast-shifting, Low-Q crank-compatible cage of the old XC900 f. derailleur, and the tube clamp of an XC Pro. Not that the latter was any better than the former. Modern front mtn. derailleurs, except for Shimano (surprising!) have monstrous-wide cages that require 13mm gaps between the inner crank arm and the outer chainring. The idea is to --- well, it's a long, foolish story, and the upshot is a high Q-Factor. Anyway, if you want it, here it is at a price only BOBs deserve. It should cost \$45. Limit 2 per BOB.

\$12

BRIDGESTONE

MUSETTE BASIQUE



Most musettes are throwouts, useless for riding, and they still cost \$5 when you can find them. Our basic musette is made of 10oz canvas, bar-tacked at the stress points, it's a pleasure to ride with, and it'll last 10 years.

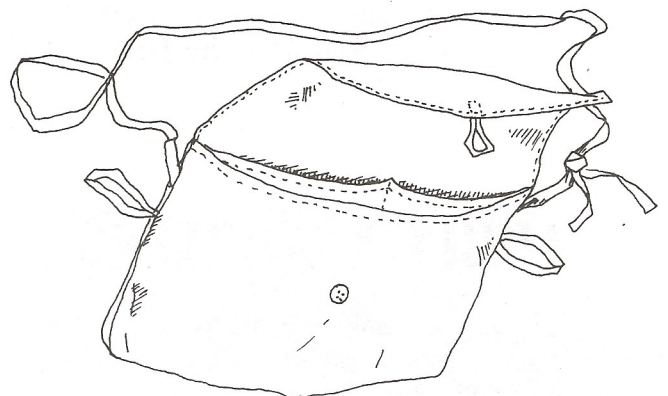
It's barely big enough for a helmet, so you don't have to carry it or hang it on your stem.

A waist strap prevents swinging around when you're riding, and strategically placed tie-down cords accommodate and hold fast your oversized loads. Stuff it in your jersey pocket, keep it handy just in case you find something neat on your ride. You can ride with two together, one over each shoulder, and tying them together at the side loops. A bargain, and we will get no more at this price.

10 x 11.75 x 1.5

\$4.50

MUSETTE IMPERIALE



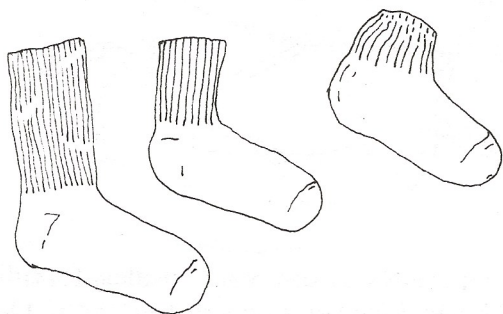
A fancier version of our basic model. The diffs:

- holds about 20 percent more
- made with grey-green, water-resistant BOBfab
- two inside pockets. One fits a BOB-Slob wallet.
- it has a flap which closes over a button.
- "musette" is pronounced "moo-zet."

10 x 13 x 2

\$8.50

SOX, GLOVES, & WALLET



CHILD'S SOX

Soft, stretchy, organic cotton and natural rubber. Planet's lowest price, by far.

Fits shoe sizes 1 though 6. \$2

ADULT REGULARS

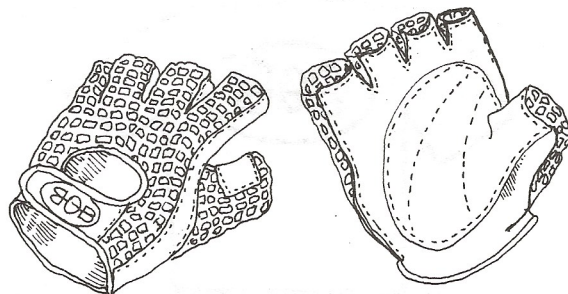
About 9 inches high, normal in every way, but 30 percent cheaper than you'll find them anywhere else. Two sizes. Do you know your sock size? Learn it! Most men take 10-13, most women, young teens take 9-11.

They're 83% organic cotton, 17% natural rubber.
Size 9-11 or 10-13. \$3.50

ADULT ANKLE SOCKS

These cover your ankle bone and stop. They're 88 percent organic cotton and 12 percent natural rubber, with a terrycloth sole. The seam across the toetops seems big, but so far no problems, and we wear these constantly. Too thick to qualify as "cycling" socks, but it all depends on how tight you wear your shoes. Best price anywhere, by far.

Either 9-11 or 10-13. \$3.50



GOAT GLOVES

Most gloves are gaudy, non-absorbent, and expensive—a deadly combo for BOBs. These are traditional, leather-palm, crocheted cotton back, made-in-Pakistan goatskin (forgive us, V-BOBs) gloves with a rather stiff 2mm petrochemical pad in the palm. Made by the same company who makes gloves for almost everyone else. These gloves are made in Pakistan, where the owner, a fine man, assures us his workers are paid fairly and treated well. To official way to find your size: open your hand and measure around the fat part of your palm. S=7", M=8", L=9", XL=10". The unofficial way is to measure, then size DOWN. Jonathan measures a large, prefers a small.

In doubt? Get a medium, or buy two. (Apologies to nonmaterialistic BOBs.)

