

R I V E N D E L L B I C Y C L E W O R K S

• Top Notch Gear For the Lifelong Cyclist •

Rivendell No. 8

SPRING 2001

TRADITIONAL CYCLE GOODS FOR THE MANUAL RIDER

Introduction

WE'RE A SIX AND A HALF YEAR-OLD BIKE MAKER AND MAIL-ORDER PLACE for bike riders who prefer traditional, classical bicycles and parts and accessories to today's ever-changing, high-tech fare. We aren't talking about the old high-wheelers, '50s ballooners, English Bobby bikes, or '60s French touring bikes. Those are fine sub-sets of the bicycle world, but they're not our deal. We're talking about highly evolved, normal-looking bikes that look familiarly modern, but are considerably more practical than most modern bicycles, and have details and style that's at the same time more beautiful and low-key. If there was ever a time when such bikes were in flower, it was the late '70s to mid '80s.

Then, the cycling powers in Japan and Europe were mature, had not yet been corrupted by power, and were not yet influenced by the need to radically change technology every couple of years in order to increase sales in a flat market. Innovation wasn't forced. There was variety and healthy competition, and the best of the new designs were refinements of already excellent ones. We took it for granted at the time, but have come to appreciate it now.

We offer gear for cyclists who can't relate to the aggressive, thrill-seeking and/or body-carving approach so common today, and we don't try to appeal to the rambunctious, slay-the-competition crowd. It isn't *us versus them*, or *retro versus techno*, or *old versus new*. It isn't niche marketing in the tactical sense, either. The gear we sell is the same gear we ride every day. It is well made, and much of it is the best in the world.

We list the country of origin our goods, because catalogues that just say "imported," make you wonder—Sweden or Bangladesh? We buy locally and domestically whenever possible. We try to buy from original manufacturers and the best manufacturers; and much of what we sell is made to our own specifications. Sometimes that's the only way to get it.

By and large, it is simple gear, because the best bikes are reliable, strong, light weight, and simple. It is practical gear, in that it fulfills a fundamental cycling (not just psychological) need. And it is proven—much of what we offer was born before we were, and even new

items borrow heavily from materials and designs from the past. We welcome new things, too, but they'd better have more to offer than "high tech" and an irritating ad campaign.

We think the best bicycles are simple to operate, maintain, and understand. They aren't maximally automated point-and-pedal bikes that absolve you of any responsibility in making a successful gear shift, and devalue any skills you already have. But just as a point-and-shoot camera sacrifices any hope of your learning how light, shutter speed, and aperture interact, the modern indexed-only bike does much the same to you as a cyclist. That's why we like bicycles that allow your input—*manual* bicycles. Compared to the typical point-and-pedal bike, a *manual* bicycle is easier to service, less likely to need service, and many cyclists find them more fun and satisfying to ride. They are not "retro," or difficult. They're as suitable for beginners as they are for the grizzled. They're just plain bikes.

We also sell wool clothing, cotton duck bike bags, standard pedals, clips and straps, assorted curved handlebars, chains and freewheels, forged aluminum cranks, sidepull and cantilever brakes, friction shifters, and cotton handlebar tape. As technology goes, we don't consider it outdated, but refined, and in some cases, perfected. We have all you need to build and equip your bike, but there's no gratuitous high-tech, and our selection is narrow because every item earned its spot by being the best, the best value, or the last of its kind available. If we sell it, we also use it, know it, believe in it completely, and can tell you anything you want or need to know about it.

Bicycling at its best is a gentle, fun, and healthy sport. Undeniably, it is also an equipment-intensive one. We are tool users, and tools (or toys) you can buy once, warm up to, and grow old with can, actually, make riding more fun. Our mission is to find, procure, create, and provide such gear, and it becomes more challenging every year. Every year, good things go away. But every year, we try to come up with new ones that will stay, and so every year, we tend to have more things made just for us. When you buy from us, you help that happen. Your support and patronage mean the world to us, actually. —Grant

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• WOOLI •

NOR



Norwegian Muddy Green Wooly

Redoubtable Norseman Torry Larsen wore one of these 109 days straight without removing it. In his defense, it was during an Arctic expedition, but still. This intrepid feat isn't something less august folks should try, but if you start off scrubbed up clean and don't mind people saying, "Hey—*again?*" as they pluck at it, you can wear this top a hundred days a year, washing occasionally. It's that comfortable, and that versatile.

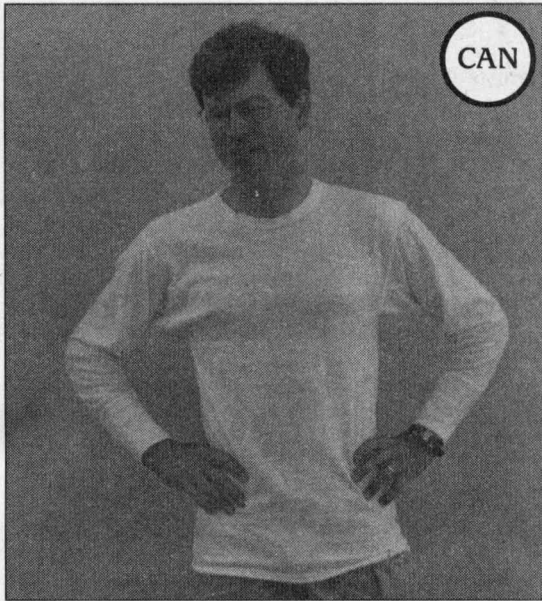
For cycling, it is supreme. Although we've shied away from zippers in the past and still have not snuggled up to them, a zipper's just what you want in a turtleneck such as this. For cold weather or cold descents, you've got a built-in neck and chin-warmer. For climbs, or when it's not so freezing out, zip it down and vent off the heat. The fabric is 100 percent merino wool, which you can read more about elsewhere in this catalogue. It's knit into a two-layer weave that the manufacturer, Devold of Norway, calls *aquaduct*, since it's specially knit to help you get rid of sweat and to dry fast. It really works.

This muddy green wooly doesn't replace the long-sleeved thin woolies we've always sold and still offer on the next pages. As a cyclist, though, it's hard to have too much wool, and this is an exceptional garment that you'll wear all the time. Being green and somewhat stylish, you may be more comfortable wearing this one off the bike.

\$ 64

S: 22-073 M: 22-074 L: 22-075 XL: 22-076 XXL: 22-077

• WOOL UNDERWEAR! •



LS Wooly

If you ride your bike several times a week all year 'round, you need three of these. Two, at least. You can wear it by itself or layer it with other thin woolies— when the temperature drops to the 40s, three of these longsleevers is just right. If you sweat enough to soak them, you can strip them off one by one to speed up drying. The layers trap air between them, so you get more insulation than something merely three times as thick. Thin enough to wear under any shirt, and cozy enough to want to wear seven months a year. This is the most useful garment you can own, and it will likely become your most-worn thing.

\$ 28

S: 21-123

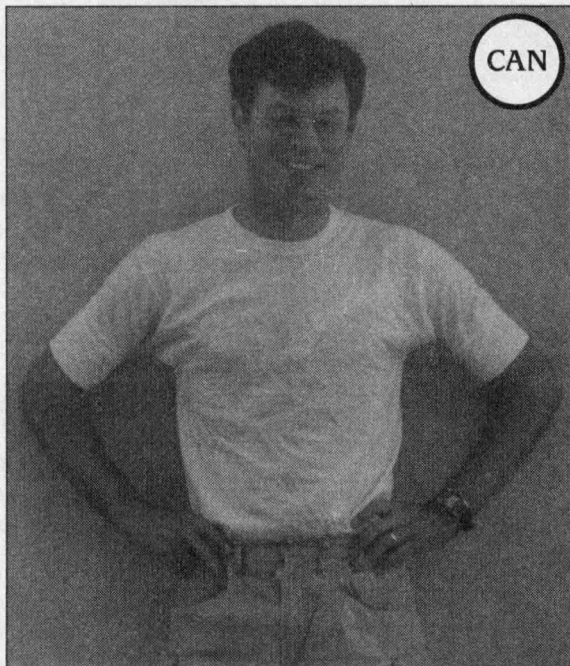
M: 21-124

L: 21-125

XL: 21-126

SS Wooly

When you aren't sure about long sleeves, but you don't want to freeze or overheat, this short-sleeved wooly is ideal. For an everyday summertime jersey, it's perfect if you aren't trying to hide dark nipples. Or wear it under another jersey, or if you're going casual, under any cotton shirt. At the very least, bring it along. It's cooler than a Beefy-T, and much better protection when it's sweaty and the sun's going down. It's compact enough to fit into a jersey pocket or a Banana Bag. On campouts, stuff it for a pillow. You can wash it with the normal clothes, but it's best washed cool or warm, with soap, and air dried overnight.



\$ 24

S: 21-117

M: 21-118

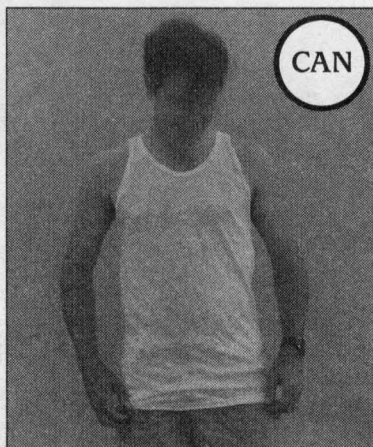
L: 21-119

XL: 21-120

• MORE WOOL UNDIES •

S-less Wooly

For decades, sleeveless wool undershirts have been favorites among pro cyclists in Europe, who still wear them under their plastic obligation jerseys. Wool feels better next to skin, and handles sweat and continuous wear much better than do synthetics. When the temperature's around 90 degrees, a sleeveless wooly still won't overheat you, but will protect you from chills when the sun's going down. It weighs almost nothing, takes up no space, and it always pays its way. Also works well as a vest over other woolies. Women tend to hate this garment. It reminds them of bad living situations, worthless partners, squalor, and so on.



