



June 8, around 7 p.m. and about an hour from camp. All three of these bikes are shown inside.

## The Atlantis

OUR INTENT WITH THE ATLANTIS WAS TO MAKE THE BEST touring bike possible. This is how it had to be:

- Strong and beautiful. Of course you want it strong, but how important is it that a bike be beautiful? It's important to us. We expect you to ride it the rest of your life, and if it starts out with inherent beauty, the signs of use won't diminish it. The inevitable scars, dents, and scrapes, won't hide its beauty.
- Able to carry plenty of gear, *and* handle great unloaded—Because even though you may be buying your Atlantis for a loaded tour, we want it to be your everyday bike, too.
- Superbly constructed, beautiful in its details, with no shortcuts taken. That's so you can have peace of mind on the road, and we can have peace of mind at night.
- Versatile without being weirdly detailed or over-featured. You ought to be able to ride it almost anywhere, depending on the parts you put on it. But we didn't want it to have too many "just in case" features and look all funny for it.
- Affordable to anybody with a job and bicycle priorities, and yet built by experienced, skilled craftsmen who get paid fairly.
- A bike you'll want to own and ride for the rest of your life.

The Atlantis is all of these things. If you're looking for a great all-around bicycle, please take 10 minutes to read this brochure.

### A good design

There are two elements to bicycle design. One is the geometry (the configuration of the tubes), which affects riding position, which affects comfort. The Atlantis sits you back a bit farther behind the pedals than most bikes do, to help you achieve and maintain a better riding position. And long chain stays for smooth handling and good tire clearance; and a low bottom bracket, for good cornering and better control during high-speed descents.

Also, the Atlantis has a taller head tube than other bikes of the same size, and that lets you get the handlebars higher. Higher handlebars make most of the pains of riding a bike go away.

Another element of design is frame details—how big a tire the Atlantis will take (really big), and how easy it is to mount fenders for riding in wet weather (simple), and if you break a rear wheel spoke, will the wheel still roll, or will you have to hitch a ride or call mom on your cell phone? (of course not).

### The Toughest, Safest Materials

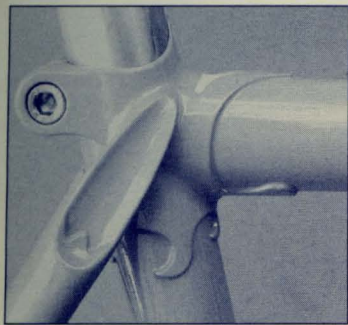
The best modern chrome-moly steel is the perfect material for bicycle frames, because steel is tough. Toughness is a material's ability to slow the propagation of cracks. This is critical in a bicycle frame, because almost all frame failures are due to fatigue, which leads to cracks. When a material is tough, though, the cracks grow slowly, over weeks or months, so you have more time to notice and

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"I've never seen a frame in this price range that is as well-built as the Atlantis. My frames cost almost twice as much, and I'll be dam\*ed if they're better built than this. This frame is as good as it gets."

—PFW, custom frame builder and Atlantis dealer





The seat lug isn't just good-looking; the left side of the binder accepts a hex nut, so if you lose your binder bolt (in shipping,

usually), you can get another at a hardware store. This is the smartest binder we've ever seen. And no amount of overtightening it will pinch the ears. If you don't know what that means, trust us—it's a good thing.

attend to them. A crack can grow 180-degrees around a steel tube before the tube is in imminent danger of coming apart. A crack in any other frame material grows much faster and fails suddenly.

A steel frame may weigh more than a frame made with other materials, but it's not that much more, and when built right, like the Atlantis is, it is a safer frame to ride.

### A strong, beautiful, expensive lugged frame

The lugs are made by Long Shen, the best lug maker in the world. Long Shen is a small family-owned and -run company in Taiwan whose focus is bicycle lugs. They make more lugs, and better lugs, and are more skilled at casting intricate shapes than anybody else we've seen.

Among all materials and methods employed today in frame building, lugged steel frames are the most labor-intensive. It takes five to ten times longer to build a lugged steel frame than a welded one, and skilled brazers are harder to come by than skilled welders. But a properly designed and well-crafted lugged joint is also the most beautiful and strongest. The extra metal reinforces the frame at the joint, where stresses are highest, and brazing is a lower-temperature process than welding, so the inherent properties of the metal are less affected.