\$5

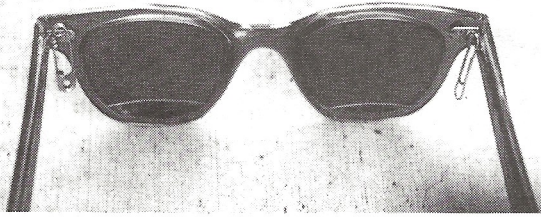


BOB-SLOB WALLET

Modeled after a particular Japanese wallet, and perfect for unorganized Americans. Three compartments. Throw coins in the big one. Checkbook-sized trifold. Fits the inside pocket of the Imperial Musette perfectly. Great for traveling, keeping your passport and receipts and everything else organized. Made of BOBfab. Lt. grey-green with natural trim. Simple BOB logo embroidered in olive. It's hard to find wallets this versatile, this cheap, this good. Even if you decide you want to go leather (with the appropriate apology to v.BOBS), you'll always find a good use for this.

\$8

SHADES, TOTE & BEESWAX



BOBSHADES

The most practical sunpolycarbonates you'll find anywhere. Optically correct, customizable temples, real ANSI-approved safety lenses. The green ones filter 90 percent of UV and IR, the smokeys do 90 percent of UV (most damaging).

The lenses are on the light side, which means you don't have to take them off when you go inside a store, and when you ride through sunlight into the shadows, it's not as big a problem.

Two styles: With or without clear side shields. One more thing--they always seem to come out of the box crooked. Easily straightened by hand. Real screws in the joints, and if you ever lose one, just substitute a paperclip or a safety pin. Made in Buzzard's Bay, Mass.

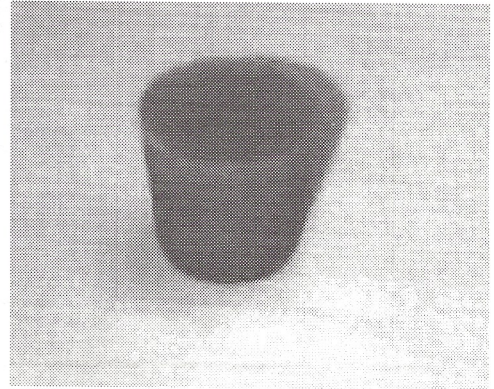
Green or Smoke. With or without sideshields. \$8

TUBE TOTE

It's cheap, simple, and works better than anything else. If that's the Jeopardy answer, and the category is Cycling Seat Bags, and it's your turn, and your friends are watching, you know what the answer is—but put it in question form, please.

This 16" x 16" square actually measures about 18" x 18", because it comes 36" wide, and we don't like to trim. You just roll your stuff up and fold the ends in before the final roll. We include instructions, but they aren't very good. It's so simple, it doesn't matter. Use a toe strap to cinch it to your seat rails or seat stays. The only seat bag that doesn't cheapen the look of a nice bike. A big seller, so come aboard. No picture--it's just a square of unhemmed, grey-green BOBfab. Don't hem it, it don't need it.

\$1.50

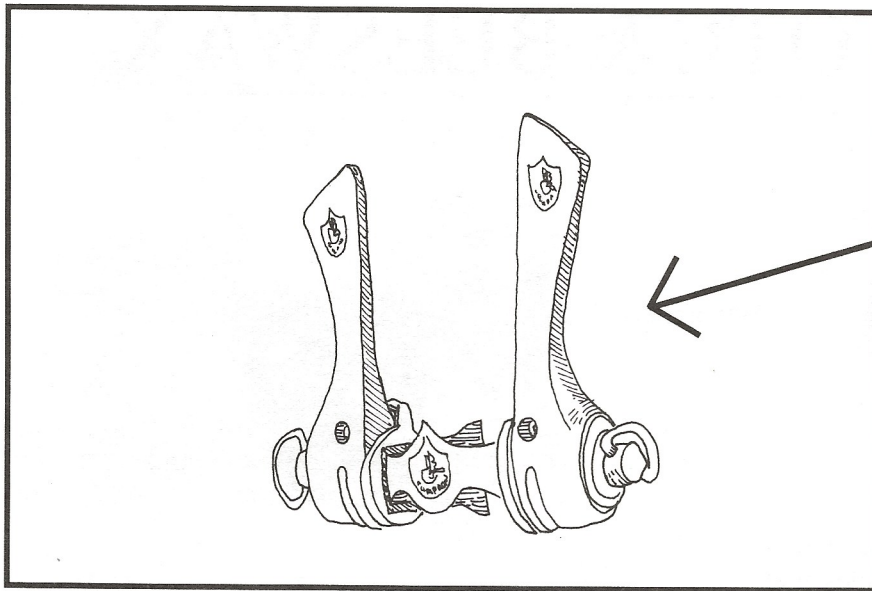


CHUNK-O'-BEESWAX

Beeswax, beeswax, beeswax. Our favorite substance for almost everything. Can you be a BOB without it? We doubt it. Use it on threaded parts to lubricate, protect, and act as a natural loctite. Keeps old-style Campy shifters from loosening, headsets adjusted, dustcaps from getting lost. No more arguments about whether or not to grease the spindle tapers--a light coating of beeswax makes everyone happy. Make cable-end caps. Use it on chainring bolts, too. Plug frame vent holes near the dropouts and fork crown. Put it on shoelaces so the bows stay tied. Put it on nails and screws. Use it as a pincushion. We've even used it as a lockring substitute on a Pino BB that we didn't have lockrings for (still don't.) It comes in a hard cake and needs to be prepared for use: Break off small, grape-sized chunks and put them outside in the sun or inside in the microwave until they're soft enough to knead, then knead. First it'll get white with fatigue cracks, but knead until these are gone, at which point the beeswax will be gummy and crack-free 4ever. Keep a piece with you always, and your friends will be afraid to go anywhere without you.

