



# CHEVIOT

by Rivendell Bicycle Works



**The Cheviot** sheep were named for the Cheviot Hills, in the highlands bordering England & Scotland. They got there as cargo on ships of the Spanish Armada. When the English attacked, the ships capsized, and the poor Cheviots found themselves dumped into the ocean. Marbled with fat and glistening with lanolin, they bobbed like corks to the rugged coast of Scotland, and planted their hooves in the Scottish Highlands. All this, more than 250 years before the birth of our own George Washington Carver!

A Cheviot looks like a 16th century aristocrat minus only the Elizabethan collar, but don't be fooled — it's muskox-tough, and owes it to their early life in the Highlands. The Scottish shepherds, neither fools nor coddlers, left their sheep alone in the fierce terrain and weather. Heartless? OK. But it weeded out the weak, strengthening the gene pool, which reputable geneticists consider a plus.

This helped too: In the late 1700s, a severe storm killed about 20,000 Cheviots. About 45 survived—less than 0.25 percent—and their super genes formed the seed crop for today's Cheviots, a super-breed with a combination of Brain & Brawn other breeds can only envy. And they do.

In heavy storms, Cheviots have been known to stay buried in snow for 3 weeks, patient as monks, hoofing their way out only when it makes sense to leave.

The Cheviot's ability to forecast weather is legendary. If it senses a storm beyond the horizon, it moseys to the sheltered backsides of hills and waits it out. Was this radar coded in the genes of the 45 storm survivors 200+ years ago? Geneticists suspect it was.

As you might expect, Cheviot wool is the most durable of all. But it's rarely found in the U.S., where we insist on the smooth, underwear-friendly wool of the less hardy Merino.

## The Unsheep-Like Sheep

Humans who unthinkingly follow the crowd are said to be like sheep, and when the breeds in question are your Suffolk, Perendale, Shropshire, Merino, Brown Mountains, and the elusive Barbados Blackbelly, the analogy works, it all makes sense. Cheviots bust through the stereotype, though. In times of scarcity, they fly solo so they don't have to compete with six other mouths for a tuft of grass or scrub. The Cheviot's independence has won it a reputation for being antisocial, but has meant survival for the breed.

In America, the Cheviot is raised for its meat, sometimes described as "luscious." We have mixed feelings about this, but the next time you're about to bite into mutton or lamb, bon appetit, if that first bite is extra delicious, odds are you're "chewing the Chev"! Enjoy every bite, and pay silent homage to the sheep, the shepherds, and the weather that made it possible.

## Rivendell Bicycle Works & The Cheviot

*Rivendell Bicycle Works was born on October 17, 1994, with a mission to provide bikes & gear that was endangered—lugged steel frames, saddlebags, friction shifting, and so on. Racing's influence was threatening to kill it all, but we fought back, and many other kindred companies since have joined the battle to put racing in its place on the fringe.*

*We have about 7 bike models. All have skinny frame tubes, beautifully bent fork blades, gorgeous fork crowns, room for chubby tires, and allow high handlebars—a combination that is functionally unassailable, and looks fantastic. More important: Our bikes are all safe to ride in the vast & wonderful world beyond racing. And they're great values.*

*The Cheviot is our third mixte (meaning there's no top tube), and is quickly becoming our most popular model. It's easy to mount and dismount, rides great, and you can ride it almost anywhere for almost anything.*