### Surperb Quality

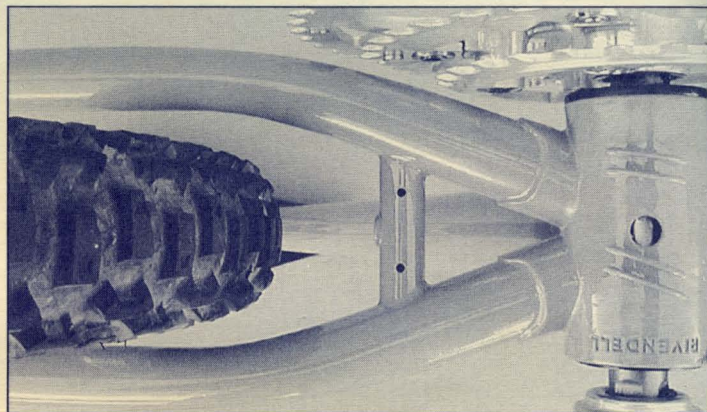
The Atlantis is made in Osaka, Japan, by six experienced craftsmen who build under the name of Toyo. Toyo is a family-owned business, with Tetsuya Ishigaki, the son of its founder, still in charge and the master builder. The quality is predictably high and consistent, frame to frame.

### Smart Details

**Good tire clearance.** We designed the Atlantis forks, chain stays, and seat stays to accommodate fat, balloony tires, which you need to soak up off-road bumps. Since the Atlantis will accommodate a fat tire, it'll also fit a skinny one, for smooth roads. You can switch tires or wheels according to the surface you ride on, but a good "all-around" tire about 1 1/4 to 1 1/2-in. wide works for 90 percent of the riding you'll do.

**Rack mounts and threaded eyelets on the dropouts** make mounting racks and fenders easier so you can ride the Atlantis loaded or unloaded, in any weather.

The Atlantis is an all-weather, all-surface bicycle.



The custom-bent, heat-treated chainstays are strong, lovely, and smart. They fit fat tires easily, with wobble room, in case you ever break a spoke. Chaining clearances are excellent for mountain triples. This bike isn't hooked up yet, as you can tell by the absence of derailleur cables, but we wanted to show you the clearance.

### Enduring Good Looks

The shape of a bicycle is inherently beautiful. The round wheels, radiating spokes, two triangles and fork just look right, and we wanted to detract from that as little as possible. So our graphics are simple and give the Atlantis identity without being too distracting. The round tubes are functionally superior to oddly shaped ones and look better, as well. The overall tube size is in keeping with the bicycle's bird-bone-like "airy" qualities. The painted head tube panel is a traditional touch and a way to flaunt from a distance the fact that the Atlantis has lugs. You can paint the head tube on a non-lugged bike, but that just makes it look like the bike's trying to look lugged, and the Atlantis is.

We're especially proud of the Atlantis fork. Forks are hard to build, which is why so many builders have quit making them. But a beautiful fork is a thing to behold, with a curve that starts low and continues all the way to the dropout. It's harder and more time-consuming to make a fork with a low, continuous-radius bend, but it is an important element of every bicycle we make, and the Atlantis is no exception.



Toyo's Tetsuya Ishigaki, brazing shades off for the photo, brazes an Atlantis.

"I LOVE my Atlantis. Not only is it my super-randonneur bicycle, but it has become my favorite 'everything' bike. I absolutely love this steed, and I've owned a lot of {names six famous high-end American and European brands}. I'm headed to Europe for a solo tour this summer, and based on my experience so far, I have the ultimate faith..." —Jeff R.





LEFT: The Atlantis fork has a nice-looking radius that begins at the bottom of the blade and continues all the way through the dropout. It doesn't straighten out before the dropout. Some makers claim such a bend increases comfort by flexing more, but we just do it for looks.

RIGHT: Any touring bike ought to be able to hold three bottles, and the fact that the Atlantis does doesn't make it stand out, but we had this photo and it fit on the page. Also shown: the Sugino XD-2 crank, which is the best value by far in a touring crank.



### Unmatched Comfort

The best thing about the Atlantis—the thing you'll notice more than the lugs, for sure—is how comfortable it is. A huge part of comfort is set-up and riding position. So, even if you start with an Atlantis frame, that alone doesn't guarantee comfort. But the frame you start with has a huge influence on how you're able to set it up, and ultimately, your position on it. The following things contribute to a comfortable ride on any bike, Atlantis or otherwise. But we design the Atlantis specifically to make comfort almost unavoidable:

**1. A more upright riding position.** When you pick your Atlantis size according to our recommendations (listed later in this brochure), you are guaranteed a position that shifts weight off your hands and arms. Your position is natural, your weight is distributed properly, and you're off to a comfortable start.