One dollar from each chunk goes towards our Buy A Poor Kid A Bike fund, a joint effort with Roadmaster Corp, who has generously offered to sell us bikes at their cost, and will toss in an extra five bikes as soon as we can pay for ten. A few of you have included extra money for this project. BOBs are great.

\$3



(APOLOGIES TO ALDUS AND GRAPHIC DESIGNERS EVERYWHERE)

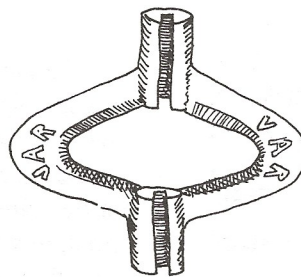
**d'LAST CAMPY
RETROFRICTION
LEVERS ON EARTH?**

Probably, unless Bob H. at Euro-Asia is sitting on a few thousand, and a fool would bet against it. We got a tip that another distributor had some early Campy clamp-on style, non-indexed C-Record retrofriction shifters, so we called them up and ordered all of them just for you. These are terrific shifters, built during a short window in Campy's transition from versatility to hi-tech dedication and Shimano-chaser. These work great with every sub-8speed freewheel, and cassette ever made. One nice feature they have over the Simplexes (which are still our favorite, don't get it wrong) is the familiar Campy wingnuts, which allow on-the-road tightening. Come to think of it, the Simplexes never came loose anyway—something to do with the retrofriction mechanism. Anyway, don't be put off by the clamp, because it comes off and the levers and lever stops pop right onto the bosses. If you can self-mount the old Campy braze-on styles, you can do these, too. Don't be long-faced when you find out downtube shifters and friction are extinct, and don't call a-moanin' when we run out. You are reading this *now*, we probably have these in stock right *now*, and the toll-free number is 1 800 328-2453 x 220 or 221. We have 30 in stock, limit one per BOB, sorry if you're out of town when this issue arrives. If you ordered and got the Simplex ones last time, why hold off ordering for at least 3 days to give your fellow BOBs a crack at these? We easily could have sold all of these just around the office here, but we try to follow the Golden Rule (apologies to atheist BOBs), so here you go...

VAR SPOKE WRENCH

The best spoke wrench made, the choice of the best pro European mechanics, and the only spoke wrench we've ever seen worthy of a whole book of black and white photographs. The aforementioned mechanics, we hear, cut down the business ends of the wrench, not sure why. Solid iron, fits every spoke we've ever put it on.

