

Rambouillet

By Rivendell Bicycle Works





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The Rambouillet difference is deeper than the lugs

Modern road bikes are lighter than road bikes were ten years ago, but more fragile, too. Most are good for dry weather and smooth roads, but not for wet weather or rough roads. Many don't even let you carry two water bottles or a frame pump.

The typical high-end modern road bike has leap-frogged the fundamentals of sound design, and replaced so many good things from the past—materials, techniques, proportions, dimensions, and artistic details—with newer methods and materials that cost the maker less and the buyer more. This modern, “ideal conditions” bike is aimed at riders who don't race, but want the racing look (the only look modeled as “proper” these days) and don't realize what they're giving up to get it.

Of course this is a generalization. But the bike described above is so common that it's hard to find an exception. You won't get one by *paying* more. You have to *know* more. You have to know what to avoid, what to look for, and then you have to be comfortable (in your head) riding a bike that's different from the ones your friends ride, the magazines show, and your local bike shop sells. That's a deal-breaker for most riders, who tend to need the affirmation that comes with high numbers.

In 2001 we decided to make a road bike that measured up in all areas where the typical road bike fell short. It had to be

- **comfortable. As soon as you get on it and all day long**
- **versatile. Ridable in any weather and on any road surface—and even some fire trails**
- **hand-built. by experienced and skilled frame craftsmen who are actually paid a fair wage**
- **lugged steel. because we believe lugs make the best joints, and CrMo steels is the best frame material**
- **affordable. Maybe not to everybody, but at least to any bicycle rider who has a job and bicycle priorities**

Basically, we wanted a bike just like a custom Rivendell, but half the price and easier to get (no 18-month wait, at least). We conceded a few details to shrink the price and speed up delivery, and developed the Rambouillet. It is a *great* road bike.

But we know it's not for everybody. Just as we see the typical modern road bike as poorly designed and built with “high tech” materials and short-cut methods, its defenders will sum up the Rambouillet as “old-fashioned” or charmingly “retro,” as though our goal was a modern remake. Ride a Rambouillet, and eventually you'll meet a rider on a modern bike who tells you he “used to have a bike just like that—an old Raleigh.” The unspoken part is, “...and now I've graduated to this.”

The thing is, there's as much variety in lugged steel bikes as there is in bread, and all “lugged steel” does is define the method—not the craftsmanship, design, or ride characteristics. With all due respect, there's a world of difference between a European bike from the '70s and a Rambouillet. The Rambouillet is a bike you graduate *to*, not from.

There are 5,000 bike shops in the U.S., and only 15 of them sell the Rambouillet. This year, about 650,000 road bikes will be sold, and only 300 of them will be Rambouillets. It's easier to buy a normal bike, and you can have fun on it. But if you want a more comfortable and more versatile bike made with craftsmanship and materials that will stand up to hard use and stick with you over the next 20 years or more, it'll be worth a little time and trouble to investigate a Rambouillet.

The Rambouillet is an all-weather road bike



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It is easy to mount fenders on a Rambouillet. The fork is the right length, the seat stay bridge (not shown in this photo) is in the right place, and the dropouts have eyelets.

Ninety-percent of the road bikes on the market don't accept full fenders, so you can't ride them in wet weather. Maybe your bicycle riding is purely recreational, so you can opt out of wet weather rides. But if you're afraid of the rain, you'll stay home even in iffy weather, and then you'd miss the best clouds. Even riding in a downpour is pleasant when you have the right attitude, the right clothes, and a bike with fenders.

The Rambouillet has fender clearance so you can ride it all year long, in any weather. Does fender clearance compromise the Rambouillet's performance in dry weather? No. It's just a smarter way to design a bike, and an absolute requirement for any bike intended for all-weather riding. You wouldn't buy a car you couldn't drive in the rain. Why get that kind of bike?

Fender facts & opinions

Fenders keep your bike clean. Road spray from your tires mucks up your drive train, which makes your bike shift and brake worse, and is hard to clean up. It stripes your back and shoots up into your face, too.

Sometimes fenders are just plain considerate. On group rides in wet weather, you spray the rider behind you if you don't have them.

You can get fenders made of just about anything. We like plastic ones. For the job they do, it just seems appropriate. But if you like aluminum, wood, or stainless steel, that's fine. Any fender is better than none.

The Rambouillet is an all-surface road bike



Air—make sure you get enough of it

Air adds cush so you can ride in comfort, and protects both your body and your bike from bumps. The benefit of a fatter tire is that you don't have to pump it up so hard in order to ward off pinch flats, and it adds comfort in the bargain. And the softer the tire, the fewer wheel problems you'll have.