**2. A generous wheelbase.** The longer wheelbase on the Atlantis suspends you between the wheels, so you don't feel bumps as much. It also improves the bike's behavior in turns, over rough terrain, and in wind. And again, the longer wheelbase makes the Atlantis easier to control.

**3. Cushy tires.** Softer tires soak up bumps better than hard tires do. We're not suggesting you ride your Atlantis with super fat super cushy tires all the time, but it is nice to have that option when conditions warrant it. The more weight and the rougher the road, the fatter and softer the tire should be.

**4. A good saddle.** Obviously, a terrible saddle takes the fun out of any ride. So equip your Atlantis with a saddle you like, and be done with it. We like wide-ish leather saddles, such as the Brooks B.17 or the even wider and springier B.76. But if you prefer one of the new kinds with the crotch-slot built into it, that's fine, too.

**5. A properly placed handlebar.** You'll find that having the handlebar at least as high as the saddle feels good; and the higher you raise the bar, the more upright you sit, and the less weight is on your hands. We've designed the Atlantis to allow you to move the bars up easily and without making the whole bike look odd.

### How To Get One

Two ways:

1. From one of maybe 15 or 16 Atlantis dealers across the country. For a list, go to our site: [rivbike.com](http://rivbike.com).

2. From us direct.

Call 1 800 345-3918 or fax 1 925 933-7305.

**Delivery:** We try to keep the Atlantis in stock, but about half the time we're out of your size, with another shipment on the way. If you call us and we're out, we'll refer you to a dealer with experience in shipping bikes. Or, get on the waiting list for the next shipment. Many of our dealers have waiting lists, too—and often the bikes are spoken for before they arrive. So by all means, if you want an Atlantis, get on somebody's list.

**Color:** Since the start, the Atlantis has come only in "Atlantis creamy bluish green, not totally unlike Bianchi's celeste." For an upcharge (\$100 to \$150, typically), we can repaint it locally, your choice of color.

Thanks for doing the super job on the Atlantis build. The bike is so much better than I was expecting it to be, and I was expecting a lot. Took it up the local mountain for its first good ride and was truly amazed at the fit and feel. I was afraid the 61 would be too big, but it is perfect. Everything written about the bike, all the claims about super performing and comfortable riding position and more useful gearing are true, but don't come close to the experience of actually riding it. What a great bike! —Dave N.

Just wanted to let you know I've been enjoying my Atlantis so very much. The ride quality is superb, and it is my ride of choice. My \_\_\_\_\_ gets looked at, but ridden very little since the Atlantis arrived. A special bicycle..." —Steve Y.

Here we are back in Paris, enjoying the beauty of the last days of summer on my new Atlantis. I like it so much that I quit using any other transportation. I invent errands to do on the bike. It's gorgeous, light, and so easy to ride." —Sylvia C.



# Turning Your Atlantis Frame Into a Bicycle

Since 2000 we've made more than a thousand Atlantis frames and built nearly five hundred into complete bicycles using a wide range of parts from all manufacturers. Based on this experience, we've developed our Standard Atlantis Parts Package (SAPP). The parts in the SAPP are the parts we offer in our catalogue, and there's plenty of wiggle room to suit your own needs and style: Shifters—8-, 9-speed indexing or friction; Cranks—pick your length, gearing, and crank model; Wheels—light for smooth roads, stout for heavy riders touring off-road; Handlebars—drops, Moustache, or Albatross; and so on. You can build it yourself or have us or your dealer do it. You may also, of course, stray from the SAPP, and when you buy from one of our Atlantis dealers, you can trust their experience and advice. But if you whack-out the bike with a unique blend of eBay and modern parts from all around the globe, it may not work the way you want it to. In any case, here's what we recommend.

**Cranks.** Get a triple, with the inner ring a 24 to 26, the middle ring 34 to 36, and the outer ring 44 to 48. Most of the Atlantis bikes we build—well over 90 percent—use the Sugino XD-2 crank and 46x36x24 rings. At only \$110, this is far and away the best value in a triple crank, and we trust it to the ends of the earth. After August 2004 we'll also have a fancier Sugino—a new model, called the Alpina. It has a few differences that result in a \$200 price tag, but functionally it's no better, and the XD remains the top value.