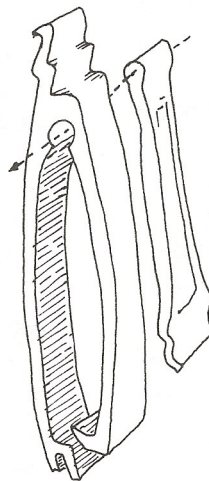
\$9

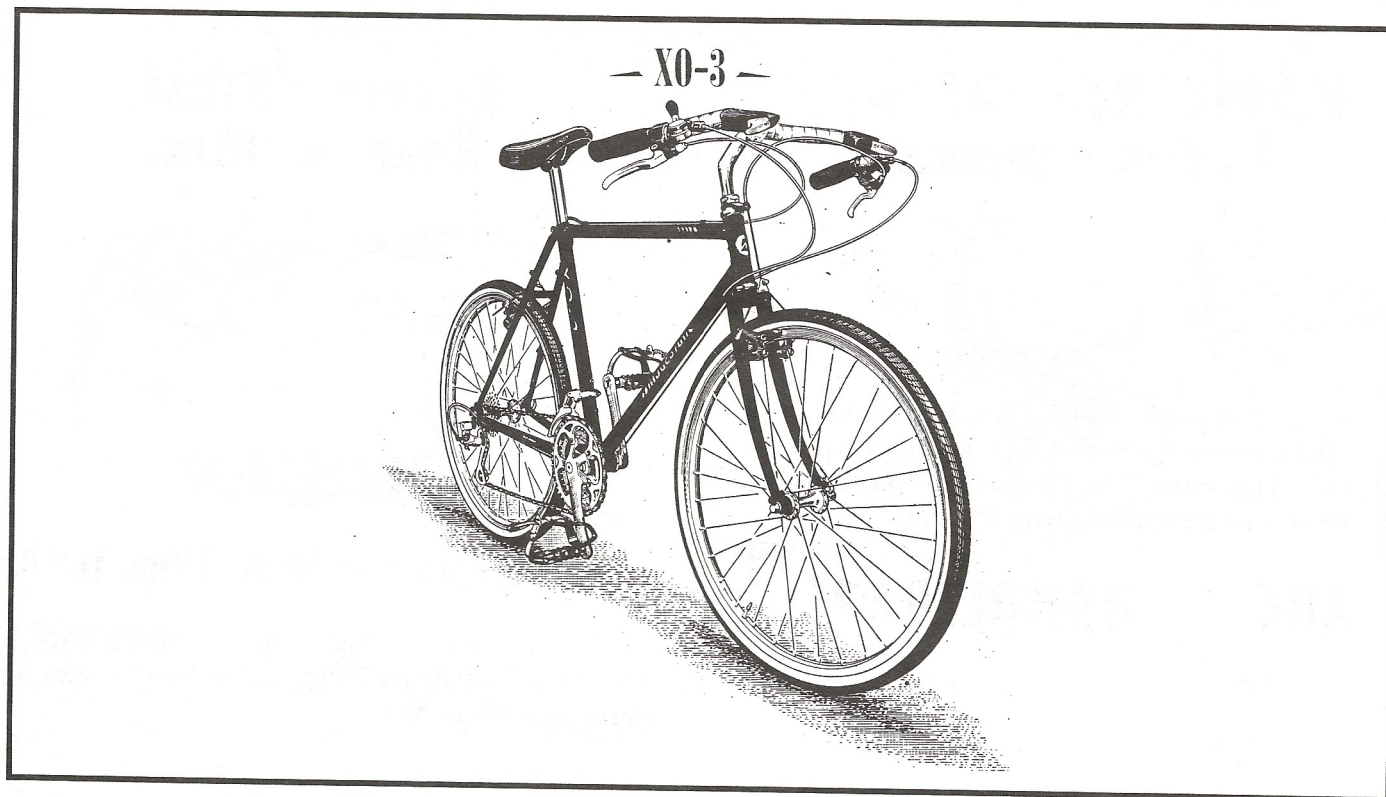


VAR TYRE LEVER

Although it's unBOBlike to use for tire levers anything other than a recycled railroad spike reworked and hand-filed by Richard Sachs, we'll trade style points for lack of punctured tubes any day. This bulky plastic bad oscar uses a unique tire-mounting method that handles the tightest fitting clinchers (including Specialized Turbos) and positively cannot puncture the tube, no matter how hamfisted you are.

\$8





1993 XO-3 42cm & 59cm \$310. Red Only.

The XO-3 has the same frame design as the XO-1. It is made of butted CrMo tubing in our own factory in Japan. The parts are mid-priced Shimano, Sugino, and Dia-Compe; the wheels are strong, a little on the heavy side, but roll fast due to the 26 x 1.5-inch smooth tread. The 42cm is for people 5 foot 4 and under; the 59cm is for riders above about 5 foot 11. This model XO-3 was never a big seller, because it didn't fit the mold of other bikes in its range. B.C., who wrote the letter below, got the message. For more specifics, refer to the 1993 catalogue. If you like, we can fax you specs from it. Call or fax us your fax number and we'll get right on it. Thanks.

24 July 94

Before September rolls around I wanted to write and thank you for my bicycle. In late April of this year I bought a brand new model year '9 Bridgestone XO-3. The last time I bought a bicycle was 1975, a Motobecane. I thought that would be the last bike I would buy. I love that bike and have ridden it in many different places on the with globe with it. These days I am a commuter who likes long

rides on weekends, a century here and there, and I try to ride all year 'round.

Often I would try to imagine what the "perfect" bike for me would be, and believe it or not the XO-3 has met and exceeded most of those imaginings. The Motobecane has become my rainy day bike and will provide me with my winter rides.

The XO-3 has taken me on some great trips! It's very comfortable, and I cannot describe how happy I am with the Moustache bar. Every

commute each day is exciting and it seems as if the XO-3 were made just for me and the way I ride. Cycling is very important to me and the bike your company has made has brought great joy and excitement to my daily cycling. Thank you very much & good luck and good fortune to you and yours in the days ahead.

Sincerely,

B.C., from Bernardson, MA

A LETTER FROM ARIADNE TO BOBS-WHO BOUGHT

Dear BOB-Bike Buyers:

Thanks for all your orders, support, and kind farewell words. I was the designated in-house BOB to handle all the bike orders. Then I crashed my bike and broke my collarbone around the time the BOB postcards were to be mailed to the BOB bike buyers. So that explains the delays, but I think we're back on track now (and I'm recovering), and if we receive your order by July 20th, your bike will be shipped by the end of August, and then it's up to UPS.

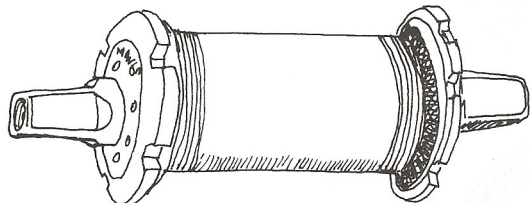
I really like talking to all of you. I feel I now have a few hundred new friends which would make anyone feel better and I wouldn't hesitate to call any of you when I'm riding through town and need a place to crash (safely) or refill my water bottle. Should we set up a BOB Host Program nationwide?