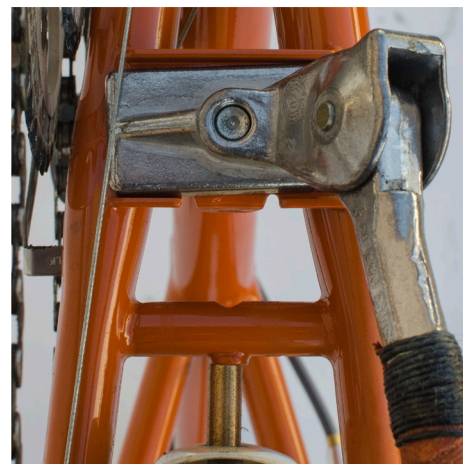
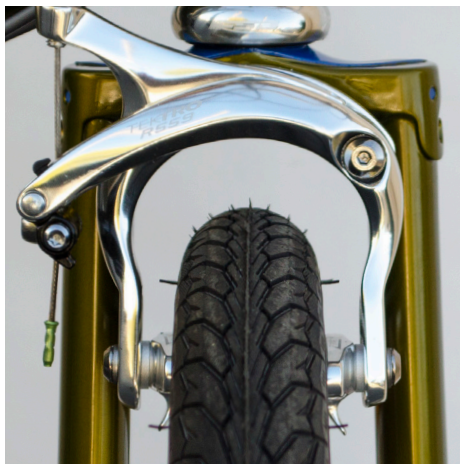
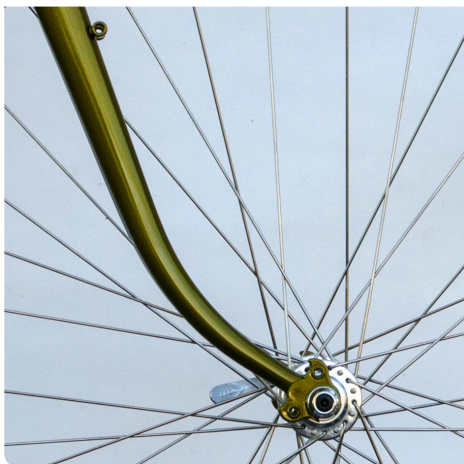


## No top tube & no need

A top tube adds stiffness necessary for racing bikes or heavily loaded touring bikes, but for commuting, day rides, moderate touring loads (up to 35lbs), and trail rides, you don't need it. The Cheviot's diगतube & diगतastays make it plenty stiff, and with no top tube — *vwah- lah!* — your leg clears easily.

## The details are good

**To the right:** The Cheviot's seat lug has ears (where the bolt goes) that can't possibly bend, and a bolt that's replaceable (if lost) at any hardware store. **Far right:** A quill stem makes raising and lowering handlebars quick, easy, secure. **Below:** Beautifully bent fork blades look better, and two-eyelet dropouts are better for mounting racks. **Bottom center:** The Cheviot fits 40mm tires with a fender, 45mm tires without. **Bottom right:** A kickstand plate makes mounting a kickstand clean, non-crushing, and secure. We pioneered kickstand plates on good bikes back in 2004.





## A do-it-all CHEVIOT

With a comfy Albatross bar, tough 38mm tires, racks for carrying stuff, fenders to block grimy road water, the Cheviot is set up for almost anything. Add lights & reflectors and ride almost anywhere almost anytime in comfort, with confidence.



## The most comfortable CHEVIOT

Like the do-it-aller, but with Bosco handlebars, which rise 4-inches and come back to meet you, vanquishing hand pain & aching backs & necks. The parts can vary to suit, but for maximum comfort, get Bosco bars—in 52, 54, 55, or 58cm widths.



## Ready for touring

This Cheviot fits all the racks & bags you need for a tour, and a small basket on the front completes the deal. It's stiff enough for touring. Ride 38 to 44mm tires at 30-45psi, and your tour will go off without a hitch.





## CHEVIOT in the hills

The Cheviot with 45mm tires and a little judgment is a joy on fire roads and dirt trails. It's one of the few mixte-style bikes with clearance for fat enough tires, but that's why the Cheviot is so good, so useful. It looks like a townie, but can go all over.



## Semi-speedster CHEVIOT

If a lot of your riding is high speed, all-out efforts, a Cheviot's not the best bike for you. But a Cheviot as shown here—with thinner tires, minimal accessories, and Albastache bar—won't impress the local imitation professionals, *nor* slow you down.

## Three frame sizes, two wheel sizes

### • 60CM—700C WHEELS

Typical rider height: 5-8 to 6-4.

PBH range: 85 to 95.5 cm.

Approx. standover\*: 73 cm/28.7 in.

### • 55CM—650B WHEELS

Typical rider height: 5-3 to 5-10.

PBH range: 78.5 to 85 cm.

Approx. standover\*: 68 cm/26.7 in.