**Gearing.** Most modern bikes come with 9 or 10 gears. That's a lot. Ten is too many. Eight is plenty for any kind of riding appropriate to an Atlantis. Nine's fine, too. Whether you go 8 or 9, you'll likely be getting an 11t or 12t small cog. Combined with the 46t or 48t big chainring, that will give you a gear that's plenty high for any descent. Then, just pick a large rear cog that'll let you pedal up a steep hill when the bike is loaded with as much as you'll ever take on it. In short, get a 32t or 34t large cog in back. Fortunately, there are plenty of 11x32 (or so) 8- and 9-speed cassettes still being made. No need to stock up, just yet.

**Handlebars.** Probably 45 percent of the Atlantis bikes we build have drop bars. Thirty five percent have Moustache Handlebars. Fifteen percent (and climbing) have Albatross bars. They're all good. Usually, riders getting the Atlantis as their main bike get drops or Moustache handlebars. It's common for riders who already have a road bike and another bike they ride a lot to put Albatross bars on their new Atlantis, for a super comfortable, go-anywhere bike. *Preferred brand: Nitto, of course. Nitto makes the best handlebars in the world, and they're readily available through us or our dealers.*

**Tires.** The "normal Atlantis tire" is between a fat road tire and a skinny trail tire. *Preferred brands and models: for all-around riding generally on roads: Panaracer Pasela 700x32/35; or Schwalbe Marathon 700x40-47 (Schwalbe tires are much skinnier than the listed dimension). If your Atlantis takes 26-in. wheels, the Ritchey Crossbite 1.4, Panaracer Pasela 26x1.25, or the Schwalbe Marathon Slick 26x1.35.*

*For touring with loads and more trail use, the Panaracer Pasela 700x37 is unbeatable, but the similar-sized Schwalbes and Continentals are excellent, also. In 26-inch tires, there's a lot to choose from in this size. They're all good.*

*For maximum cush on bumpy trails or roads: Schwalbe Fat Apple or Marathon, or the WTB Nanoraptor or Mutanoraptor. These all come in 700c or 26-inch.*

**Wheels.** The Atlantis takes either 26-inch or 700c wheels, depending on the frame size. The smaller half of the range, from 47cm to 56cm, take the 26-inch wheels. The bigger portion of the range, from 58cm to 68cm, takes 700c. We did this purely for aesthetic reasons. Although some folks will argue the merits of one size over the other, it actually doesn't matter One Single Bit, so **wheel size should not be part of your decision.**



## How much for a frame or a complete bike?

A frame, about \$1,300 including a fork and Shimano Ultegra headset. A complete bike is harder to price because of all the options, but you can expect to pay between \$2,300 and \$2,600, depending on how ritzy you go. Once the parts are all specified, a firm quote is easy. Talk to us or your dealer. You will find a list of dealers online at [www.rivbike.com](http://www.rivbike.com).

## Why should I order one without test-riding it?

We're not suggesting you should, or shouldn't. We wish you could test ride it—that generally clinches the deal—but there are too few Atlantises spread over too much land to make that possible. Ordering an Atlantis is a leap of faith, but we know bikes, and the Atlantis never fails to please. We know what you're getting into—whether you do or not—and we're confident you'll love your Atlantis.

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"I received my Atlantis almost a month ago and I've ridden it just about every day. I just want to let you know that I think the bike is excellent. I like it tremendously. Most of my riding has been in Central Park, where it has received many compliments—not just from knowledgeable riders, but from others, as well. Last week I took it to the Catskills, where it really showed its capabilities. The handling was great, and it felt sturdy on the hilly dirt roads that made me cringe on my other bike." —Nick M.

"I adore my new Atlantis. Not only is it the most comfortable bike I have ever ridden, but it's gorgeous as well. The bike was getting compliments on its good looks even before it had bar tape on! At first I hemmed and hawed about having 26-inch wheels (my Atlantis is one of the smaller ones that takes 26), but the maneuverability is so much better than what I'd been used to. Many thanks." —Janet U.



# Getting the Perfect Size Atlantis Is Easy. Here's How—

1. Measure your PUBIC BONE HEIGHT (PBH). To do this, squeeze the end of a metric metal tape between two rulers. Stand with bare or socked feet ten inches apart on a hard floor. Holding the rulers (or paint-stirring sticks) with one hand in front of your crotch and the other behind you, pull up until the tape/rulers hit your pubic bone. The bone, not soft tissue. Pull up hard. Harder.

2. Have a friend take the reading on the floor. Do this three times and take the highest reading. Why the highest and not the middle? Because you'll never pull past the the pubic bone.