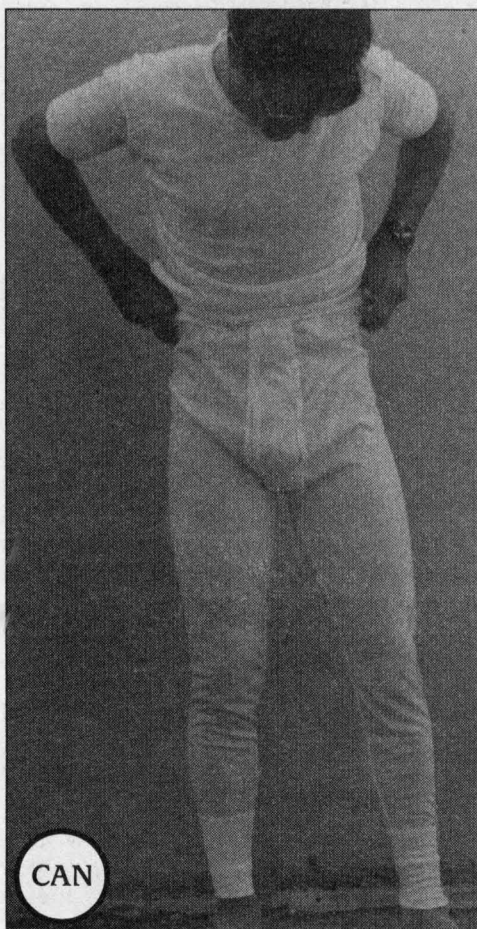
\$ 24

S: 21-117

M: 21-118

L: 21-119

XL: 21-120



Wooly Bottoms

These are good...

1. For wearing under regular pants or shorts during cool days. They'll keep you comfortable when unlined pants fail you. You can buy flannel lined pants, but they cost twice as much as these, don't work as well, and aren't as versatile.

2. As pajamas.

3. As whitish cycling tights. You can wear them over undies and under shorts (supplex baggies work great). Wear Andiamos, these, then some kind of shorts over them. It works..

These bottoms don't fit like leotards or tights, so if you're picky that way, don't get them. The crotch is too low, the waist tends to be on the big side of things, and they're baggier around the legs than any other wool or knit underwear we've seen. The thing is, it doesn't matter. Once they're on, they're immediately cozy, and you'll get your \$28 worth out of them within a month. No bicycle tourist, hiker, camper, or cold sleeper should be without them. It's not like they're \$80 or something, after all.

\$ 28

S: 22-067

M: 22-068

L: 22-069

XL: 22-070

• HAIL TO THE SHEEP THAT GIVE US THE WOOL! •

Alternatives to the Laboratory

If a space monster came here today and conned some gullible Gus into loaning it a Modern Gear & Wildwear catalogue, or just took a gander at a group of hikers, climbers, birdwatchers, or cyclists, it would get a pretty twisted idea of the clothing and equipment required to survive and enjoy a hike in the woods, a climb in the mountains, and a bicycle ride down the road. Most of it comes from a laboratory.

If you think about that for a while and consider how long animals have survived without synthetics, it may strike you as odd, to put a synthetic barrier between you and the trees, rocks, and wind. But the relentless promotion of "technical fabrics" makes a compelling case for doing so. Can natural materials do the job?

We would have died off long ago if they couldn't. Still, that's not to say we should totally snub science.

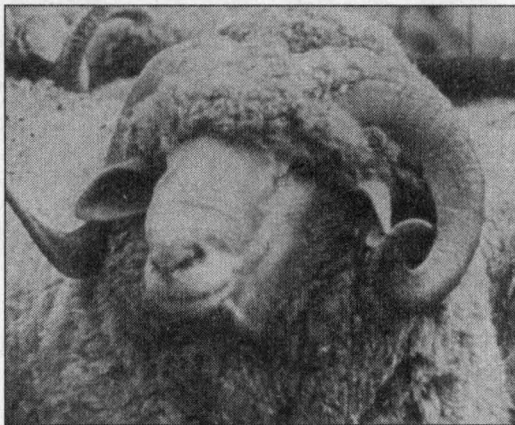
A little nylon, a fastex buckle here and there, non-birch bark sunglasses, and flashlights that aren't a fire hazard can make life good. Sometimes the benefits of plastics and technology far exceed any real or conjured up psychic or emotional drawbacks. But if you don't watch yourself and you believe all the hype, laboratory materials will take over your outdoor wardrobe and gear collection in no time.

That's not the worst thing in the world, but don't underestimate the role gear plays in your experience, either. The gear we use and the clothing we wear *become* our immediate environment. How it looks, how it sounds when it flaps in the wind, how it smells, and how it feels, depends mostly on what it's made of; and these days, it's mostly plastic. It may be soft and furry, and it may have names borrowed from nature, but it's plastic.

The thing is, in 2001 it's not easy to buy

natural alternatives. When you go to a backpacking store and try to buy an all-wool hat, you'll be pointed in the direction of PolarFleece attitude hats, and knit acrylic "retro-style" caps, by a salesperson to whom "wool" means "It doesn't look like polar fleece, must be wool." It's that way with socks, bottoms, and tops,

too. If you're diligent you'll find good gear made from natural materials, but once it becomes a mission, you start to wonder. *Why this effort? Am I trying to dress like a Norwegian fisherman or North Woods lumberjack? Is this what my life has come to? How pathetic is that?*



The regal Rambouillet, grower of fine wool.

You have to discover (or remind yourself) that with the exception of certain superwet environments in which nothing beats a PVC jacket or gear bag, the best natural fabrics not only sound, look, feel, and smell better, but they work better, too.

It's pretty hard to go all-natural these days, but that's where our leanings are, and in this catalogue we're trying to make those things available. If you look over the clothing and gear we offer, you'll see inconsistencies, because they're all over the place. We try hard, though, and one thing we do is seek out and buy from manufacturers who were there first and will keep making natural clothing and gear with or without our business; manufacturers we don't have to beg or persuade. We end up setting some practical, livable standards. The line we draw between go and no-go curves and swirls, but is not *entirely* arbitrary.

For instance, on packs we allow metal zippers, but not nylon ones. (We've worn out innumerable nylon zippers, and are trying to protect you.) We allow velcro and nylon on a plastic map case, but not on a pack. (Packs get heavier use, and are more of a hassle to repair and more costly to replace.) We're okay with nylon stuff

• HAIL TO THE SHEEP THAT GIVE US THE WOOL! •

sacks, but not nylon panniers. (We're in no mood to search out a maker for customized waxed cotton stuff sacks.)

We have higher standards for wool content in underwear than we do in socks. (All-wool underwear is much, much easier to find than are high-wool socks.)

And speaking of socks, we're still looking for the ideal, low-cut cycling sock, and seem to have found it, in the SmartWool Ultra-Cushion running sock. The

SmartWool cycling socks are 65 percent wool, and this new one is 80. Still, another sock that's great for cycling is the 85 percent wool Wigwam 632. It may not sell, because cyclists, like other enthusiasts, tend to like activity-specific clothing. But the higher wool content feels good, and after one ride you'll question the need for a specialty sock for cycling.

Our biggest infraction is supplying our own Baggins Rear Panniers with nylon compression straps with Fastex buckles, and shock cord with plastic spring-loaded cord locks for the top flap. But neither of these is sewn onto the bag, and you can replace them with recycled organic hemp rope if you like. In our defense, we recently bought some cotton webbing from a Shaker-supply company (it's used for weaving chair seats), and are now looking for buckles for it. These would be good flap tie downs, too. Although we'd

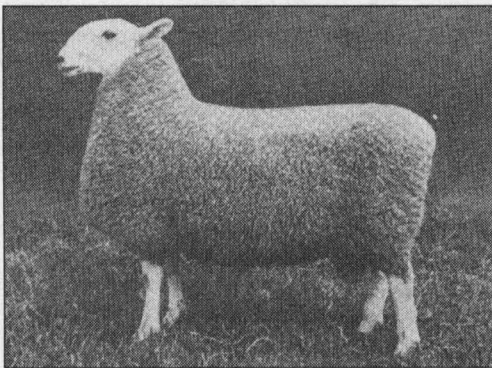
score points by upgrading the webbing alone, it doesn't seem right to put Fastex buckles on it, and we're looking for a buckle that ranks somewhere between a Fastex one and a knot. There's nothing wrong with knots, but there's nothing overkill about a buckle on a set of \$175 rear panniers.

In the big picture, which includes famine, natural disasters, health problems, and keeping Rivendell alive, trying to make a case for natural versus synthetic fabrics seems like an indulgence for somebody with too much leisure time and not enough stress. But sometimes when you care about something a whole lot, you tend to look at it under a magnifying glass, and that's what we're doing here.

As far as natural versus plastic goes, it doesn't have to be all or nothing. Draw your own crooked line, mix it up. Wear the Polar Tech top you got for Christmas last year, but toss out the polypropylene underwear you've had for five years. The next time you're in SockWorld, read the fiber content, not just the claimed benefits. When the zipper on your nylon day pack finally fails you, get yourself a toploader, if you can find one. Little by little, replace the fragile features of convenience along with the plastic. Let them turn used milk jugs into new ones, and sheep's wool into clothing.



The hardy, "hooves of steel and Roman-nosed" German Mountain sheep (Bergamesque type). Originally hailed from Sudan, but now oft seen roaming the Austrian and Italian Alps.



The ladylike Border Leicester. Often mistaken for a Cheviot, it is actually a cross between that and an English Leicester. Coarse wool, aquiline nose.

Coming this Fall
 Rivendell's Back To Wool catalogue, with many new all-wool items for the cyclist and cycle-camper. From around the world, and many made just for us.

History, Sheep, and Wool

History

Sheep were roaming about central Asia almost 20 million years ago. Early man used to wear animal skins, but eventually learned to keep the animal alive and just use the fleece.

The first wool fabric, dating to 1500 B.C. was found either in Germany or in a bog in Denmark. We're not sure which.

Wool played an important role in the commerce of the earliest civilizations of Mesopotamia, Sumer, Egypt, Greece, Rome, Persia, and Babylon. And, in the middle ages in Spain, if you took a Merino sheep out of the country, they killed you. But Spanish royalty used to give them as gifts to foreign dignitaries, (and nobody killed them for it), so Merino sheep spread. By the late 1700s, they weren't as rare.

In the 3rd century the Romans introduced textiles to the Brits, who crossbred lots of sheep, and today have more than 60 breeds. Britain used to rule Australia, and is responsible for introducing sheep there, in the 1700s. Now Australia has more than 40 million sheep, mostly Merinos, and leads the world in wool production.