### • 50CM—650B WHEELS

Typical rider height: 5-0 to 5-5.

PBH range: 74 to 81 cm.

Approx. standover\*: 63.5 cm/25 in.

\*Assuming a 42mm tire.

## Pubic Bone Height (PBH) & Seat Height (SH)

**PBH is the distance from floor to pubic bone.**

**PBH determines Saddle Height (SH).**

**SH is the distance from the center of the crank to the top of the saddle, straight up the seat tube.**

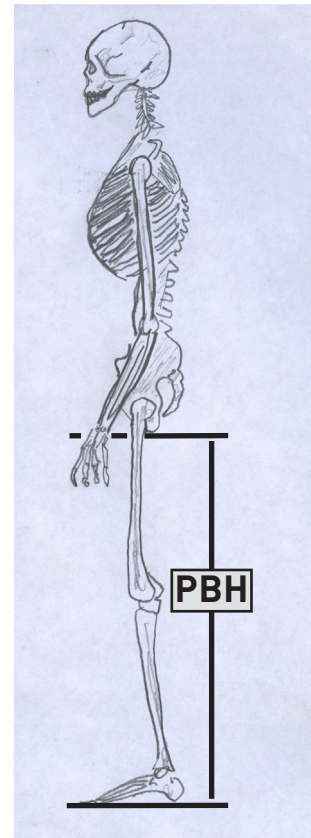
**Find your PBH:** Stand with bare feet 10-12 inches apart on a hard floor next to a wall. Pull a thin, hard-cover book (think *The Cat in the Hat*) up as hard as you can against your pubic bone. Keep the book level, have a friend mark the high spot of the book on the wall. From the floor to that mark is your PBH.

**Then find your Saddle Height: (PBH-11cm=SH)**

Subtract 11cm from PBH (minus 11cm is a good SH)

If you're way overweight, lower the saddle 1/2 inch.

What to look for and feel: Your saddle height is correct when your leg is nearly straight at the bottom of the stroke, with a level foot on the pedal, and the wide part of your foot directly above or a little forward of the pedal axle. If you have to point your toes or rock your hips to reach the pedals, the saddle's too high.





## Cost—\$2600 or so. It depends...

...on extras— like racks, bags, fenders. A full package of these helpful extras can cost up to \$500, but half that usually covers it. Get a NITTO Mark's rack (\$130), Wald basket (\$23), and a basket net (\$12). A Pletscher rear rack too (\$75). You may never need any more, and if you do want more later, you'll add to this, not replace it. So it's money well-spent.

## Getting fancy, spending more...

**We have high bike standards, but everybody here is a cheapskate** at heart, and our natural tendency is to steer you to value. If you like riding the spiffiest, or your budget is pushing \$3,000, we can talk about more Nitto racks, dyno wheels and lights, and so on.