Your SADDLE HEIGHT (SH) is correct when your leg has a slight bend at maximum extension, and your hips don't rock and your toes don't point at the bottom of the stroke. For most people, a good starting point (and ending point!) for SH is 9.5 to 10.5cm less than your PBH. So, PBH minus (10) = SH.

This is affected by shoe sole thickness and other factors, but we've fitted roughly 800 people on bikes, and this way works.

If you fall between sizes, it's safe to get the larger size if you're going to ride medium-sized tires (700x37, or 26x1.5). If you're going to ride fat tires a lot, get the smaller size. For more information and actual pictures of how to measure your PBH, get our free catalogue: 1-800-345-3918

## Geometry

The purpose of any frame design is to let you achieve a good riding position without resorting to wacky seat posts, stems, and handlebars. Once that position is achieved, the bike should be responsive, predictable, and controllable in a wide range of conditions. To those ends, we like (1) shallow seat tubes, because they help take weight of your arms, and maintain a rearward saddle position (which also helps reduce weight on your arms); (2) low bottom brackets, because they make the bike ride better; (3) high handlebars, for a relaxed upper body and all-day, all-week comfort; and (4) long chainstays because they improve comfort on rough roads, and handling when the bike is loaded. We've designed the Atlantis accordingly!

st = seat tube angle; ht = head tube angle; rake = fork rake; cs = chainstay; d = drop; tt = top tube. All frames have a 2.5-degree upsloping top tube, and the top tube measurement is taken on the theoretical horizontal. Rear spacing is 135mm. Geometry is subject to change without notice.

size	st	ht	r	cs	drop	tt	wheel*	max tire size	normal PBH range	saddle height
47	72.5	71	4.5	44	4.8	52	26-in.	1.7	73 to 76	63 to 66
51	72.5	72	4	44	4.8	53.5	26-in.	2.1	76 to 78	66 to 68
53	72.5	72	4	44	4.8	55	26-in.	2.1	78 to 80	68 to 70
54.5	72	72	4	44	4.8	56	26-in.	2.1	80 to 82.5	70 to 72.5
56	72	72	4	44	4.8	57	26-in.	2.1	83 to 85	73 to 75
58	72	72	4.5	45.5	8.0	58.5	700c	52	84.5 to 87	75 to 77
61	72	72	4.5	45.5	8.0	59	700c	52	85.5 to 90	76 to 80
64	72	72	4.5	45.5	8.0	60	700c	52	89.5 to 94	80 to 84
66	72	72	4.5	45.5	8.0	61	700c	52	92.5 to 97	83 to 87
68	72	72	4.5	45.5	8.0	62	700c	52	95+	87+

## Origins & Other

The Atlantis is designed by Grant Petersen. That's me. For almost 10 years ending in 1994, I designed bicycles for Bridgestone Cycle's U.S. division. One of those bikes was the Bridgestone XO-1. At the time it was highly regarded by bicycle riders, but never sold well, because for the most part, bike dealers didn't understand it and so didn't stock it. But that bike has become sort of a cult bike, and the Atlantis is a much more developed version of the XO-1.

We don't cut corners with the Atlantis. The frame has not changed fundamentally since the first one in 2000. It was then and is still made in a six-person custom frame shop, called Toyo, in Osaka, Japan. Toyo has been hand-crafting superb, traditional bicycle frames for 30 years. It costs a lot to make anything in Japan these days—particularly when it involves human labor. But the quality of the Atlantis frame is superb, and the price—about \$1,300—is way less than you'd expect to pay for a frame this good. The quality is what you'd expect out of Japan, and your Atlantis will likely last the rest of your life.

I got my Atlantis eighteen months ago, and since then my \_\_\_\_ has sat in the garage losing air pressure and gaining spider webs. I've begun to take the Atlantis for granted—it's just been The Bike, and I ride it everywhere without thinking about it. This weekend, just for a change, I dusted off my \_\_\_\_, lubed it, and rode it on my normal twenty-mile loop. Only two years earlier, it was my dream bike, the last one I'd buy. I only got an Atlantis because I stumbled onto the money unexpectedly, and it wasn't enough money to buy a BMW." —Name lost, but this is a real testimonial.

Holy cr\*p, what a difference. I've done centuries on the \_\_\_\_, but compared to the Atlantis, I don't see how I even rode it to the 7/11. So, thanks. —Cory F.

Out of the box I knew it was going to be a special bike. I built it up with my son (almost 6), and when we were finished, my non-cyclist/artist wife said, 'that is gorgeous—a work of art.' Never have such words, or even close, come from those lips about a bicycle. —Josh S.