High volume tires have a much wider range of rideable pressures than do skinny tires. How fat do we recommend? Well, the Rambouillet's 27mm-wide Ruffy-Tuffy tires are the minimum for all-around road riding for riders under 215 pounds. There's no reason for a non-racer to ride a skinnier tire than that. If you weigh more than 215 pounds, you ought to ride a fatter tire. More than that, ride a fatter tire, because you'd have to pump up a 27mm tire to about 125 psi to protect the rim. That's too high. It makes a hard ride—there's no benefit. The Rambouillet can easily fit a fatter tire.

Most road bikes currently made won't accept a tire larger than 700x28, so they're good only on smooth roads. The Rambouillet fits up to a 700x38, so you can ride comfortably and safely on rough roads and even on fire trails.

You may not even know anybody who rides a 700x38. The club roadies don't. Maybe you think, "if the road is rough, I'll just take my mountain bike." Well, fair enough, but you'll miss out on the satisfying, smuggy, better-than-thou feeling that comes from riding a fine road bike off-road. True, you won't descend as fast. But you may climb faster and will certainly become a better rider. Mainly, you'll have more fun riding loose and bumpy trails with skill, rather than with springs and hydraulics.

Does the ability to fit chubby tires for riding on rough roads compromise the Rambouillet's performance with skinny tires on smooth roads? No again. It doesn't take anything away; it just makes the Rambouillet a more versatile, more useful bicycle.

The Rambouillet has more useful gears than other road-triples



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Why resist triples?
It's typical for ex-racers to shun triples, as though riding one is like giving up. They continue to struggle with 39t small chain rings and 24t big cogs, and they miss out on so much fantastic riding that is painful and impractical without lower gears.

A triple doubles the versatility of any road bike, and is no more complicated to shift or maintain. All you have is another chain ring.

The typical modern triplified road bike is geared too high at the top end for all but the strongest racers, and not low enough on the bottom for most non-racers on steep hills. It works for most riders most of the time—no doubt—but there's a smarter way to gear a bike, and we've done it with the Rambouillet.

The Rambouillet's combination has 48/36/26 chain rings and 12x27 rear cogs give you high enough gears for downhills and tailwinds, and low enough gears for any riding this side of loaded touring. The 36t middle chain ring is six teeth smaller than the middle ring on a typical "racing triple" crank, so you can ride the middle ring longer before having to shift to the inner chain ring. There's nothing bad about this gearing that we're not telling you. It is simply more useful, smarter gearing, and eventually more road bikes will have it.

Why the Rambouillet's bar-end shifters are the way to go



Do STI and Ergo shifters ever make sense?

YES. For road racing, the convenience of STI & ERGO shifters is a plus. Since 99 percent of all racers use them, putting them on your bike just levels the playing field. But off-the-saddle, mid-sprint shifts are unique to racing, and in every other circumstance, we feel the benefits of bar-end shifters make them a much better choice.

Sometimes you'll hear folks say, "With STI, I can brake and shift at the same time." We've never needed to do that.

Bar-end shifters are convenient enough, without being too convenient. *Yes, shifters can be too convenient.* When the shifters are right under your hands, as they are with STI and ERGO, you tend to shift obsessively. (Riders who love them typically say, "I shift so much more often now!") Bar-end shifters still allows easy access, but not being just a finger-twitch away, don't prompt shifts as often. Your shifts are more meaningful, on the average.

Bar-end shifters are more reliable, too. In addition to an indexed mode, they also have a friction (think "manual") mode. That can be a ride-saver when the indexing comes out of adjustment due to any number of things that foul it up. You activate the friction mode by turning the wing nut on the right shifter forward about a quarter turn, which takes half a second. Neither STI or ERGO shifters have a backup friction mode.

Bar-end shifters are plenty easy to shift with. They take ten shifts to get used to, and twenty to master. And here's another benefit: Since bar-end shifters don't return to the same starting position after every shift (as do STI/ERGO shifters), they give you both a visual and tactile indication of what gear you're in. That's a nice feature.

The Rambouillet is remarkably comfortable. The difference isn't subtle; you'll notice it immediately. Here's why.

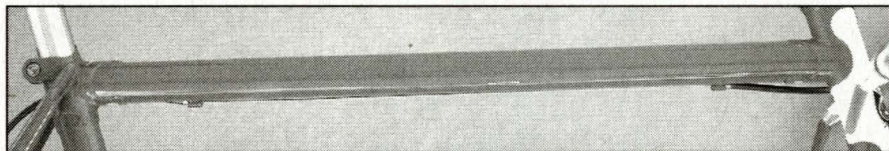
Virtually all of today's road bikes, even the ones that claim to be made with comfort in mind, don't let you raise the handlebar high enough; so you lean over too much and carry too much weight on your hands. The Rambouillet solves that with these four neat features:

One. A sloping-up top tube. The Rambouillet's top tube slopes up 2-degrees from the seat lug. This adds from 2 to 2.8 cm to the height of the front of the bike (the amount depends on the length of the top tube), which helps raise the handlebar.