In the 1600s, court judges sat on sacks of wool. Britain's Flannel Act (1667) made it law that dead bodies be buried in wool, and required the living to wear only wool between November and April. It should have been all year. Let's start now!

Sheep

Sheep are timid, and are most comfortable when they're in big flocks, which makes them easy to domesticate and herd. Domestication has led to more than 198 breeds of sheep. Sheep used to be brown, black, grey, and rust-colored, for camouflage. The white sheep we have now were bred to be white, because whitish wool is easier to dye, so it has more commercial value. It's more useful.

There are sheep for high, cold mountains, warmer lowlands, plentiful or sparse vegetation. I think some like gnaw on lichen. Some like steep, rocky terrain, others prefer hills and meadows. There are round, puffy sheep and scrawny, goat-like ones. Vive la difference!

The most famous sheep is the Merino, and it is also the most common. It produces a fine fleece ideal for most (but not all) clothing. The famed Scottish Blackface sheep grow the wool used in Harris tweed. The famous bald-faced, bald-shinned Border Leicester's wool is used for knitting yarns and for lambchops (apologies to vegetarians). The sheep in the movie *Babe* was a Border Leicester.

Some sheep have horns, some are hornless.

Wool by definition may come from other animals, too: Camels, cashmere and angora goats, rabbits, vicunas, and llamas are some of the more common non-sheep wools. (There's dog wool, too.)

Wool

A wool fiber is covered by overlapping scales, which repel water and dirt...The center of a wool fiber is absorbent, so when water gets past the scales, it gets soaked up. The water-repelling surface combined with the water-absorbing core make wool comfortable when it's rainy, muggy, or you're sweaty...You can bend a wool fiber 20,000 times before it breaks. Cotton breaks at 3,200, silk at 1,800. Wool's flexibility makes it more durable than other fibers...The term "dyed in the wool" originated because wool dyes easily and permanently; centuries-old oriental rugs still look rich and vibrant. Wool processes the oil in body sweat differently than does any other fabric, which is why it doesn't stink...Hot water and agitation cause wools scales to catch on one another, resulting in a tight, wind-resistant (but smaller) fabric. Wool felt is made this way. Washable wool has been treated to prevent this...Wool is graded by fiber thickness, in microns. One micron is 1/25,400th of an inch. "Fine" wool fibers are 22 microns or skinnier. Most people can handle that. When wool gets up around 28 microns, it starts to get scratchy. Sometimes, that's just what you need to get the blood flowing, and as a wearer of natural fabric clothing, understanding that different breeds of sheep give us different kinds of wool can go a long way toward helping you appreciate the itch!

PROTECT YOUR EXTREMITIES...WITH WOOL!

SmartWool Socks

We used to offer SmartWool cycling socks, but switched to these running socks because they're 80 percent wool (versus 65). They're just as easy to ride a bike in, and if you get in a predicament where you have to leave your bike somewhere and run home, they'll be better. They're cushier. If you can stand Dubh, the Aztec medicine devil-god-good luck charm there on the ankle, get 'em! (They're not available plain.)

Med: to men's 8, wem's 9.5; Large: to men's 11.5; XL: to men's 14.5



More wool, which is good
 These have the most wool of any ankle-height jock-type sock we could find.

\$ 12

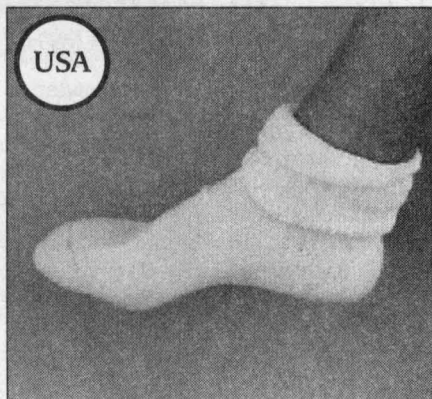
M: 22-089

L: 22-090

XL: 22-091

Wigwam 632s

This is a good for everything, non-specialty sock, and it's 85 percent wool. Will an all-purpose sock sell? We'll see. I've never seen these in stores, but I've been buying them from the Vermont Country Store for the past year, and it's become my/Grant's favorite sock for everything, including riding. I like the look, the feel, and being able to get them on and off so easily. The sizes below are sock sizes. I wear a 9.5 shoe, and take an 11.



\$ 9

9: 22-102

10: 22-078

11: 22-079

12: 22-080

13: 22-081

Wooly Beanies!

Ideal for cold-weather riding. Double it over your ears, but single layer the rest, so you can still fit it under your helmet. It's good for touring, as it hides your helmet hair when you're in a store, and at night it keeps you warm. Light, packable, cozy, and usable well into Spring, because it's not so chunky. Mottled light grey, or striped grey-black-white-brown-and five other muted and barely detectable colors. It's all Merino wool, made by Wigwam. At only \$10, it'll pay for itself on one cold ride or night.



Shivering, but not *because* of the caps.

Grey: 22-083
 \$ 10

Striped: 22-103
 \$ 10

• THE WOOL JUST KEEPS ON COMING! •



Kucharik Wool Shorts

Much more comfortable than spandex shorts, mainly because you don't have to negotiate your way into them. They don't fit as snugly as spandex, so if you're after shorts that leave a mark when you take them off, give these a miss. But, they are so comfortable that once you try them, it'll be hard to ride in spandex shorts ever again. Tip: Start off with a clean crotch and coat the chamois with Vaseline or Noxzema. Vaseline is pure, reduces friction, won't grow bacteria, and nobody is allergic to it. Noxzema is almost as good, and washes out more easily.

\$ 62

S: 21-038

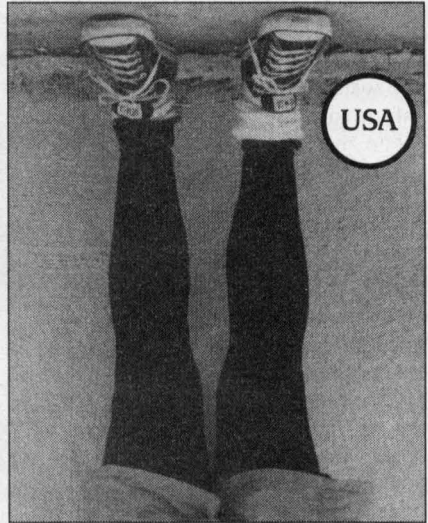
M: 21-036

L: 21-034

XL: 21-040

Kucharik Wool Legwarmers

Leg warmers are the perfect solution to those days when you can't decide between shorts and tights, and around here, that's about 80 days a year. These have zippers, so you can put them on and take them off over shoes. With practice, you can do it while riding. All leg warmers creep down and leave gaps, and these are no different. But at least these leg warmers are all wool.



How To Wear Them

High on your thighs, under your shorts.

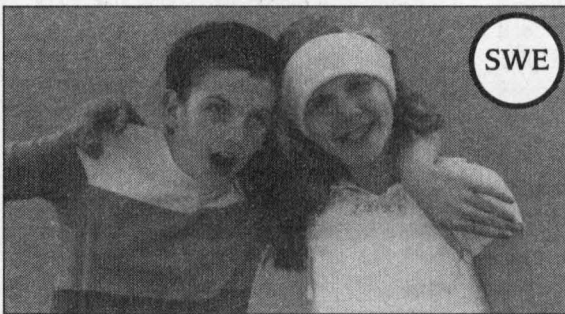
\$ 47

S: 21-033

M: 21-032

L: 21-031

XL: 21-030



Headband

This 70/30 wool/nylon band soaks up way more sweat than does a bandana, and No!, it won't get too hot! It comes thick and tubular, good for an earwarmer, but you can cut and sew and make two sweatbands from it. Made in Sweden by Ulfrotte, with the logo on one side.

Cream: 22-100

\$ 7

Navy: 22-101

\$ 7

The Plain Clothes Cycler, Revisited

You need specialty clothing for ballet, fire-fighting, and arctic scuba diving, but for a sub-four hour bike ride, many regular, plain old clothes work remarkably well. All of us here at Rivendell have the formal cycling costumes, and sometimes we even wear them. There's something ritualistic about putting on cycling gear for a ride; and yes, they're functional, too. But suiting up in cycling-specific clothing takes the spontaneity out of a ride, and often kills it dead before it even happens.

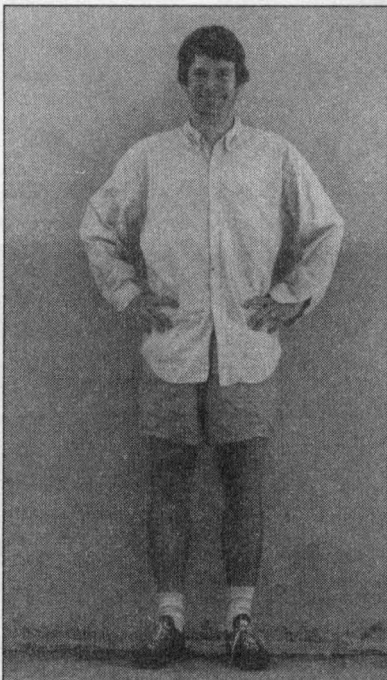
Plain clothes, on the other hand, are fast and easy. You'll likely ride more often if you don't have to change into Superman every time you want to ride.

Another advantage is the frame of mind toned-down duds put you in. They keep the pressure off performance, and the instant that happens, the fun goes way up. Obviously, not all plain clothes work, but here are some that work for us.

Socks: Wool is nice because it doesn't clam up, but for day rides in fair weather, any socks will do.

Shoes: With the \$26 platform pedals we offer, you can comfortably ride in old-fashioned canvas sneakers with plenty of comfort and little to no loss of performance. If you have regular pedals, not platform type, court shoes and indoor soccer shoes work well. Shimano and Sidi have some decent sneaker-type cycling shoes, too. For recreational rides of less than 2 hours, you can do fine with any smoothish soled sneakers or casual shoes.

Shorts: For day rides of up to 3 hours or so, Supplex sports shorts or shorts-style swimming trunks with the dry-fast liners work well. They come in a variety of colors, even black, and cost \$20 to \$35. If you want padding, try Andiamo (brand) padded cycling undies, or wear real cycling shorts under them. For short rides, cotton undies or none work fine.



Supplex shorts, seersucker shirt, wool socks, and —oops—Sidi touring shoes. Add a Knute Rockne football helmet, and Andrew's good to go.