## The Atlantis set-up for touring, and with Moustache Handlebars

This one is built up with Moustache Handlebars, a 46x36x26 triple with a 12x32 cluster, Panaracer Pasela 700x37 tires, and Nitto racks front and rear. The frame is a 61cm. The saddle height on this bike is 78.5cm, and the handlebar is 1.5cm higher than the saddle. With this particular set-up, just as you see it, the bike is perfect for a rider whose pubic bone height (PBH) is about 86 to 90cm—common for someone who stands about 5'-11" to 6'-2".

The racks cost about \$120 each, but you can spend half that and still get a decent rack. Notice the front rack clamps on. Why no braze-on? Because different front racks have different braze-on locations, and we didn't want to rule out any front rack. The clamps work fine, and are compatible with any rack. Approximate price as shown, racks and all, about \$2,600.



## The Atlantis, day-touring style

The Atlantis makes a great century or all-around road bike. Just build it with drop bars and skinny tires. Truthfully, if you plan to go any skinnier than a 700x27, and you plan to ride it a lot like that, then you're probably better off with a Rambouillet or some other general road-specific bike. But don't let that stop you from roadifying your Atlantis, because it rides great unloaded, too.

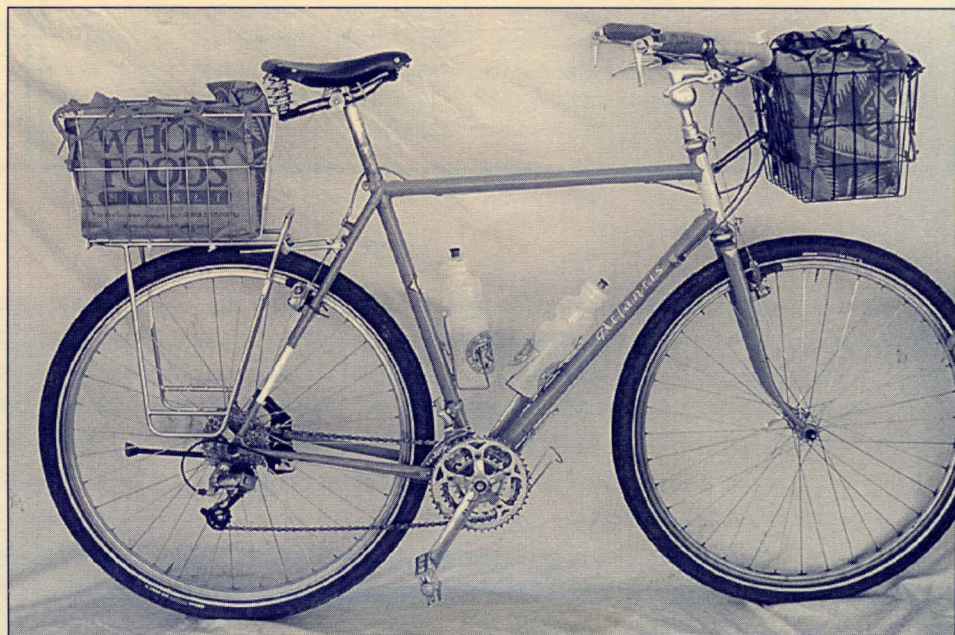
This one has Panaracer Pasela 700x35 tires, which are on the fat side of road tires, but still zippy on pavement, with enough volume and tread for semi-groomed fire trails.

Don't set up the Atlantis as a double (two chainrings). It can work that way, but it's not compatible with a road crank/bb combination, unless you use a longer spindle than what the crank calls for. And if you do that, why not just add a third chainring? We've set up many Atlantis bikes as road triples, as you see here.



## Super-shopper Atlantis

It's the tires that make this set-up so neat. These are 700x48 Schwalbe Big Apples—cushy, smooth, impossible to flat, and they roll along just great. The Atlantis is a perfect Big Apple bike, and one of the few that can even fit them. With these tires (which also come in a 26-inch version) and two baskets, you can easily carry 30 pounds of groceries, books, boots, just about anything. And if you want to head out for the day or an overnight, no changes needed. This bike here has done everything a bicycle can do short of racing, and it's a pleasure to ride. It descends magnificently, with all that smooth rubber on the road. You can lean it way over in corners and feel secure as all get-out. These fat tires go well with any handlebars we offer, and even those we don't. But with Albatross bars, you sit upright, like you're sitting on top of a bus, and it's pure fun. They're much better than straight handlebars.