Two. An extended head tube lug. The Rambouillet's upper head tube lug sticks an extra 1.5cm beyond the normal height. We didn't invent this feature, but it has been a signature of all Rivendell-designed frames since 1995, and we've certainly pioneered its return. Lots of bikes have it now.

Three. An extended steer tube (the tube that the stem goes into). It's hidden inside the frame's head tube and under the headset. By adding another 1.5cm to it, we've made it easier to raise the bars that much higher.

Four. A traditional, threaded headset with a long-quilled traditional-styled stem. Don't be turned off by "traditional." All it means in this case is that the Rambouillet's stem is a quill-type, which has been around for a hundred years, and not the currently popular clamp-on style. Both types of stems work fine, but the quill style is much easier to raise, and we prefer it. The Rambouillet's stem has an exceptionally long quill—190mm, compared to 135mm for most traditional quill stems—so it's easy to raise the handlebars up to the comfort zone.



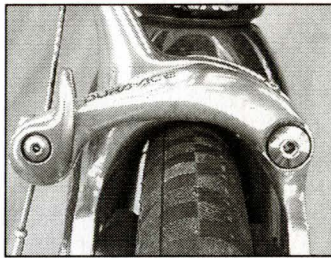


More about higher handlebars

On a typical road bike, the handlebar is at least two inches lower than the saddle, and often four or five. That shifts weight onto your hands and arms, and forces you to lift your head up just to see the road. Now look at the Rambouillet here. The handlebar is at the same height as the saddle, and can still be raised an inch and a half. That bar height-to-saddle height relationship is impossible on a “normal” road bike these days, and that is exactly what makes the Rambouillet much more comfortable.

Descending with higher bar is better, too. On a descent your weight distribution automatically shifts to the front wheel. When you handlebar is low to begin with, the weight shift is magnified, and it makes any descent feel steeper. Descending is better with your weight more evenly distributed between both wheels, and a higher handlebar makes that happen. The Rambouillet is one of the few bicycles available that lets you raise your bar even higher than the saddle.

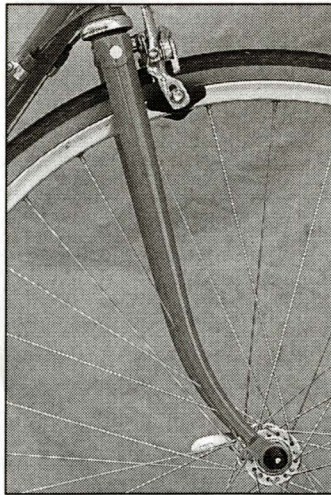
The Rambouillet works right *and* looks right



More Tire Room

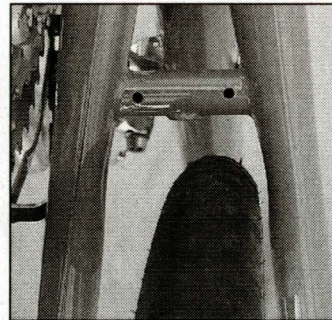
For tires up to 700x38, so you can ride the roughest roads and most fire trails. (Shown with 700x37).

The carbon fork above is typical of carbon road forks. It won't even take a 700x28 (shown with Ruffy Tuffy). There's no good reason for it.



Beautiful Forks

The bend starts low on the blade and continues without straightening all the way to the dropout. This may or may not result in a better ride, but there's no doubt that it looks better. And it's harder to make a fork this way. The blades have to be bent before the dropouts are brazed into them, which takes longer. It is easier to just buy a carbon fork.

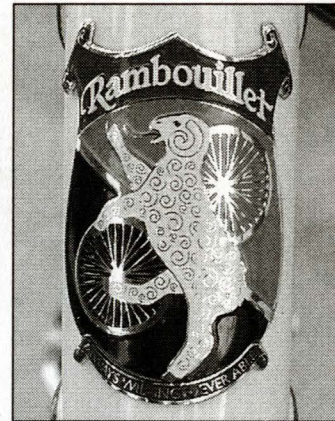


Wobble Room

Eventually you'll break a spoke, and on most bikes, the wobbly wheel will rub the chain stay, at which point you get off and walk. All for a broken spoke.

The Rambouillet has more clearance, so if you break a spoke, you get to ride home. In the photo above, we have simulated a wheel with a broken spoke and a loose one, an extreme case. As you can see, there's still enough clearance to ride the bike.

This isn't genius, just sensible. It is *rare* sensible, though.