Shirts: Wear whatever you'd wear off the bike. No doubt cycling-specific clothing works well, but it's less critical in shirts than in any other area. Non-cycling shirts are great. You can still ride hard in them, but you don't feel pressured to. For hot weather, nothing beats a lightweight, long-sleeved seersucker. The long sleeves keep the sun off your arms, and the crinkles keep the fabric from laying close. The looseness lets the wind fill the shirt up like a balloon, shading your skin and letting the air circulate around it. It beats the pants off a snug synthetic jersey, pressing hot fabric,

smelling of old, sunbaked sweat, tight against your skin. But a garden-variety short-sleeved cotton t-shirt works well, too. The flapping cools you, too. Cotton T-shirts work well, of course. Shirts with buttoned front pockets work well for carrying mini-cameras. For winter riding, it's hard to beat a thin wool undershirt worn under a button-pocket Pendleton wool shirt, or a heavier buffalo check. You may look like the swing-shift worker down at the bus stop cafe, but it's a great combination.

PackTalk

Considering Materials, Durability, and Design.

MATERIALS

You'll notice that all our bags are cotton, and you may wonder why, when virtually all other modern packs are made from nylon. It's hard to imagine that the lowly cotton plant could give fluff that can be spun into a fiber that can be woven into a fabric that beats the pants off high tech synthetics. But cotton packs have been around for thousands of years, and synthetics are relative rookies. We prefer cotton for aesthetic reasons, sure, but for practical ones even more.

DURABILITY

Stout, tightly woven cotton duck outlasts nylon. The cotton resists damage from ultraviolet rays much better than nylon does, and the heavy yarns and tight weave hold seams better (the microfibers in cotton grip and hold thread). With cotton duck, exposed thread-ends (from a raw edge or a hole, for instance) get fat and felted like dreadlocks, and the fraying stops. Sturdy cotton sacks made with tight and firm fabric routinely last 25 years, and are easily patched or repaired. Nylon packs, don't and are not. There are specialized circumstances where certain materials outperform cotton duck, but for day-in, day-out use, cotton looks, feels, and works better.

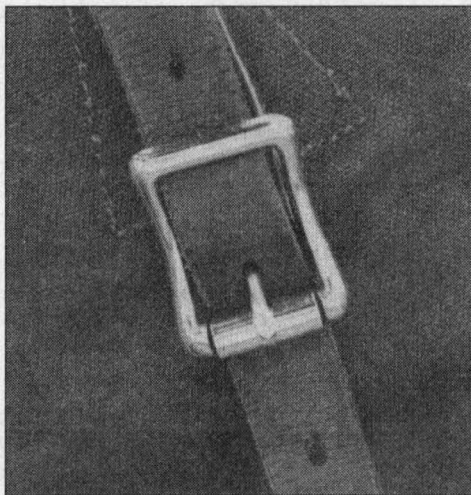
WHAT ABOUT WATER?

The cotton duck in Baggins and Carradice bags has been treated to repel water and resist mildew. Common sense and smart packing can take care of anything short of a dunking; and even that, too, if you're paranoid. If you just know it's going to pour buckets and you'll be out there all day in it, pack your gear in waterproof nylon stuffsacks, available wherever nylon packs are sold. They're cheap, available in different sizes and colors, and any well-equipped store that sells backpacking gear has them for \$3 to \$8 each. Also, both

Nikwax Cotton Proof and Tectron Wet Guard make cotton waterproof. They're easy to apply and totally effective. We sell the Cotton Proof; item no. 31-018 (\$12).

DESIGN

We prefer top-loading bags to panel-opening zippered ones. It comes from having seen more than 200 zippers crap out, and having it happen more than ten times on our own packs. That's not to say that zippered bags are bad; some are excellent. The zipper is an amazing device, when you think about it. But top loading, single-compartment main sacks carry more than do zippered, panel-loading packs of the same dimension, mainly because you don't have to close a zipper around anything that sticks out.

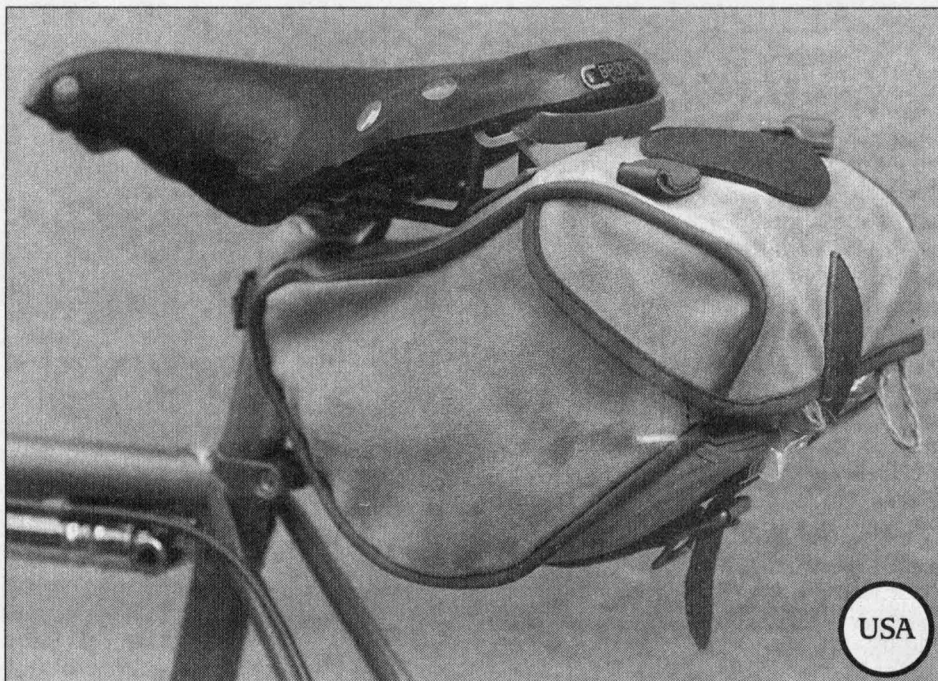


We much prefer open, dividerless main sacks to those with immovable, sewn-in dividers. Open spaces accommodate loads of odd shapes and sizes, and there's no wasted corner space. When you want compartments, just divide your gear

with stuffsacks. Our Baggins Rear panniers come with six nylon stuffsacks, in assorted colors. Usually red, blue, yellow.

"KNOW WHEN TO SAY NO!" DESIGN

We like our bags smart and simple. Complicated bags abound, and with each new year, the giant packmakers delight in adding features of increasing cleverness—hauling loops on book packs; sternum straps on day packs; big pack suspension systems that make those on last year's packs obsolete; and yards of unused compression and extension straps that hang low and sway like carwash mops. Packs should be simple, smart, and easy to use. Every bag we sell is a good one. You will still probably use it and think, "Yes, but they should have _____!" That's the way it should be. Everybody has his or her own ideas about bags. These are ours!



Baggins Banana Bag

The Best Fair-Weather Day Bag In the Galaxy

Modeled after an obscure French bag, but enlarged, improved upon, and more rugged. It is shaped roughly like a fat banana or paisley, wider at the top than at the bottom. You can pack it any way you like, and it always seems right. The top closes with a brass roller buckle, and opens upward, so the load stays in place while you're digging around in it. The wide-mouth makes it easy to find what you're looking for, and even if you do have to take everything out to get at something down low, it's easy to pack back up, mainly because there's no zipper to fight with.

Made of 18oz mildew-resistant cotton duck, with leather corded main seams. That's the strongest and by far most expensive way to make a seam, which is one reason why this bag costs \$75. Made to our specifications by Duluth Pack in Minnesota. Nearly waterproof, but if you're constantly out in the wet, spray it with Scotchguard or Nikwax Cotton Proof.

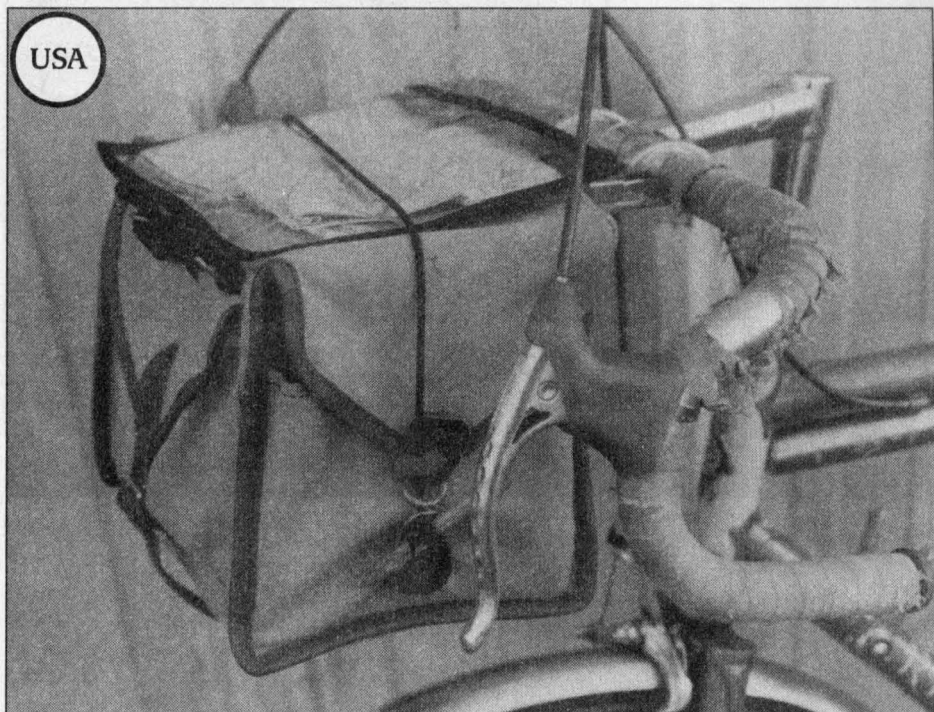
Hey—What Goes There?

Two inner tubes, a small tool kit, a light shirt or windbreaker, two sandwiches, keys, and that's about it. Its 175 cubic inch capacity is roughly equivalent to a 5.6-inch cube—big enough to keep you fed and warm and prepared in a spartan sort of way. And, in case you were wondering, it really is the only seat bag of its size that actually can carry bananas without crushing them. They stick out the sides, and you can get at them while riding. You just reach back and grab for them. If what you grab feels like a banana, it most likely is one.