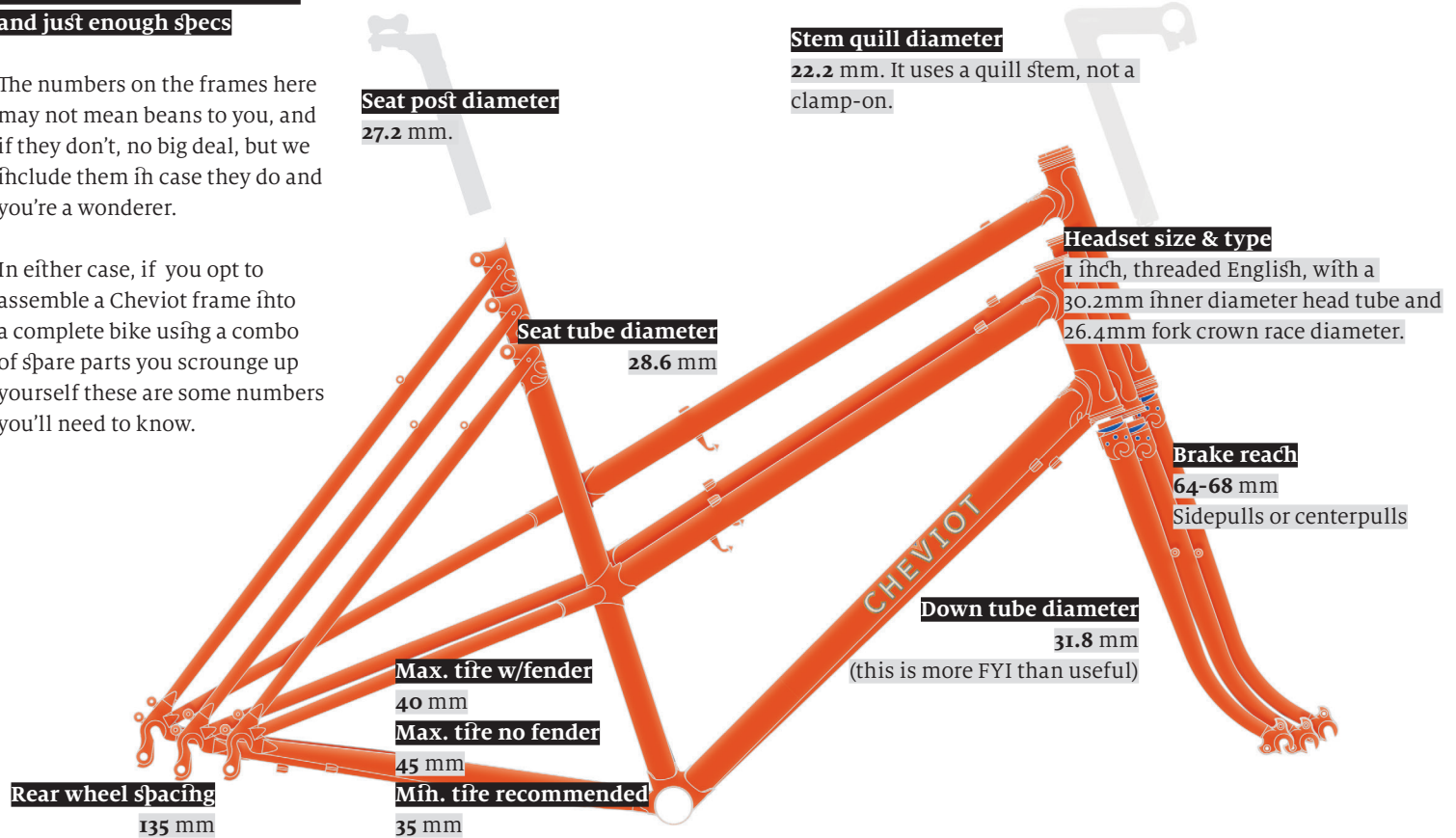
We don't sell on commission and never upsell you. Quite the opposite: Fancy bike parts lost their allure here about a decade ago. Cachet means nothing; we're jazzed by irony and value, and when a less expensive part is a better deal, we nudge you in that direction.



## Essential technical numbers and just enough specs

The numbers on the frames here may not mean beans to you, and if they don't, no big deal, but we include them in case they do and you're a wonderer.

In either case, if you opt to assemble a Cheviot frame into a complete bike using a combo of spare parts you scrounge up yourself these are some numbers you'll need to know.



## How to actually get one

**Call** (800) 345-3918 and we'll walk you through the process with buddha-like patience. We've done it for decades, our advice is worth hearing, and we're your advocates.

**STEP ONE:** Buy the frame (\$1,225) when you place the order; pay the balance before we ship. A typical Cheviot without fenders or racks costs \$2,600. With racks & fenders, another \$250 to \$450. Freight is \$130 to \$180, and includes a custom box and 2-hour packing job so good it's a shame to undo it. We don't control the rates or make money on freight.

**DELIVERY:** We try to ship within 2 weeks of your final order, and it rarely exceeds 3 weeks. If we're out of your size, it could be 8 months.

**WARRANTY?** They're rare, we play fair, and are on your side unless it costs us our self-respect. So whatever it is, be nice and we'll take care of it. That's our warranty.



### RIVENDELL BICYCLE WORKS

2040 North Main St. #19 • Walnut Creek, CA 94596

(800) 345-3918

[www.rivbike.com](http://www.rivbike.com)



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USD \$1.00