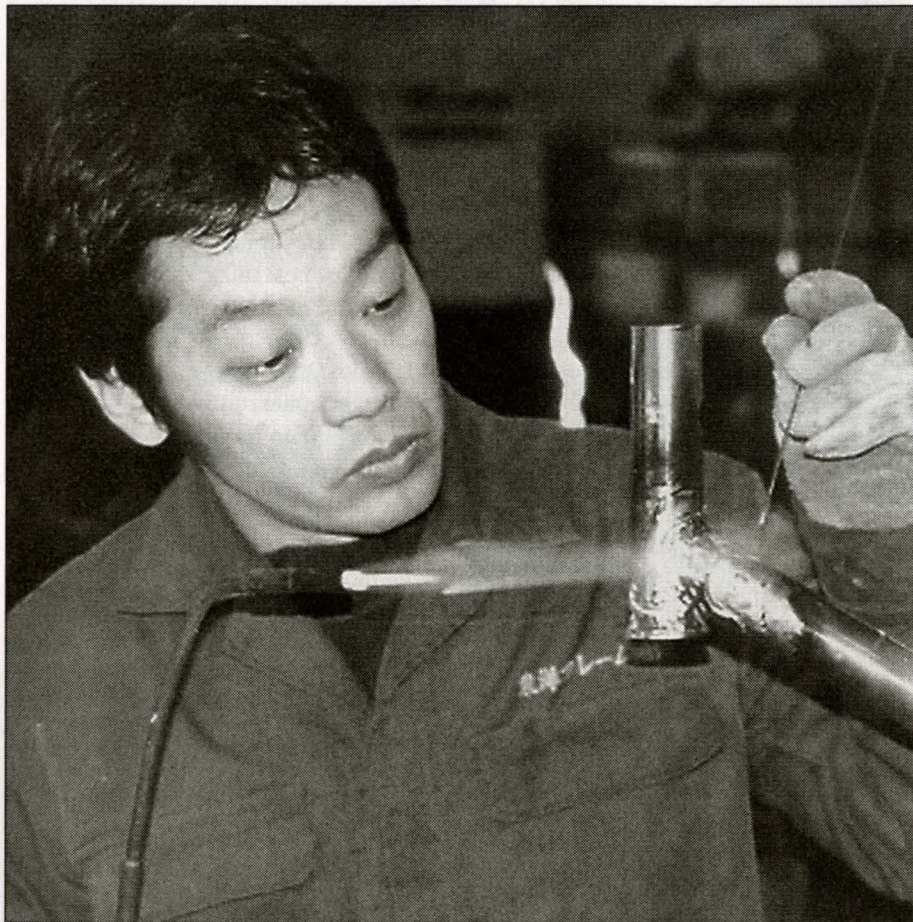


Metal Head Badge

Decals are easier, cheaper, lighter—but a nice bike deserves a metal head badge.

The Rambouillet's head badge shows a sheep, because Rambouillet is a breed of sheep. There's also a region in France named Rambouillet, but whether the town or sheep came first, we don't know. Anyway, this is our head badge, and we like it more than a decal.

The Rambouillet is hand-made by skilled craftsmen



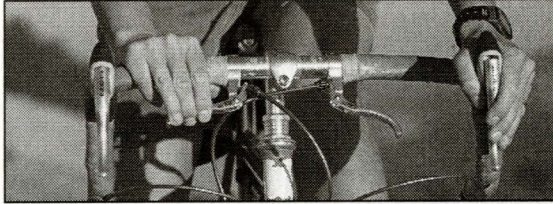
The fellow brazing here is Tetsu Ishigaki, 33-year old master builder for the Toyo Frame Company, Ltd. in Osaka, Japan. His dad started Toyo in 1973, and Tetsu started brazing when he was 12. He surfs, too, and is a dad.

Toyo has five other builders who divide their time between brazing, aligning, and preparing the tubes. Although the outward appearance isn't impressive in a high-tech laboratory sort of way, the inner workings are a model of quality, quality control, and efficiency—just what you've come to expect from Japan.

Toyo has built Rivendell-designed frames for us since 1999, under our own brands—Atlantis, Romulus, Rambouillet, Glorius, Wilbury, and Saluki (the latter three haven't hatched yet). All told, we've put our hands and eyes and bike parts on upwards of 1,300 Toyo-built frames, and continue to be astounded by their quality, consistency, and value.

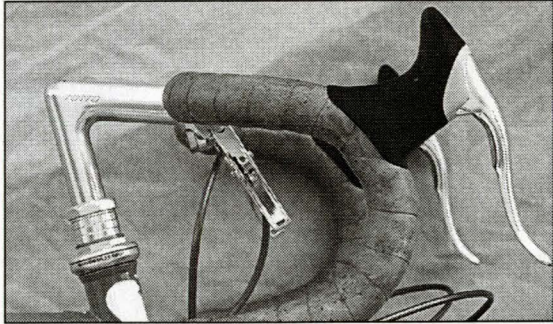
Your Rivendell-designed, Toyo-built Rambouillet is a frame you'll be proud to own and ride for years to come.