The top flap has two leather loops through which to lace cord or elastics, for tying on extra gear. A sleeve pocket in the back holds your wallet. Plastic stiffeners in the front and back add shape when the bag is empty, but don't contribute much otherwise, so feel free to take them out. The Banana Bag mounts easily onto any saddle with rails, and is built to last at least 20 years.

ITEM: 20-053

\$ 75



Baggins Boxy Bag

Handlebar bags are a delight on any long ride, and this is the best one we've used—despite its being uncharacteristically feature-full for a Baggins. That's the thing about designing bags; it's hard to stop.

It has a main compartment, three internal sleeve-like pockets, two external side pockets, and one front buckled pocket. Originally, the internal sleeve pockets were intended for slip-in stiffeners, but then we discovered that stiffeners didn't do any good, so now we use them for pocket cameras, sandwiches, and a wallet. The only stiffener that seems actually helpful is one in the bottom, to keep your load from sagging. That's not so bad anyway, so long as it doesn't drag on the tire. A Fed-Ex or Priority Mail envelope folded in half fits perfectly and prevents sagging, though; as does a two-pack of Kendall Mint Cakes. You get them at REI.

The most clever and arguably complicated part of the bag is the lid. It is tailored so that you get full coverage of your load even without it cinched down. In fact, most of the time, the only time you'll want to fully batten down the hatches is

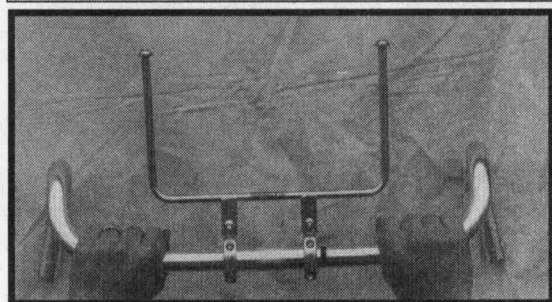
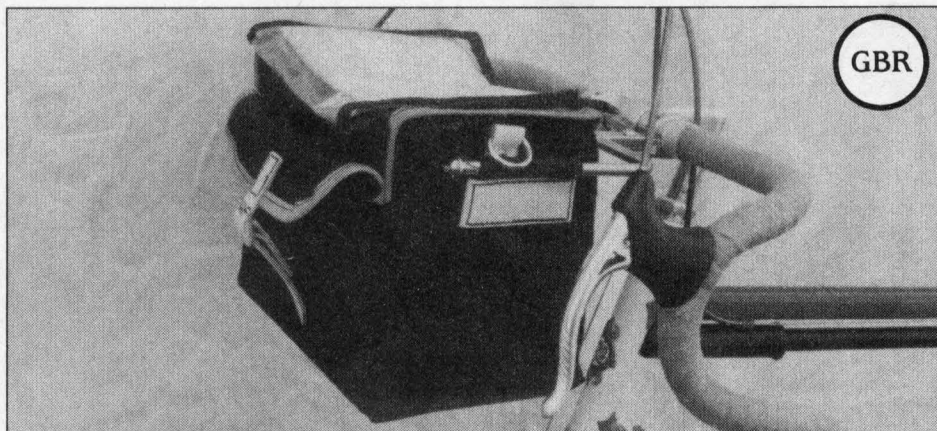
during a strong wind or rain; or if you've got a Leica in there and you're bouncing down the trail.

It comes with a Cyco-Active map case, which velcros onto some D-rings and is held down by a shock cord, which also holds down the flaps of the side pockets.

Like all Baggins bags, it is made of cotton duck, leather, and brass. The seams are made with leather cording, which is by far the most expensive but best way to make a seam. On a bag such as this, it's probably overkill, and certainly was a main reason why it ended up costing almost a hundred dollars. But if you're looking for a wonderful handlebar bag you can buy just once and enjoy for a long time, this is it.

This bag requires the \$43 rack on the next page. The combination is expensive—\$133—but it is the most convenient, easy and pleasant-in-use handlebar bag we've tried, and will likely serve you at least twenty years.

ITEM: 20-052
\$ 90



Boxy Bag Rack!

For the Baggins or Carradice Boxy bags. Stupendously made by Nitto, clamps on any Road h'bar, holds securely, doesn't scratch. Nickel-plated tubular CrMo.

ITEM: 20-031
\$ 43

Carradice Boxy Bag

This is a super convenient bag at a price much less than the Baggins model. The idea is the same, but it lacks some features and certain details, and the result is a bag of equal value, just for less money. Like all of our Carradice bags, it is made of stiff, waxed, 15+ oz. black cotton duck.

It is made just for us by Carradice (so you won't find it in the Carradice catalogue or on-line). At 6.5" x 7.6" x 9.4" and about 470 cubic inches, it is slightly smaller than the Baggins Boxy, and has one external pocket and three internal nylon ones, including one with a zipper. The top flap is simpler than the flap of the Baggins, and you might even find it easier to use while riding than the Baggins top. The sides are stiffened with corrugated plastic, which helps it maintain its boxy shape even when it's empty, but otherwise doesn't contribute much. A removeable map case comes with it, and is easy to use.

Packing Your Boxy Bag

First, put something soft as the first layer. This bag has corrugated plastic stiffeners, and if you just toss in hard objects, they'll make every ride noisy. A garment as a base layer keeps things quiet.

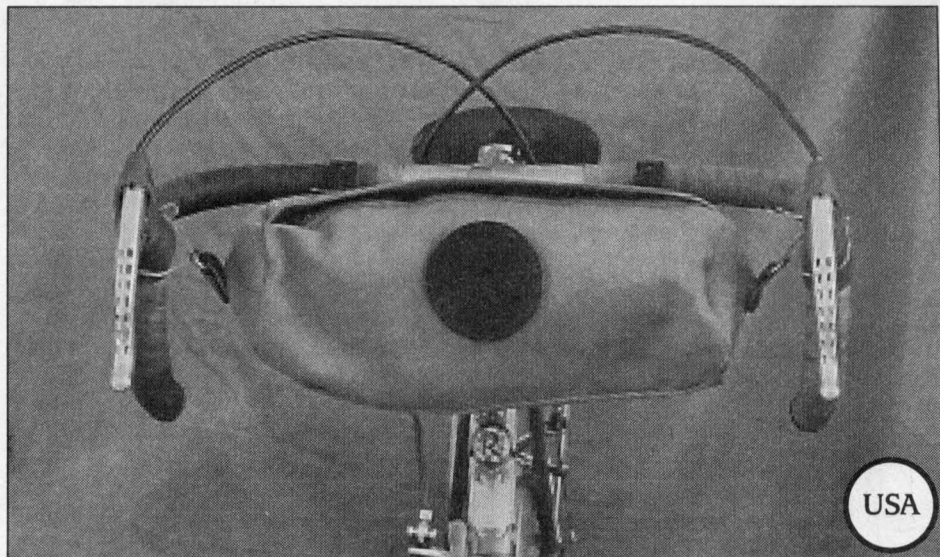
The three inside pockets are just inside the walls, and don't interfere with the main load. They're for keys, wallet, loot, food, and a pocket camera.

If you carry raingear, put it on top of everything else, for quick retrieval and storage. The map holder on top is a leather strap sewn accross the flap, and you'll find it useful during intermittent showers, to store a rain top. You just loop it through the strap; it covers the map, but sometimes that's not such a big deal.

The Nitto rack this bag requires is spaced just far enough away from the handlebar to allow you to squeeze the lower neck of a large bottle between bar and rack. It holds securely, and comes in handy.

ITEM: 20-032

\$ 62



Baggins Candy Bar Bag

Back in the '70s, red, orange, and navy blue bags of this same style adorned low-to-mid-priced touring bikes all over the landscape. They swung as you pedaled; and since they came with plastic stiffeners, they made a lot of noise if you carried anything loose and hard in there. Keys and change were the worst.

But despite all that, it was a handy design. No rack needed, easy on and off, and just the right size for a small load. I/Grant still didn't like them, and didn't give them a second thought until about four years ago, when a customer sent us his old broken one and said, "Here—copy this, but do it right." Finally we got around to it, and this is the bag, and it is much improved. The stiffener is gone, so the bag is easier to pack and much quieter. And, to prevent sway, there are two D-rings riveted on the sides. After trying about five different, clever ways of suspending the bag to the handlebars with these D-rings, we finally settled on common household jute, that soft brown furry cord you see all over the place. Just tie the bag to the brake lever hoods with any knot you like, but a simple bow knot (shoelaces) works fine. It doesn't get it the way, and is a quick-release when you need it to be. A wonderful, inexpensive, easy to use handlebar bag.

How Many Candy Bars?

The Candy Bar bag is 4.5 inches in diameter and 12 inches long, so its capacity is about 190 cubic inches, or about like a 5.75-inch cube. But all soft luggage carries more than its rated capacity, because it bulges out a bit all over. Practically, a typical load for a Baggins Candy Bar bag is a wallet, sunglasses, knife or tool kit, wooly undershirt or windbreaker, and chow.

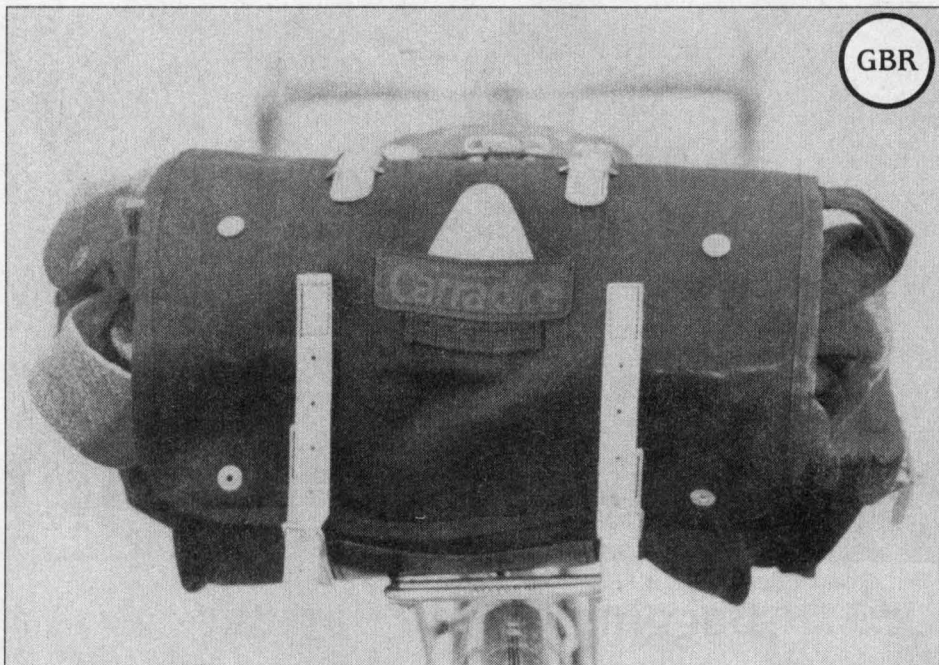
If you take the model name literally, you'll find it holds 7 large Three Musketeers, 7 large Snickers bars, a 22.7 oz bag of peanut M & Ms, and 6oz pack of licorice.