A BOB from Hawaii sent me taffy from New Jersey (Thanks!) and a BOB tip from Duluth who said I could still buy a house for \$25,000; he sat

next to the one and only original BOB (Dylan, of course) in the local brew pub many years ago. And to all the kind BOBs who left messages saying they received their bikes and are happy BOBs- thanks. Sentimental get wells to fellow collarbone victims: BOB #3483 from Salinas, California and BOB#490's friend in Maine who unfortunately crashed his new XO-1, sorry. To the future BOB/medical student who deciphered my x-rays via the telephone I owe you a favor so call back OK?--Ariadne/BOB 1,001

BRIDGESTONE

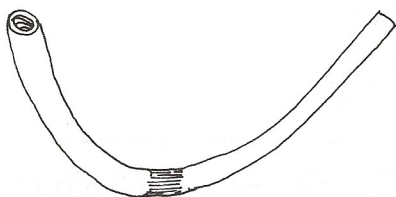
MAVIC ROAD BB w/ 119MM SPINDLE



You can't get any better than this. Its only demerit is that you have to use the speciale Mavique tool to prepare your shell. That doesn't make the frame incompatible with others, just compatible with this one.

\$50

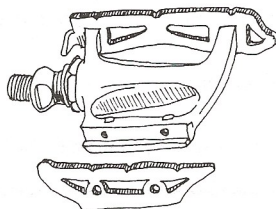
ARC HANDLEBARS



Stock on our 92 XO-3 and 93 XO-5. A gentle swoopback brings the bars closer and tilts the wrists in naturally. Comfortable street and light trail bars, a big seller, everybody likes them, and they're dirt cheap. The 25.4 center and 22.2 Ø grip area fits standard mtn bike stems, shifters, brake levers.

\$8

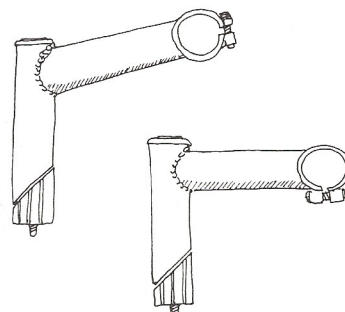
CAMPY CROCE D'AUNE PEDALS



One of the first post-Tullio pedals. Cutaway underside increases cornering clearance, needle bearings on the outside support the load just fine, enlarged flange at crank adds stiffness. Yeah yeah yeah...but the main thing is, this is a top-quality toe-clipable pedal, and how many of those are left? Comes with very nice toe straps, no clips. It's pronounced "cro-chay donnay." The name of a mountain.

\$60

RITCHEY STEMS, ROAD & MTN.



Ritchey Force Mtn Stem. 13cm, 10° Rise

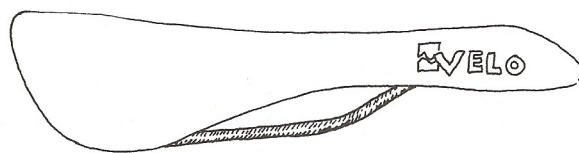
Withstands more than 8 tons of tensile force, and 340° twists. Made by Nitto, and nobody makes nicer stems than Nitto. Yet.

\$36

Ritchey Force 90° Road Stem. 8cm, 10cm

Same superior strength and light weight as above. Bar clamp is 26mm, so fits Nitto, 3ttt, Modolo, Specialized, Profile road bars. A standard road stem has a 17° drop, so this one positions the bars higher.

\$25



Fake Flight Saddle: Velo VL 95

Product managers worldwide know the Velo VL (for vinyl) 95 for its Flightlike appearance and unflightlike price. Last catalogue we had them for \$4. After checking our stock, we now offer them for half that. It looks like a Flight, rides a lot like a Flight, costs about one fortieth as much, and at around 260g, is still way lighter than any saddle Eddy Merckx ever won on.

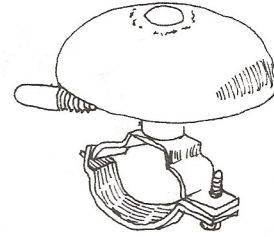
\$2



RONA T-shirt

RONA is an acronym for Retro-Grouches of North America. "Retro-Grouch" is a term coined by Bicycling, which, in a column a few years ago titled "Techies Unite!" singled us out as the main whiners about new hitek equipment. Rather than do the dartboard/voodoo thing, we had these shirts made. Old timers will notice the resemblance to the old Campagnolo logo, and might want to know that we did it with Campy's blessing. Tom Ritchey does much of his frame building in this T-shirt, so we forgive him for riding STI road levers. Lots of cycling celebrities wanted this shirt as soon as it came out, although for the sake of their own public relations they don't often wear it at events. It's a pretty shirt that ages terrifically. Nice multicolor logo—red, black, golden yellow, dark green, red. If you have ever been victimized by hi!teknologeeewhiz, then you need this shirt.

\$8



BOB Bell

You just know the bell of the future is going to be plastic and electronic. You'll be able to set the tone from a duck's quack to a deer's grunt to a loud note of alternative techno-reggae music. And you know, at that time, you'll be reminiscing about the simple metal bells with the rather natural sound. They'll show up as collector's items and command high prices. Then someone will market a "retro bell" for \$18, and it'll be CNC-machined out of a solid billet of 7075 T6 and anodized purple. For \$35 it'll be 6/4 Ti. High-Fivers will have them. Magazines will review them, giving high marks for decibels per gram per dollar. It's going to be bad, so stock up with this one. A real simple bell with a pleasant tone, it clamps onto something about 7/8-inch (22.2mm) like a handlebar or a standard stem quill. It is a beautiful bell in all regards. Made in Japan, 33.4g (about 1.15oz) in silver or black. The silver one has the better ring, the black shows up less at night.