Parts



Too-convenient brake levers?

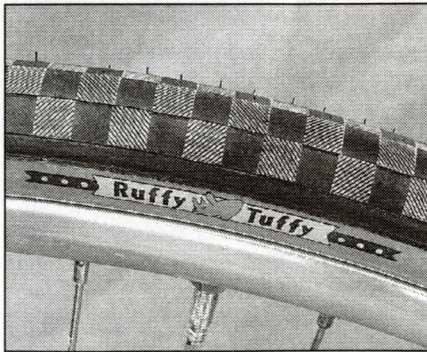
These extra brake levers were developed for and popularized by cyclo-cross racers, who wanted to be able to brake from the top of the bar also. It's one of the few recent race-born widgets that's ideal for non-racers, too. Admittedly, they're a little indulgent, but it's seriously hard not to like them. They come off if you don't, though.



More comfort on long rides

This Nitto Noodle bar is beautifully finished, strong, and engraved with the elegant Nitto crest. But the best thing about it is the shape. It's almost flat right behind the brake lever area, so your hands don't slide forward. You can rest them there and relax, and most bars don't have that feature. Other things: The curve is round, not flattened with false ergonomics, so you can move your hand around more easily. There are no holes for cables, so the bar's integrity is uncompromised. Grooves are gimmicks. Round is stronger.

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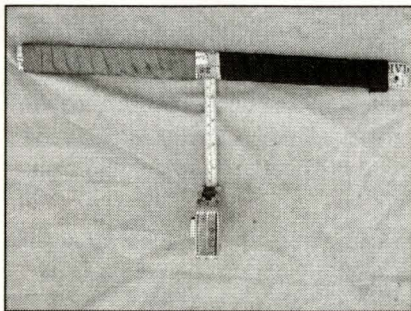


Hardly any flat tires, and great cornering

The Rambouillet has Ruffy-Tuffy tires, a cartoony name for the best road tire we've tried. It's made just for us by Panaracer (Japan), and here's why we like it so much:

- it's light but with enough volume to allow it to be ridden comfortably
- a thin kevlar belt under the tread stops most thorns
- there's an extra mm of tread. You'll get 3,300 miles on a rear!
- the casing is super tough, hard to cut
- the round shape corners great. Lean it over, it's predictable, no diving

How To Measure Your Pubic Bone Height (PBH)



It is easy to make the World's Best Pubic Bone Height Measuring Device. This one was made from a wooden yardstick, which took the yardstick out of commission for good. Those on a budget can use long shims (available at many hardware stores or lumber yards), or paint stirring sticks (at the Kelly-Moore store).

Or hook the lip of the tape over a thin book cover. An accurate PBH measurement is a good start to getting the right frame size and saddle height. In almost every case, your correct saddle height (measured from the center of the bottom bracket), is PBH minus 9.5 to 10.5cm. This is good to learn.

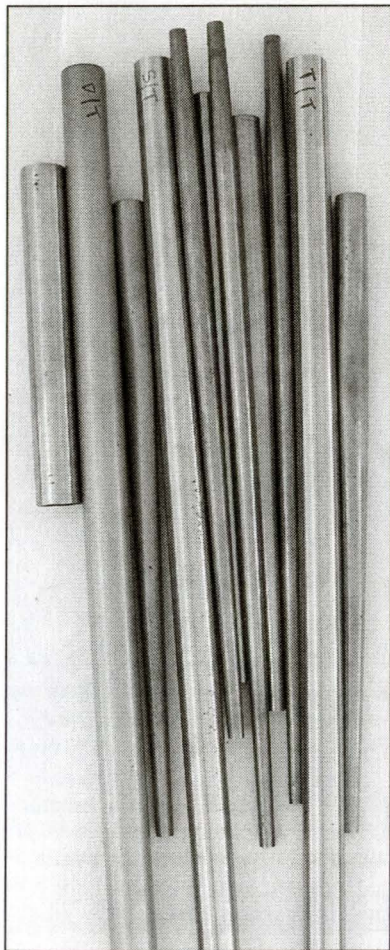


Left: Stand on a hard floor with your bare or socked feet about 10 inches apart. With one hand in front of your crotch and one behind it, pull up as hard as you can until you smack bone. Have somebody else take the reading on the ground. You can't do it by yourself, it just doesn't work.

Right: Side view, same thing. We can't emphasize enough how important it is to pull up hard. Don't hurt yourself, but keep in mind that we're trying to reach the bone. If you're 5ft 11in and the reading you get is 81cm, you're either quite heavy, or you aren't pulling up hard enough.



Frame Tubing



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Steel remains the best material for bicycle frames—because it's tougher and inherently safer than other materials, and dimensionally correct for the clearances needed for bicycle frames. It's been said before so many times that it's almost a cliché, but we'll chime in again because it's true: If steel were the newcomer, it would be hailed as the material of the future. But it isn't the newcomer, and so newcomers to cycling see it as old-fashioned, low tech, heavy, rusty.