It comes with two leather straps to attach it to the handlebar, but there again, the jute works as well.

For longer day rides or a little shopping, this bag combined with a Banana Bag, or any other smallish seat bag, makes an ideal combination. It holds 225 cubic inches (about like a 6-inch cube), doesn't interfere with anything—not even STI cables—, mounts on any handlebar in a matter of seconds, and comes off just as fast.

As is the case with all Baggins bags, it is made just for us by Duluth Pack, in Duluth, Minnesota. Khaki cotton duck, brown leather, brass zipper and hardware.

ITEM: 22-060
\$ 37



Carradice Longflap Saddlebags

In the small world of transverse (sideways) saddlebags, Carradice is King, Earl, Pope, and Viceroy. The first Carradice saddlebags were sewn in 1932, and in England throughout the '40s, '50s, and '60s, every respectable tourist and day-tourist carried one. They're an unlikely design that shouldn't work and should present all kinds of problems. But in fact they work great, and they allow you to carry a decent load without a rack, which makes any bike more useful.

They're made of 15oz cotton duck in the traditional coal miner's black. The fabric is waxed but not waxy or oily; and yes, it is waterproof. The main compartment is open, and the latest versions have a nylon extension sleeve to help contain an overload. We're not thrilled about the nylon, but from a purely functional point of view, it scores points—and a cotton sleeve wouldn't close as easily. Two side pockets close (as does the main flap) with zinc-plated roller buckles. All our models are the "longflap" style, which means the flap extends extra long to cover big loads. Get one now, and you'll still use it in 2022.

Three Models

The **Lowsaddle Longflap** is the small fry, and is designed for bikes where the top of the saddle comes to within 10.5 inches of the top of the tire. Cubic inches: 854

The **Nelson Longflap** is the most popular one, holds more than the Lowsaddle, and needs the top of the saddle to be 11.5 inches + from the tire. Cubic inches: 1,098

The **Camper Longflap** is the biggest one. It's the only one whose side pockets are big enough for a standard water bottle, and the main compartment is—well, just for fun we fit 13 Brooks B.17 saddles into one. When you've a lot to carry and you just don't want to, or can't, carry panniers, it's a good choice. Cubic inches: 1,150 +

All these bags require either saddles with loops (all the ones we sell have them), or some sort of device to substitute for the loops. Even with a looped saddle, many of our customers prefer to carry these with a Nitto UPLift or a Saddlebag support, shown on page 16.

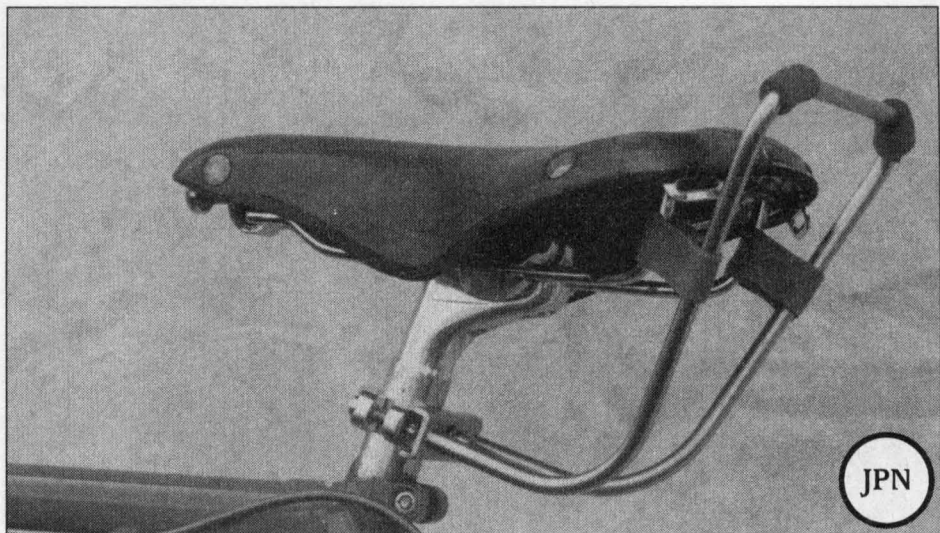
\$70

Lowsaddle: 20-010

Nelson: 20-009

Camper: 20-006

• SMALL RACKS •



Nitto Saddlebag Uplift

Beautifully made by Nitto just for Carradice saddlebags. It does three things. **One**, it raises the attaching points, so you can carry a larger saddlebag than your bike would allow without it. **Two**, it lets you carry a saddlebag even if your saddle doesn't have saddlebag loops, and rumors are, some still don't. And **Three**, it carries the bag more upright, improving accessibility to its contents. **ITEM: 20-036**
 It is nickel-plated tubular CrMo, weighs about 12 ounces, and comes with instructions and a roll of bar tape. **\$ 32**



Nitto Mini Rear Rack & SS

The SS is for saddlebag support, because besides being a little rear rack, it also prevents a large saddlebag from dragging on a tire, and improves its accessibility, by keeping it more upright. A popular item, because it doesn't require rack eyelets, and you can strap a huge stuff sack full of gear onto it. Fits 26.8mm to 27.2mm posts, and most seat stays, and if yours are too skinny, fatten them with a few wraps of bar tape before installing the clamps. **ITEM: 20-029**
\$ 60

USA



Baggins Rear Panniers

They're hookless, stiffenerless, and tension strapless, and better for it. Since they don't attach to racks with the usual hooks, you avoid hook-n-rack compatibility issues, bent or broken hooks, and the need to carry spares. They lack the usual internal stiffeners which don't do anything except provide a base on which to mount the hooks which Baggins Rear Panniers don't have or require.

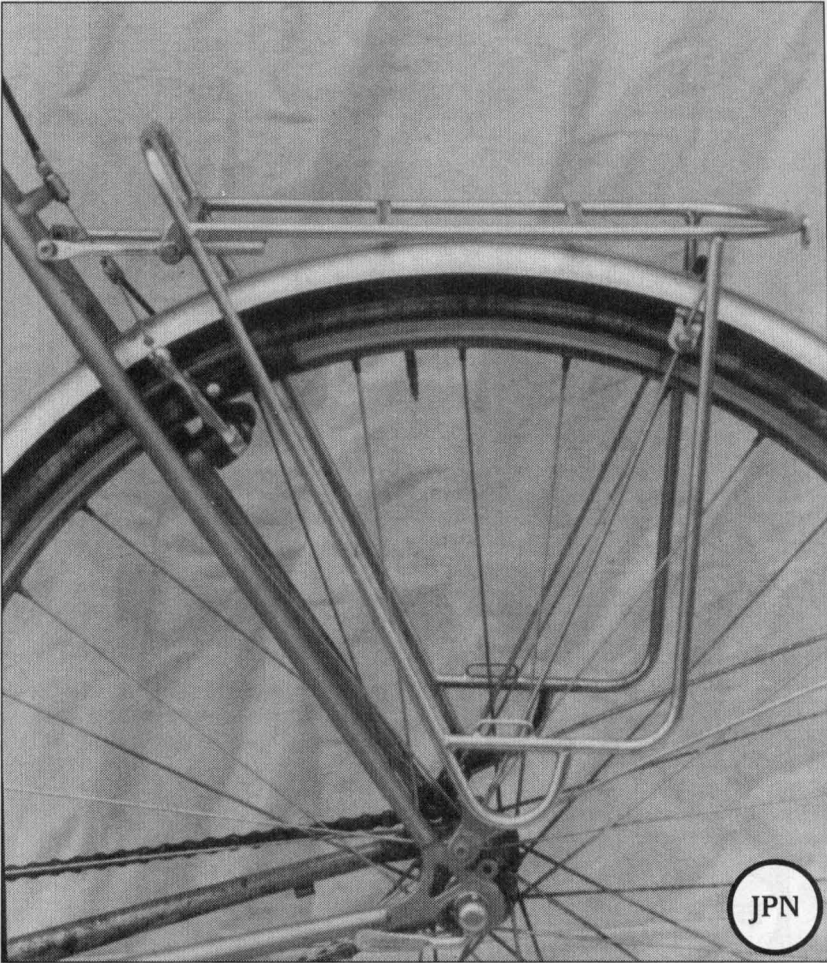
The design originated for use on horses and beasts of burden, and has proven itself for thousands of years. Hundreds, at least. The left and right panniers are connect by a panel, and to mount them, you just drape them over the rear rack, then lash them on with the straps we provide. We supply four, but one per side is enough. If you lose them, you can use a belt, a piece of rope, or make something out of roadside debris. The whole concept of Baggins Rear Panniers was to eliminate the usual sources of frustration common in other panniers, and the key is simplification.

We've also eliminated permanently attached straps on the top flap. Instead, there are four securely riveted D-rings per side, and you use these to hold down the flap. We provide instructions and materials, but your options are virtually limitless, and if you don't like our solutions, try to come up with something better—and if you do, tell us.

As with all Baggins Bags, they're made solid and durable, by Duluth Pack. The fabric is stout, 18oz mildew-resistant and highly water repellent cotton duck. For super wet conditions, organize your gear with coated nylon stuff sacks. We provide six of those, as well—bought separately, they'd run you at least \$28; or \$30, in some townships. These are the most reliable, durable, nice looking panniers we've used. And, they wad up and fit into a pack or duffel back, for easy storing or transport.