## John's Camping Atlantis

This is the bike John here rides on all of his many sub-24-hour overnight (S24O) camping rides. Eight so far this year, but he's shooting for fifteen. He's had various tires on it over the past couple of years, and for dirt he's been riding 700x47 Schwalbe Marathons, which curiously actually measure just 38mm wide—but that's wide enough for the fire trails around here.

In the winter the bike gets rear panniers, for the bigger tent and bag, and more food and clothing. In warm weather, this way here works great. The fenders keep off the cattle deposits, and there are many.

It's not just for camping. This same set-up, no changes, is perfect for commuting and country rides where speed isn't the main thing. Notice the high handlebar, for comfort and better descending, especially important steering a loaded bike on loose & scratchy surfaces.

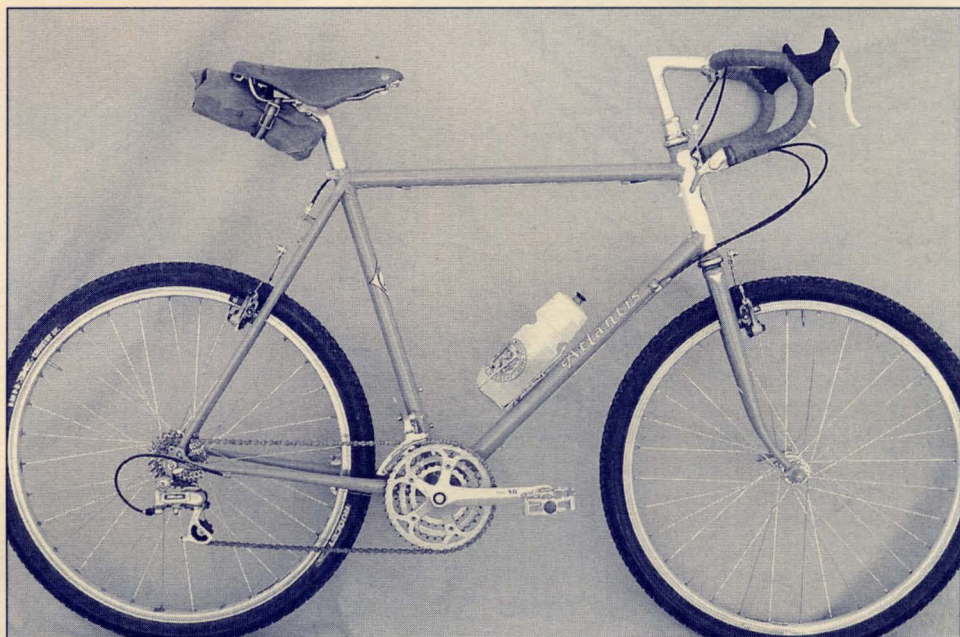


## Rough-stuff Atlantis

Not a usual way to set up an Atlantis, but certainly one of the most practical for fast traveling over fire roads. With drop-bars and high-volume combo tires (shown with the Avocet 26x1.85, but there are numerous possibilities), this bike is fast and tough and capable of going anywhere a bike has any business going.

If you're used to a road bike position and want to keep more or less the same position in the dirt—just slightly more upright to handle steeper descents, probably—then this is the way to go. Setting up your Atlantis this way is sure to confuse riders who are quick to categorize bikes as "mountain" or "road."

This kind of Atlantis ought to have "interruptor" brake levers in addition to the normal ones. They mount on the top of the handlebar and give you access to the brakes from up there. Cyclo-cross riders use them a lot, and they're a natural for this kind of bike. This bike doesn't have them.



## Atlantis jalopy set up for camping, shopping, just going places

This is the first prototype Atlantis and my/Grant's bike for shopping, trail rides, bike camping, and general getting around.

The bike looks a mess but has worked perfectly for 4+ years and around 10,000 miles, with my normal yet unadvisable neglect. You may notice the rear rack—it's a Burley "Moose" rack, and for 3 years I rode it with my younger daughter, who rode a Burley Piccolo trailer bike. Since this photo was taken I've changed that to a Nitto saddlebag support.

The Albatross bars are comfortable and convenient—can't beat 'em. I've taped the grip area forward of the brake levers, for climbing. The basket comes off and goes back on in two seconds. This bike works hard and perfectly. The top tube has a significant dent in it from an accident, but I can't afford to be without the bike long enough to get it replaced, and the dent doesn't hurt anything.