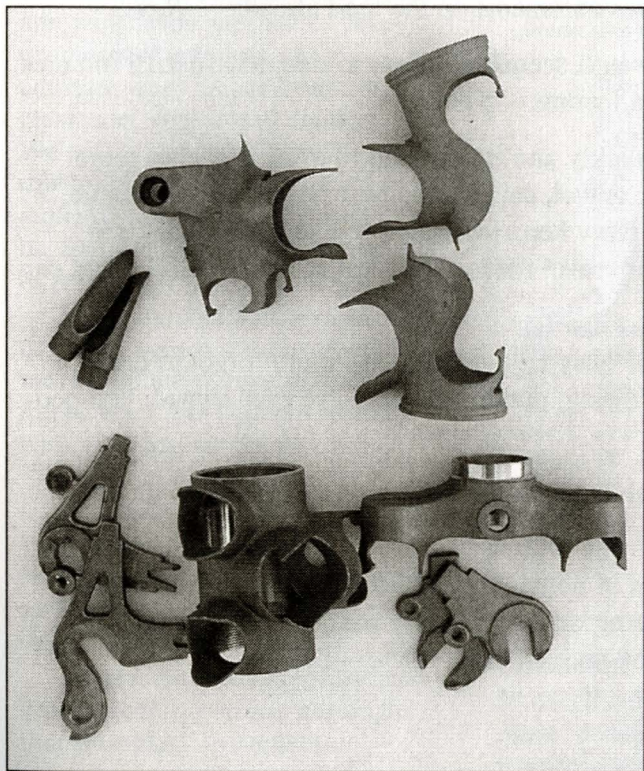
Of course it's none of those things. The tubes are butted chrome-moly, made by a Japanese company you haven't heard of—Tohoku Miyata. It's not the same Miyata as the bicycle company, by the way. We've used steel from all the tube makers in the U.S. and Europe, and T-M tubes are *more* consistent than any of them. What's more, many of the tubes in your Rambouillet frame are custom-made just for us. For instance, the seat stays. There have been double-tapered seat stays before, but in only one length (560mm). That means, in smaller frames, that you have to chop off too much of the taper, and you lose the double-taper effect. It's purely cosmetic and no civilian in a thousand will notice, but at the snooty level we're at, that's a big no-no. So just for us, Tohoku-Miyata makes three different lengths of double-tapered seat stays—480, 530, and 560mm. That way, all the Rambouillet frames from puny to huge have nice-looking seat stays. This may be a small flag to raise, but we are truly the world leaders in double-taper seat stays. Nobody else goes to all this trouble. In the photo to the left, you'll see one of each.

The seat tube is custom, too. A standard, high-quality seat tube has a butt of 0.8mm or 0.9mm. Ours is 1.0mm, but shorter. So there's more metal at the base of the seat tube—not enough to make it heavy, but thick enough to pretty much eliminate the chance of a fatigue failure down there. It's a smart tube. The chain stays are extra nice, too. To make more room for a fatter tire, they're squished (dented) on the inside. This isn't anything new—it's been done a million times before, on millions of bikes, really. But these dents are subtle, gentle, and perfectly placed. There's squeezed in, not hammered in, and are the best dents we've ever seen. We like good dents! Summary: The Rambouillet's tube set is superb, special, and well-designed.

Frame Fittings

The Rambouillet's lugs, fork crown, and bottom bracket shell are our own designs, investment cast for us by Long Shen. Long Shen is a small, family-owned and -ran company in Taipei, Taiwan. In bicycle castings, Long Shen's quality and level of technical expertise are the best we've seen.

And, this may or may not matter to you, but owners Alan and Shirley are honest and a pleasure to work with.



The Rambouillet's lugs are always investment cast. Styles may vary, but they all have these important elements:

1. Low-stress designs. Improperly designed lugs can precipitate fatigue failures, so we're careful to put round, spoon-shaped "points" in line with the stresses on the frame's tubes.

2. Reinforced rims on the head lugs. These add extra steel in a way that guarantees no ovalized head tubes, no matter how rough the ride or bad the crash.

3. Extended top head lug. We were the first maker to use investment-cast extended top head lugs, and it's a signature on all of our frames. It lets you raise the handlebar higher, for more comfort.

4. The strongest seat binder ever made. It will never bend, no matter how ham-fisted you are with the allen wrench.

Dropouts. The Rambouillet has forged steel dropouts, selected for their strength, design, good looks, and proper dimensions. You'll never have a problem with them. Stylewise, they're verticals, with a threaded eyelet for rack/fenders.