\$5

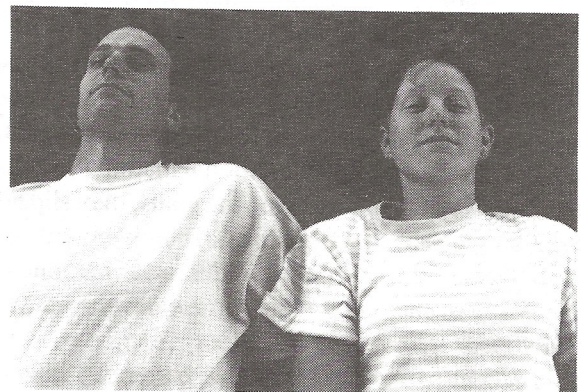
ORGANIC COTTON T-SHIRTS

These softer than normal T-shirts are made with organic cotton, which means—well, it means a lot. Did you know cotton takes up 2% of the agricultural land, yet uses 26% of the chemical pesticides? And since cotton isn't a food crop, the pesticides can be extra toxic? And that the people who work in the fields suffer, and many cattle eat the seeds? And that the government subsidizes the buying of the toxic chemicals, but lifts hardly a hand to help the organic cotton farmer? Call us frothing-@-the-bocasecoROBERTOs, but buy these T-shirts because they're comfortable, long-lasting, cheap, and help support organic cotton farming. The skinny stripes are light green and brown; the wide strips are natural and light green. The colors are bred into the cotton, and actually darken with repeated washings. These sell elsewhere for \$16.

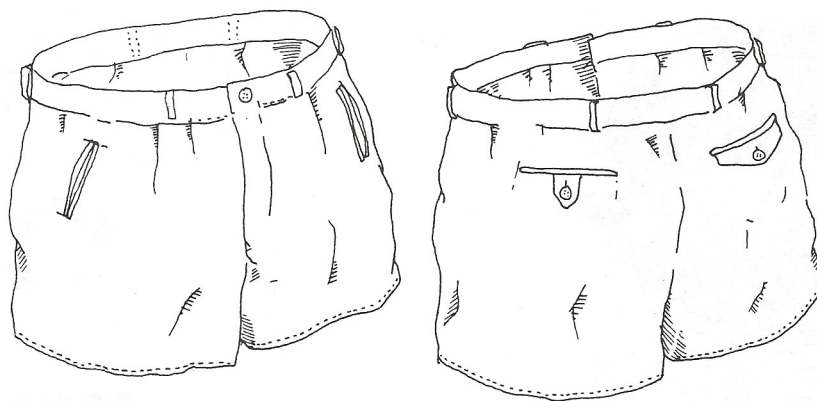
\$9

SKINNY STRIPE
(JONATHAN)

WIDE STRIPE
(TERRI)



BRIDGESTONE



THESE ARE DOUBLY REINFORCED AT THE BOTTOM HEM AND POCKETMOUTHS, WHERE MOST SHORTS WEAR OUT. THE POCKETS ARE HUGE SO YOU CAN HOLD IT, OR FIVE BASEBALLS. THE PEWTER BUTTONS ARE THE LAST OF THE BREED, AND COMMERCIAL SEWING—ALL COMMERCIAL SEWING—DOES A POOR JOB WITH BUTTONS, SO RESEW THEM BY HAND USING BEESWAXED THREAD.

IN STOCK! DANISH GOATHERD SHORTS

Up to now Danish Goatherd shorts have been as rare in America as D. goats. Now, thankfully, they're much less so. We told the story of these shorts in the last issue, but for those of you who missed it, here's it is again. Continued apologies to J. Peterman.

THE WHOLE OF THE NORTHWEST quadrant of Denmark is a harsh environment composed of a unique abrasive metamorphic mix of volcanic glass and sea shells from tens of thousands of years ago when what is now Denmark was underwater.

The goats of this region are wild in every known sense of the word ("wild"). Over millennia they have evolved a special hoof which allows them to roam the crags and gullies with impunity—the only cloven-hoofed mammals that can make that claim.

The men and women who herd the animals are the only goatherds in the world—even going back in time when goatherds were as common as attorneys are now—who don't use dogs. It's not by choice, but practicality: Dog feet can't take the abrasion, so they wind up cut, bloody, and useless, and then the dogs howl. The goatherds have to chase the goats themselves; and when strays wander off into a nook or a gully somewhere, they have to follow or lose the goat, and in Denmark goats are, if not the national mammal, at least the sentimental favorite. In following the goats, they slide down the crags on the seat of their shorts. They wore out regular shorts in days, until a cotton miller at a bar one night overheard one of them complaining. He developed a fabric that really lasts.

On a recent trip to Denmark, we bartered a bike (used MB-3. It was the last day of a trip, and we didn't want to carry it back) for a pair of the shorts (government issue, built under

the strictest guidelines and not for sale to the general public), with the understanding that if we copied them and sold them to BOBs, we (1) wouldn't scrimp on details; and (2) would submit samples to the Danish government for official approval and stamp of certification. All this happened last year, and just last April we received not only certification, but an order for 100 pairs!

These shorts are expected to last D. goatherds two years, which means they'll last you at least ten.

Features: All cotton, treated for water repellency. Pewter buttons (recycled from old Danish pubmugs), two welt pockets in front, each large enough for holding 5 hoss balls or a urethra, two buttoned pockets in back (one with flap), and medium-wide, medium-long legs. (Note: The illustration is of a prototype with short legs, which did not pass inspection.)