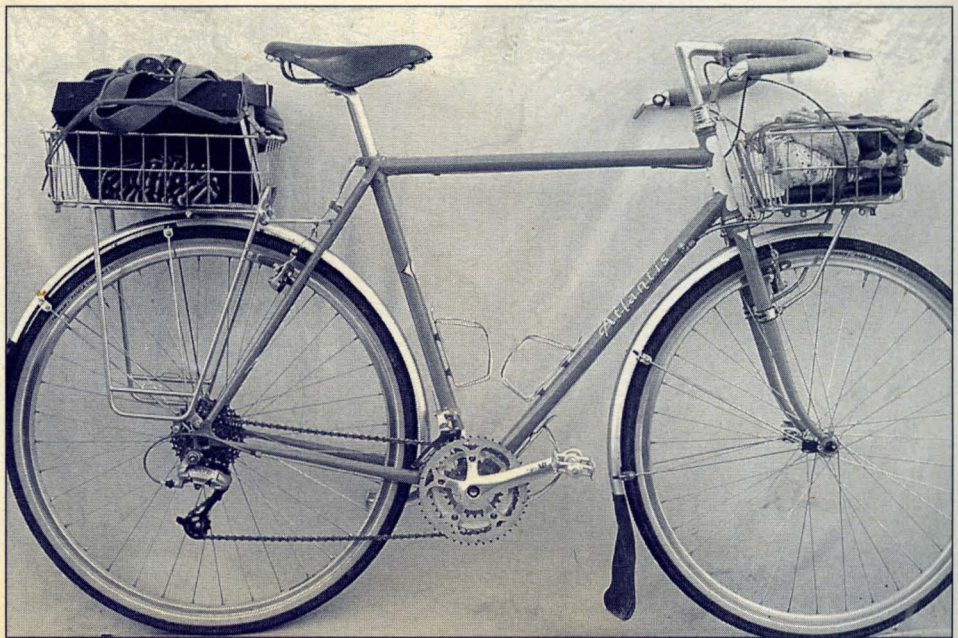


## Basketted Atlantis

Good for commuting, shopping, and one-night tours. If your Atlantis already has a rack or two on it, you can lash (we use Zip-Ties) baskets to the racktops. This bike has a normal Nitto rear rack, a Nitto Mini Front rack, and a Wald basket for each. On the rear, you can still mount our panniers, and probably most models. We've used this bike camping with great success. The baskets are especially good if you ride with camera gear you want to be able to get at fast on a ride.

This bike, just as you see it, is a dream to ride. It has Moustache Handlebars, but would be equally good with drops or Albatross bars, and they're all basket-compatible.

Use cargo nets with baskets. We sell those, too. You can hook them on (with hooks provided) or hook-and-Zip-Tie them on (two hooks, two Zip-Ties is the best combination). They keep the load from bouncing out and allow access to small things as you ride.



## School book hauler Atlantis

This is my 15-year-old daughter's school bike, so four days a week it bike totes 20 pounds of school books over steep hills and bike paths for two and a half miles between home and high school. One day a week we drive, so she doesn't burn out. Anyway, she puts about 1,200 miles on it between September and the middle of June, and it works perfectly for her, with virtually no maintenance (cobblers' children syndrome).

The Baggins Hoss, rests on a Nitto saddlebag support. Albatross handlebars with bar-end grips mounted toward the middle (but she never uses them); Ritchey 26x1.4 tires, a kickstand, lock and bracket, fenders, saddle cover over the Brooks B.17, V-brake front and cantilever rear, LED front light, extra reflective tape on the seat tube, forks and stays (can't see from this angle), and a clothes pin for holding pants in and out of the chain grease. The thing on the seat tube is a lock, and note the kickstand.



## Ten sizes, from 47cm to 68cm

With all these pictures of complete Atlantis bikes, it's easy to forget that the Atlantis is a frame only (with fork and Ultegra headset). And it comes in sizes from 47cm to 68cm, as you see here. We sell it as a frame, and can build it up any way you see in these pages, or something different, or a variation. You don't need to know the parts details, either. Just tell us the kind of riding you'll do ("weekend rides averaging 20 miles, and charity centuries"), or the result you want ("hey man, I just want to be able to commute to work without aggravating my war injury") and we'll make sure you get the right bike.

The Atlantis will adapt to any situation you're likely to face. There is no one Atlantis bicycle. The frame design is so smart, versatile, and accommodating that you can adapt it to nearly any riding situation you're in now, or are likely to face in 20, even 30 years. The Atlantis can handle any situation, with just a few parts changes.