Dropouts live a hard life, getting wheels installed and removed all the time, and getting clamped on by the quick-release. It is perfectly normal and good for them to lose some paint. Don't panic when you see that, and don't touch them up. A dropout without these inevitable signs of honest hard use looks unnatural.

Testimonials...in which, purely coincidentally, 5 of 6 last names start with "S"

The Rambouillet feels totally planted in the turns but plenty responsive with fairly quick turn in. Really a remarkable ride. So many thanks for another great frame design and another sublime ride! Without your frames, I know I'd still love riding a bicycle, but I think I'd have been missing something quite special and I'm glad I haven't had to. Oh yeah, did I forget to mention what an aesthetic home run it is? It is. Even my younger daughter (who almost HATES bikes) loves this one. Numerous comments on the road already. —*Ray S.*

It is a beautiful bike (it's art!!!) with an extraordinary feel to it. It seems effortless to ride. My first 15 minutes on it I couldn't believe how comfortable it was. It was quite a feeling. —*Pete S.*

The frame got here Monday afternoon and I got it built up quickly and easily. I have to say it's even more beautiful than I was expecting. And on hills, flats, pavement, gravel, etc., it's the best riding, most versatile, most comfortable road bike I could imagine. It's been really rainy here, too so the fender-ability has been great--especially when paired with chubby cross knobbies for gravel roads. It's great to have one bike that can do it all. Thanks. —*Mac S.*

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My new Rambouillet came a few weeks ago, and I've been so busy enjoying it that I plum forgot to contact you folks and say THANK YOU!! It's the finest riding, best fitting, prettiest bicycle I've ever owned. You people do it right. Keep up the good work! —*Dennis B.*

My Rambouillet arrived today. The frame looked so beautiful that I had to work hard to fight back the tears. —*Greg S.*

My 58cm Rambouillet is a dream, by the way. After 20 years of not riding more than a mile or two in any given day, I am putting in 15 mile days just because I like being on the bike. My son and I are biking on errands and to the movies. And I am starting to think about 60 and 100 mile rides. —*Doug S.*

Frame Numbers & Sizing

RAMBOUILLET GEOMETRY

Geometry charts pretend to explain things about the bike that can't be explained by numbers. Plus, there are many important issues that geometry charts tend not to address—such as bar height, tire clearance, and overall comfort. We've tried to cover those things in this brochure, and we've tried to make this chart as useful as it can be. But like all geometry charts, it's as mesmerizing as it is useful

The most useful information on the chart here is standover, since more than anything else, it determines what size you can straddle with your feet on the ground.

The least useful, yet most likely to be harped on, is top tube length. You cannot compare bikes by top tube length unless seat tube angles and head tube height and steerer length are exactly the same.

All specifications are subject to change without notice, although that is unlikely to happen.

Sizing: We've designed the Rambouillet so you can comfortably ride a larger bike than you're on now. Before choosing your frame size, learn your pubic bone height (PBH) and your saddle height (SH). To measure your PBH, stand with bare feet 10-inches apart, and measure from the floor to the pubic bone. Pull up hard, so the tape (held between two thin rulers or in a thin book) strikes your bone, not just your soft tissue. Have a friend take the reading on the floor. Saddle height (SH) is the distance from the center of your crank bolt (center of the bb axle) to the top of your saddle, parallel to the seat tube. Almost always, there is a 10cm difference between PBH and SH.

Typical Rider Height	Proper PBH (cm)	Frame SH (cm)	size (cm)	This bike size comes with this stem size
5-0" to 5-4"	73 - 78	62 - 68	50 or 52	8cm
5-4.5" - 5'6"	79 - 80	69 - 70	54	8cm
5'5" - 5'9"	81 - 83	71 - 73	56	9cm
5'7" - 5'11"	84 - 86	74 - 76	58	10cm
5'9" - 6'1"	87 - 89	77 - 79	60	11cm
5'11" - 6'3"	89 - 91	79 - 81	62	11cm
6'0" - 6'3.5"	91 - 93	81 - 83	64	11cm
6'2" - 6'5"	93 - 95	82.5 - 85	66	12cm
6'4" - 6'8"	94 - 98	85 - 88	68	12cm

size (c/t)	seat tube angle	head tube angle	fork rake cm	top tube cm	chain stay cm	drop cm	rear hub space (cm)	approx standover cm
50	72.5	71	4.5	52	42.5	5.5	132.5	73.7
52	72.5	71	4.5	53	42.5	5.5	132.5	75.6
54	72.5	72	4.7	55	43.5	7.7	132.5	79.1
56	72	72.5	4.5	55.5	43.5	7.7	132.5	80.8
58	72	73	4.25	57	43.5	7.7	132.5	82.8
60	72	73	4.25	58	44.5	7.7	132.5	84.7
62	72	73	4.25	59	44.5	7.7	132.5	86.6
64	72	73	4.25	60	44.5	7.7	132.5	88.5
68	72	73	4.25	62	45.0	7.7	132.5	92.4

Frameset or Complete Bike? We offer both. Framesets cost about \$1,300 including a Shimano Ultegra headset. Complete bikes are \$2,100. For more details, please call us (925 933-7304) or your dealer. A list of Rambouillet dealers is on our site: www.rivbike.com.