NOTE AND WARNING

These aren't presoftened, stone-washed fashioned shorts, as comfortable on the first wearing as a pair of old slippers. You've got to break these bad oscar in, and it takes at least 2 weeks of hard wear and half a dozen washings on a washboard (ten in a Maytag, fourteen in a Whirlpool) to do that. They're stiff and minty look a bit dandy when new. Be patient. Also, they get dirty, but they never really get spotless in the wash, because the fabric doesn't exactly slurp up the suds. If you like roomy shorts that look great and last long, these will be your favorites.

The adjuster tabs on the side are for pre- and post-meal settings. These are tailored for the D. goatherds (no way around that rule). The small is for Danish elfin waifs. The medium fits up to about a 32w. In Denmark, the large generally fits retired goatherds who now enjoy the good life. If you're really a M but just like extra room, L is fine.

S (26-28) M (30-32) L (33-35 1/2)

\$45

BRIDGESTONE

THE TAXABLE BOB ORDER FORM FOR BOB NO.

ITEM	QTY.	TOTAL
1. PINO T-SHIRT: 14-16 M L XL XXL	\$9	
2. SILCA T-SHIRT: S M L XL	\$9	
3. CRAZY T: M L XL XXL	\$9	
4. TA T-SHIRT: M L XL XXL	\$9	
5. HATS: Runner Mechanique	\$13	
6. BROOKS BOB SPECIAL SADDLE!!!	\$40	
7. SS WOOL JERSEY OLIVE S M L XL	\$26	
8. SS WOOL JERSEY BLUE S M L XL	\$26	
9. SS WOOL JERSEY TUSK S M L	\$26	
10. BOB CYCLING SHORTS S M L XL	\$35	
11. BOB T-SHIRT S M L XL XXL	\$9	
12. MUSETTE IMPERIALE	\$8.50	
13. MUSETTE BASIQUE	\$4.50	
14. SUNTOUR FRONT DERAILLEUR	\$12	
15. YOUNG CHILD'S SOCKS	\$2	
16. ADULT ANKLE SOX 9-11 10-13	\$3.50	
17. ADULT REGULAR SOX 9-11 10-13	\$3.50	
18. GOAT GLOVES	\$5	
19. BOB WALLET	\$8	
20. BOBSHADES grn? gry? shields? none	\$8	

SUBTOTAL 1 (THIS SIDE) _____

- Circle sizes and/or colors and add totals. Fill out this form even if you are phoning in your order—it will make it easier for us to process your order.
- To check availability on bikes and merchandise, please telephone 800-328-2453 x246
- All orders shipped UPS standard—except those to PO boxes and international addresses are shipped via regular U.S. mail.

ITEM	QTY.	TOTAL
21. TUBE TOTE	\$1.50	
22. BEEEEEEEEEEES WAX!!!	\$3	
22. CAMPY SHIFTERS	\$35	
23. VAR SPOKE WRENCH	\$9	
24. VAR TYRE LEVER	\$8	
25. MAVIC ROAD BOTTON BRACKET	\$50	
26. CAMPY CROCE D'AUNE PEDALS	\$60	
27. RITCHEY MTN STEM 13CM \$36 \$36		
28. RITCHEY ROAD STEM 8CM 10CM	\$25	
29. ARC HANDLEBAR	\$8	
30. FAKE FLIGHT SADDLE	\$2	
31. RONA T-SHIRT	\$9	
32. BOB BELL SILVER BLACK	\$5	
33. GOATHERD SHORTS S M L	\$45	
34. SILCA ART. 73 FLOOR PUMP	\$27	
35. ORG. COTTON T wide/thin L XL XXL	\$9	
36. LS wool jersey (see catalogue) S & M only		
Call for avail., and please no returns	\$35	
Thanks for shopping. See you in another life?		

SUBTOT. 1		
SUBTOT. 2		
SUBTOT. 1&2		
*Sales Tax		
Shipping/handling		3.25



TOTAL ---->

CA RESIDENTS ADD APPLICABLE SALES TAX

PHONE (800) 328-2453 X 220 OR 221

OR FAX (510) 895-5766

or mail to

BRIDGESTONE-BOBCAT

15021 WICKS BLVD., SAN LEANDRO, CA 94577

Specify Visa or Mastercard only:

BOB MEMBER NAME & NUMBER _____

Street _____

City _____ State _____ ZIP _____

Daytime Phone _____

SHIP TO: Name (if different from address on file) _____

Street _____

City _____ State _____ ZIP _____

Daytime Phone _____

VISA or Mastercard # _____

expiration date _____

signature _____



THE NUOVO BOB BIKE ORDER FORM

RULES

1. First come, first served.
2. VISA or MASTERCARD only.
3. Orders are shipped UPS ground.
\$40 shipping to Canada
4. Even will-calls pay the shipping charge.
5. To check availability, call 1800 328-2453 x 246.
6. Bikes are shipped pre-assembled, then broken down to fit into the box. Minor reassembly is required (mounting the pedals, inserting the stem, hooking up the front brake, putting on the wheel). If this is daunting, please buy from your dealer. Safety is our first concern.
7. Frame sizes are center-to-top. We'll be happy to advise you over the phone, but the ultimate responsibility for picking the right frame size is yours.