ITEM: 20-056
\$ 175

• BIG RACKS •



Nitto Rear Rack

This is our all-time favorite rear rack. It is beautifully fillet brazed by Nitto, then plated in nickel for a gorgeous satin-silver look that outlasts even the thickest powder coating many times over. Ten times more important than that, it is strong enough for heavy loads, and has been used on tours around the world tours, across China, in the Russian outback, and from Alaska, down the Continental Divide trail, to Tierra Del Fuego. We've carried up to 65 pound in it, but it is best suited to loads of 45 pounds or less. The shape is ideal for stabilizing panniers, and the only reservations we have about this rack are 1) Slow delivery if we happen to be out of stock; 2) The price.

Specs and Models

The CrMo is 9mm \O x 0,8mm thick, a good combination of strength, rigidity, and light weight. There are two models: Medium, for bikes 57cm and smaller; and Large, for bigger bikes. Weight, 26 to 29 ounces.

Mounting is simple, but all racks require you to roll up your sleeves and stay patient. After years of selling these with no instructions (they seemed self-explanatory, and complaints were few), we now include good instructions. If your bike has twin seat stays (as opposed to a unicrown-style rear end), this rack will fit it.

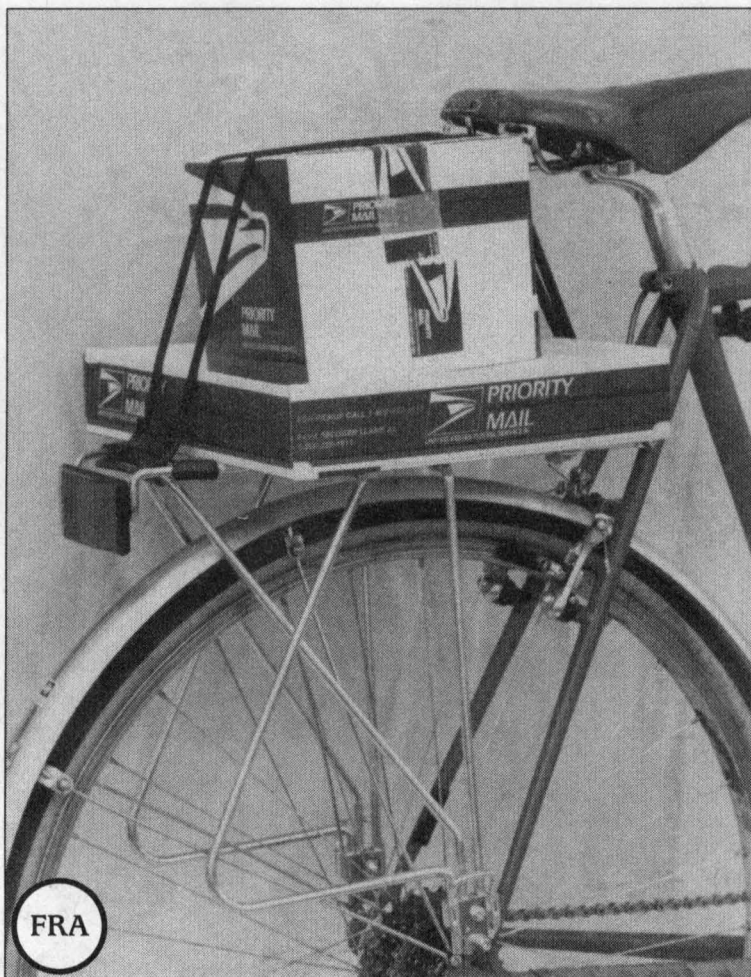
Medium: 20-022

\$ 125

Large: 20-021

\$ 125

• BIG RACKS •



Zefal Safari III

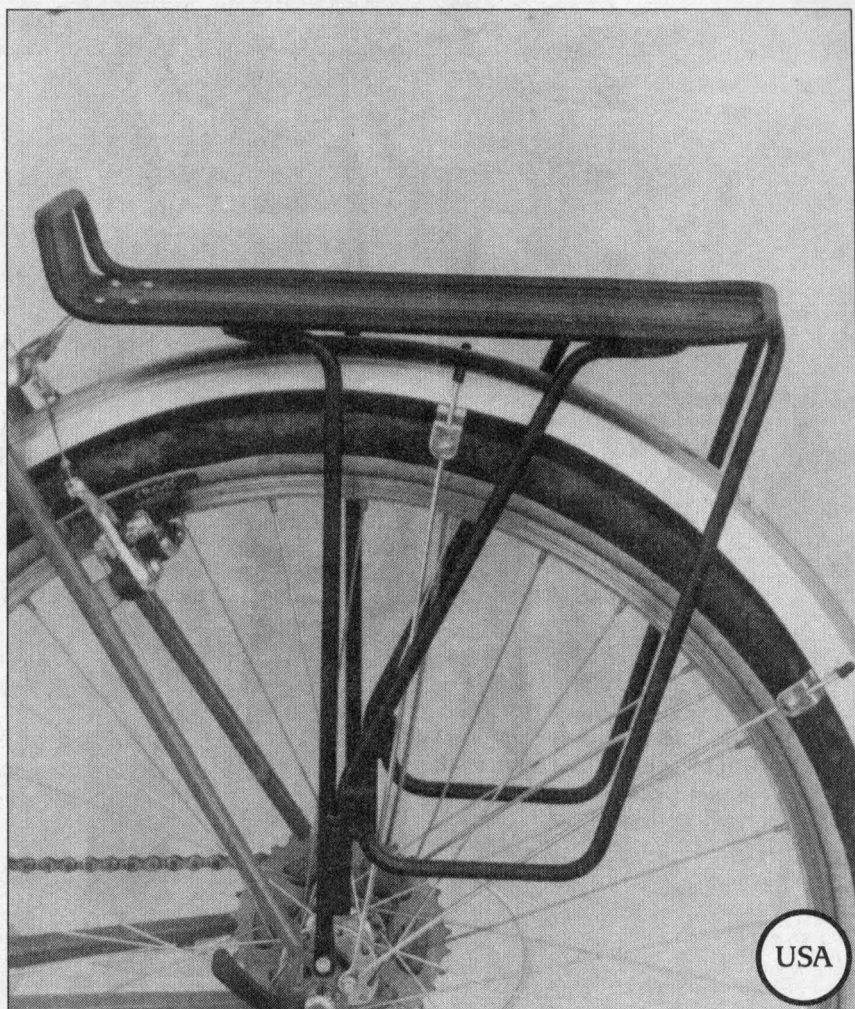
Non-welded German aluminum, and undoubtedly the best rack we've seen for commuting, shopping, and general riding. Yet, it's still a super rack for loaded touring, and has a 55 pound capacity. It mounts up solid, rigid, and confidence-inspiring. You can't budge it. Other racks can boast all they want about rigidity, but they can't be any more rigid than this. The instructions are excellent, but some of the bolts are kind of short (this is often the case with racks), so we provide additional.

We've used this rack for loaded touring and huge box hauling, and it's the favorite one in the shop for everyday use. A fantastic, unique design and style, and a screaming bargain, at just \$45. This is the most useful rear rack we've ever tried, and one that's

ITEM: 20-061 nearly impossible to
\$ 45 find in a bike shop.

The Secret Ingredient...

...is the integrated-yet-replaceable luggage strap. You can put a strap or bungees on any rack, but 1) They aren't this good or this adjustable; and 2) They'll tension side-to-side, not front-to-rear. Front-to-rear tensioning is way more secure. Sideways tensioning tends to push your load over to one side, at least while you're strapping it down. Unless you "stress-relieve" the straps, you'll have uneven tension side to side. And, if the straps aren't grippy, the load can shift. It's not likely to happen with a pillow, but it happens with boxes and odd-shaped things often enough to be a Thing You Should Think About. This Zefal rack's strap is the most intelligent and useful strap we've tried. We sell it separately, so you can finagle it onto any rack. We've done it to Nitto's and Jandds, and it makes them more useful, as well.



Jandd Expedition Rear

When rack weight isn't a consideration (and it shouldn't be unless you ride the bike unloaded a lot), and price is a consideration, but strength is the *main* consideration, then consider the Jandd. It has more strength per dollar than any rack out there. The rods are 3/8-inch (10mm) solid aluminum, with reinforcing at every possible stress point. The huge, 9" x 15" platform is more than 3 inches wider and three inches longer than the typical 5" x 12" one. That's not to imply that five-by-twelve is skimpy, but the fact is, wider and longer is better for really big loads; and this is the Expedition model, after all. At 2lbs. 11oz (43oz), it's a pound or so heavier than most racks, but you can carry a hog on it. Jandd is a smart company with good designs and top-notch quality. The racks are still made in Santa Barbara, California. A great rack for the heaviest loads, and more proof (along with the Zefal) that aluminum racks *can* be good.

ITEM: 20-065
\$ 58

Jandd, Jaand, Jannd?

It's the first one, and stands for J and D, the initials of the founder, J, and his ex-girlfriend, D, who left a year after the company was named. She must have left on good terms, since he didn't shorten it to J. One wonders if his present girlfriend or wife cares.

· BIG FRONT RACK ·



Jandd Extreme Front

The other well-known and widely distributed rack makers don't even offer a high-rider front rack, but even if they did, it wouldn't be any better than this one. Strong as you'd expect, and about 2.5 pounds empty, but worth every ounce. If your bags have hooks, you can mount them on the upper or lower horizontal rods, for a high or medium position. You can't get them as low as a low-rider does, but at least they keep your bags above the rocks, and for any off-road touring, that's essential. If you're rich enough to own two sets of Baggins Rear Panniers, you can mount one up front on this rack, too. Or, if you aren't so rich and still need to carry lots of gear, it works well to mount the rear panniers on this rack, and carry a large stuff sack in back, on the rear platform.