Complete Bicycle Specifications & Explanation

HEADSET	SHIMANO Ultegra	1-inch threaded. Sealed bearings, nice-looking, long-lasting.
STEM	NITTO Technomic Deluxe	Cold-forged by Nitto. 190mm quill. Clamp is 26mm; quill is 22.2mm.
HANDLEBAR	NITTO Noodle	Our own design. by Nitto, in Tokyo. Silver, engraved crest. Sized 41, 44, 46cm. Silver.
SEAT POST	NITTO Crystal Fellow	Another pro-plus quality Nitto part. Silver, 27.2mm.
BRAKE LVR A	SHIMANO Tiagra	The best brake lever value we've seen. Aero style, comfortable for all hands.
BRAKE LVR B	TEKTRO Top-Mount	Lets you brake from the top of the bar. Usually \$30+ aftermarket.
BRAKE	SHIMANO 105 long reach	Nice finish, great mechanics, impossible not to love.
SHIFTER	SHIMANO Dura-Ace bar-end	The only 9-speed bar-end shifter Shimano makes. Has a friction option.
FRONT DER	SHIMANO 105 triple	Shimano's mid-priced/top value front derailleur. Silver, nicely polished, works fine.
REAR DER	SHIMANO Ultegra triple	One up from 105, one down from Dura-Ace. Nicely finished. Sealed pulleys.
CRANK	SUGINO XD-2 48/36/26	Our favorite top value triple crank. Cold-forged. Silver, nice, smart 110x74 pattern.
BOT. BRKT	SHIMANO UN-53 x 110mm	Mid-grade, works fine, you will probably get 15,000 miles out of it.
CHAIN	SHIMANO	Normal grade Shimano, nothing foolishly fancy or shamefully cheap. It works fine.
CASSETTE	SHIMANO Ultegra 12x27	We had to get the Ultegra to get the 27t big cog.
FRONT HUB	SHIMANO 105, 32-hole	Great value, fine hubs, nice looking. Note 36/32 spoke combo front/rear.
REAR HUB	SHIMANO 105, 36-hole	Shimano 105, 36-hole. Rear wheels are weaker, so we went with more spokes.
RIMS	ARAYA 540RC/T310	Silver anodized, double-eyeteled, made in Japan. Good rims.
SPOKES	STAINLESS, DOUBLE-BUTTED	Brass nipples. Fits DT-sized spoke wrench. Japanese. Good spokes.
TIRES	RUFFY-TUFFY by Panaracer	Our design. Kevlar belt, reinforced casing. Best cornering tire ever, and tough.
TUBES	PANARACER	Japanese made, presta valve, nothing special. Tip: swap them for superlights.
COLOR	AN UNUSUAL BLUE	Not metallic. Brilliant but not gaudy. Not a common bike blue. Special!

Who We Are and Something About This Brochure

We're Rivendell Bicycle Works, a ten-year old bicycle maker specializing in the kinds of bikes, clothing, parts, and accessories that have either fallen out of favor, or are too far ahead of their time to have earned it. It all just depends. Over the years our company T-shirts and the odd bumper sticker have included slogans as *Resisting Industry Trends*, *Smirking at the Fads*, and *Home of the Lugged Steel Frame*—and although nobody and no company likes the idea of being able to be summed up in so few words, those few words do an able job of it.

In this brochure, we're trying to tell you about the Rambouillet, but we're also propagandizing against two things. First, the idea that riding a road bike means dressing up and riding in a pack. And second, the notion that even though you don't race, the closer you, your bike, and your riding get to *racerish*, the more evolved you are as a bicycle rider. That's tons of nonsense.

You'll notice that all but two of the riding photos here show Mark dressed about halfway between "modern bicycle rider" and "guy walking down the street." This is appropriate clothing for most fair-weather riding. There's something to be said for club jerseys on club rides, but on normal pleasure rides in the country, less shocking attire is as good or better, and less of an eyesore to others. Despite what you may have heard (or told others!), "street clothing" won't give you a sore crotch or make you a wind parachute. At least not on most rides of up to a few hours.

You'll notice also that the photos show the Rambouillet on dirt trails, and that calls for some explanation. Our window for shooting was an hour and a half, and we wanted to include some dirt shots. As it turned out, that's all we had time for. For the next brochure we'll have more road photos, but it wasn't in the cards for this one. The Rambouillet is a road bike, though; but you can ride it on decent trails, too. —Grant

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