A WAIVER

I know bike riding is dangerous, sometimes deadly, but I am an experienced cyclist and agree to assume all risks including, but not limited to assembly, adjustment, instructions, maintenance, and acts of God. I take full responsibility for determining my frame size, even though I may have been advised by a Bridgestone employee.

I also understand that nicks and scratches may occur during assembly and shipping, and I will accept without complaint a bike with *cosmetic* flaws, minor or major.

I understand that my bike will require a certain amount of reassembly, and I am fully capable. Finally, I know how to use a quick-release mechanism, and I will confirm that with an expert before riding my bike.

SIGNED _____ DATE _____

PRINT NAME _____

WITNESS _____ PRINT NAME _____

FAX ORDERS TO (510) 895-5766

NAME, BOB NUMBER _____

STREET _____

CITY _____ STATE _____ ZIP _____

DAY PHONE ()

SHIP TO (IF DIFFERENT):

STREET _____

CITY _____ STATE _____ ZIP _____

DAY PHONE ()

IF YOU'RE MAILING THIS:

BOB-BIKE-BRIDGESTONE
15021 WICKS BL. SAN LEANDRO, CA 94577

MODEL	SIZE	\$	QTY	TOT
RB-1-7	50 53 54.5 56 57.5 59	\$750	____/____	_____
xo-1 (93)	42 48	\$625	____/____	_____
xo-3 (93)	42 59	\$310	____/____	_____
SUBTOTAL			_____	

CA RESIDENTS ADD COUNTY SALES TAX _____

GRAND TOTAL _____

VISA _____

M/c _____

EXPIRATION DATE _____

SIGNATURE _____



Goof in GAZ-7. VELO-ASIA's REAL Phone number is 800-884-2742

The misprinted number on p. 11 is in Hawaii, and the lady is charged for every call, and she is understandably frustrated, so please don't get us into trouble.

Correction in BOB Gazette-7 Classifieds!

Steve's '92 RB-2. 59cm, on page 6 - the *Correct* phone number is (313) 867-0484. Sorry!

RB-1/7's are now \$675. Please Don't Ask For Rebates!

We have fewer than 98 RB-1/7's that we must sell before August 17, so we've lowered the price by \$75. PLEASE DON'T SQUAWK if you just bought one at \$750. This wasn't planned. It just came up, and the alternative is blowing them out at a dealer show for hundreds of dollars below our cost, in which case we'd also have to lay off our crack assemblers— Robert, Domenico, Mike, and Doug. On the order form, just cross out the \$750 and write in \$675. We're getting low on the mid sizes.

Update on Brooks-For-BOB saddle:

The Brooks factory is on vacation until 8/15, but they have started on the logo, so we will get these. Again, your cost is \$40, the saddle is a B.17 with saddlebag loops and thicker-than-normal B.17 leather. In honey brown. (Darker than beeswax, unfortunately; lighter than a regular Brooks). If you want one, indicate so on your order form or by separate fax/phone call. We WON'T hold your order until it comes in, because it may not come in until Sept 15. Bear with us on this final fun project.

Coming Soon: 144 Bridgestone Memorial T-Shirts: \$9. Want one? Write in the order on the form!

It's not as self-obsessed as it sounds. BOB-Tim designed these, we like them, you'll like them WE PROMISE! So feel free to order them sight unseen. Write it somewhere on the order form or work around it. L, XL only.

Contact us for details.

The IBOB Survey:

Are you planning on purchasing a bike? (check one):

- Looking now
- Within the next 6 months
- Within the next year
- In the near future
- In the distant future/possibly never.

(even if you checked the last, please continue with what kind of bike you might be looking at, as I'll do reports sorted by the above categories)

Are you looking at buying: (check one)

- Whole bike pre-built by wholesaler (like B'stone was selling them)
- Frame & Fork, add parts from current stock/buy at shop etc.
- Will look fairly evenly at both possibilities

(If you're leaning strongly towards one, but might possibly think of the other option, check the one you're leaning towards. Only check the last one if you're about evenly divided)

What kind of bike(s) are you looking at (check all that realistically apply within your above stated time frame and your budget/needs within that time frame):

- Road (including road bikes w/ 3 chainrings)
- Touring (meaning built to handle heavy loads and many miles)
- Mountain
- Suspended Mountain
- Commuting
- Tandem
- Hybrid
- Cyclo-cross (actual competitive 'cross bike, even if you don't compete)
- Other ('bent, trials, penny farthing...)

What is your price range in 1994 dollars (even if you'll buy in 1997), this for the full, out-the door cost, pedals, and accessories you'll buy at the time included: (check one)

- Under \$500
- \$500-\$700
- \$700-\$1000
- \$1000-\$1500

\$1500-\$2000

\$2000-\$3000

\$3000-up

What frame materials are you looking at (be realistic within your above specified time frames and cost ranges, if you checked that you are looking now, but will have money in the future, mark the following based on what you'll be looking at now):

(check all that apply)

Lugged & brazed steel

TIG-welded steel

Fillet-brazed steel

Fat aluminum (Klein, 'dale, etc.)

"Skinny" aluminum (Vitus, Radac, etc.)

Titanium

Metal-lugged Carbon Fibre (Specialized Allez, many Treks)

Monocoque or CF-lugged or CF-wrapped CF (Kestrel, CarbonFrames, etc.)

Other (Magnesium, wood, very small rocks...)