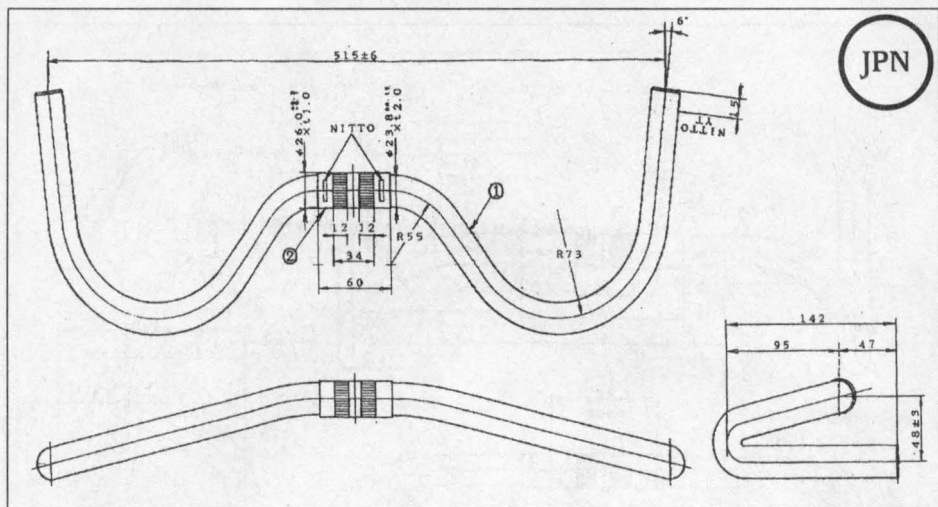
The squarish sides lend themselves to bag-lashing, the super-budget approach to loaded touring, in which you load up large stuff sacks and just strap them onto the sides. You can't do that with typical low-riders, but these make it easy.

This rack fits on All-Rounders, Atlantises, and most non-suspension mountain and hybrid bikes with wide forks. If you have normal road or touring bike forks, you'll need to get longer bolts and spacers, but it works great and mounts up solidly, and we proon our website. It's easy, don't be put off. Also, it requires low-profile cantilevers. If you have the older kind that stick out a lot, they'll run into your bags.

ITEM: 20-067

\$ 58

• HANDLEBARS •



Nitto Moustache Handlebar

Our most popular bar, mainly because there are so many flat-handlebar bikes out there, and the more people ride them for anything other than dirt downhill, the more they discover the disadvantage to having just one place to put their hands. Curves make the difference, and that's what the Moustache Handlebar is all about. This is a variation of a shape that evolved around the turn of the last century, and is made to our spec by Nitto. It offers the quick and easy braking position of a flat bar with the multiple hand positions of a drop bar—and is better than either for a whole lot of riding.

On a commute bike where speed, visibility, quick brake access, and multiple hand positions matter, there is no better bar. You can go fast on the road and get more aero than you can with a standard drop bar. The wider-than-a-drop-bar grip helps you to pull up steep climbs and stay in control on bumpy sprints. You can ride the Moustache Handlebar off road and reach the brakes instantly, just as you can with a straight bar.

We often hear from people who have switched to Moustache H-bars and found relief from back and neck pain. If you're riding flat bars and find them too confining, not enough places to move your hands to, give these a try. If you're now on drops, but want a better position for commuting, towns, or trails, this may be just what you're after. And, if you just have several bikes and want to actually have a variety, put these on a bike and see if you don't ride that one more than ever.

The Moustache Handlebar fits all road fittings and bar-end shifters. Does not fit thumb shifters or normal mountainbikey stuff. Heat-treated 2014 T6 aluminum, suitable for off-road riding as well.

When converting a bike from flat bars or drop bars to Moustache H-bars, most riders find they do best with a stem that's 3 to 4cm shorter than the one they're replacing. The Nitto DirtDrops are ideal, and the shorter Nitto Technomic Deluxes work well, too.

\$ 50

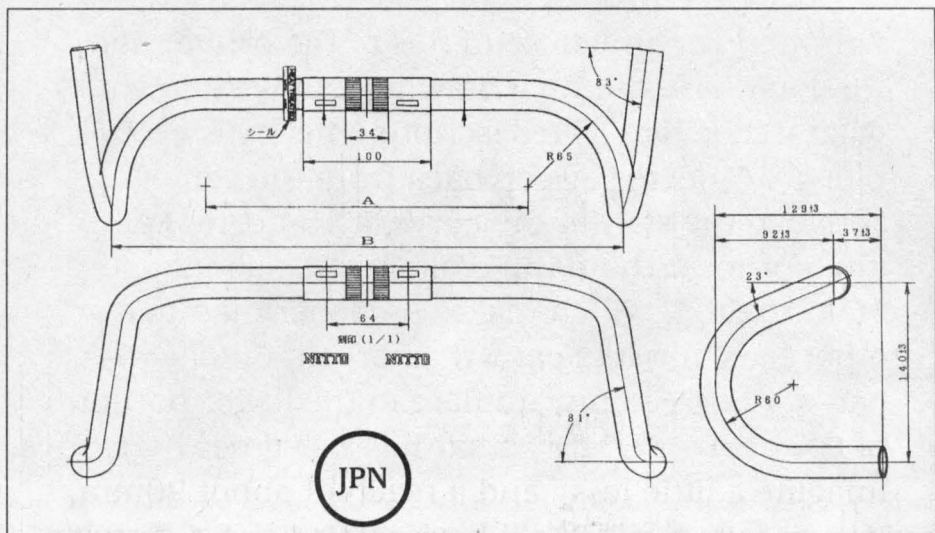
25.4mm clamp: 16-027

26mm clamp: 16-028

With Which Style of Brake Lever ?

Either aero or non-aero road levers work, and when your hands are on the sideways brake levers, you'll find the pressure on your hand is distributed over three times as much area as it is on a drop bar, and it feels great. Position the tips of the levers (where the cables come out on non-aero models) about 13cm apart, and keep the lever bodies pretty much horizontal.

• HANDLEBARS •



Nitto DirtDrop Handlebar

This is a wider version of a handlebar originally designed for the 1987 Bstone MB-1—that's why the "dirt" is in the name. It is a familiar drop-bar shape, but with a slight, 7-degree flare at the ends (starting at about brake lever height); and most importantly, it is the widest handlebar you're likely to see anywhere. It's 47cm to the middle of the curve, and 52cm wide at the ends. The end reading is misleading, since it flares, so when you're thinking about the width of this bar, chant to yourself, "47, 47, 47..."

Since it is so wide, you might think it's only for Haystack Calhoun-types, but in fact even skinny guys try it out and love it. When you try it the first time, the feeling isn't as much, "Wow, this is weird" as it is just relaxing. You immediately gain leverage over your bike and your pedaling effort, and it's nothing you even have to get used to. We can't say everybody likes it, but 99 percent of the riders who are curious enough about them to try them, love 'em. You can ride these and 46cm bars pretty much interchangeably, but once you get use to these, 44cm bars feel too narrow, and you won't go back there.

Made of thicker than normal, super strong 2014 T6 (heat treated) aluminum. For tandems, dirt riding, or any time you want a nice, wide handlebar, try these. The center sleeve is 26mm.

ITEM: 16-005
\$ 50

Handlebar-wise, -wise, -wise, -wise: What's Too Wide?

Tradition says get them as wide as your shoulders—a handy rule that's easy to remember, but steers you wrong! The right handlebar width is also related to how far apart your feet are when pedal, and most cranks *these* days are wider (have higher Q Factors) than most cranks in the *those* days. Wider pedals impose more leverage on the bike, tilting it more as you pedal. A wider bar provides more leverage to help you resist the tilting forces, so you control the bike more with less muscle effort. So forget about shoulder width. Few adults need a bar as narrow as 40cm. In our experience, talking to hundreds who have converted to wider bars, if you've been riding 38s, you can go to 41s, easily; and if you've been riding 40s or wider, try a 44cm or a 46cm. Especially the 46. Even if you're frail!

HANDLEBAR WITH MISSING ARTWORK

Bummer! It's time to send this to the printer and we don't have the final drawing, but we know what it'll be like. The description below is accurate: A 15-degree sweep back from the center sleeve to the start of the curve; a 15-degree ramp (the portion behind the brake levers); about a 150mm drop, which makes it deeper than our other bars, but less deep than an old Cinelli 66 bar; a 4-degree outward flare to the lower portion of the bar (the DirtDrop bar has 7-degrees here, so imagine a little less); and a reach of about 90mm, give or take a few. We'll have photos and a drawing on the website as soon as we get it. We actually have prototype bars now, but we're making minor changes to them, and didn't want to mislead you with an incorrect drawing or photograph.—GP

JPN

Nitto Noodle Bar

This is a new design, made to our specs, and it has some interesting features not found on any of our other handlebars. Namely: The tops sweep back 15-degrees, so the curve starts back farther. This allows a flattish, 15-degree ramp behind the curve, a comfortable perch for your hands. That is, the actual reach of the handlebar is fairly normal, but since it starts farther back, it ends up closer to you. Without the sweep back, the only way to get a short reach bar is with a steep ramp, a common flaw in most "women's" handlebars. Finally, the ends flare out 4-degrees, for good wrist clearance (helpful with the swept back tops), to aid climbing on the drops.

The difference is subtle, not dramatic, but it's one of those things that shapes a bike's personality, and if, like us, you think that every bike should be a little different than its stable mates, you ought to try this bar.

The 41cm is for those who have been riding 38s and 40s up to now; the 44 is for riders who have been riding 42s and are scared off by 46s; and the 46cm, for the restivus. The 46cm costs more because it is heat-treated. As with all our bars, it is gleaming silver, beautifully engraved, free of holes, and round from end to end. The center sleeve is 26mm, the most common size.

COMING SOON, MOST LIKELY BY MID JUNE.

WE'LL PROVIDE UPDATES ON THE WEBSITE. WE AREN'T TAKING PRE-ORDERS FOR IT, BUT IT IS DEFINITELY COMING.

• HANDLEBAR •



Above: The Actual Priest Bar, set up on a pre-suspension L.L. Bean Pathfinder kid's bike. Below, below, below, and below: The bar we found in the old bike book, and the 92-year old French priest pointing out the way to go.



ITEM: 16-056
\$ 18

The Priest Bar

America has a hate affair with the upright handlebar—unless, of course, you're talking about a downhill riser bar or a flat bar. But this kind of bar here, with swept-back ends and gentle curves, doesn't have that tough guy look that gets the hormones all riled up.

But for riding in town, or any short or casual ride, it's the bar to beat. The sweep-back makes your wrists face inward, the way they face naturally. They're much better to climb with than are mountain bars, and they make any bike look a little more gentle and wind-blown. Mated with a tall stem (regular Technomic is ideal), you're guaranteed comfort. Put it on a mountain bike that you ride in town and on roads, and see how much better it feels. The center bulge is 25.4mm.

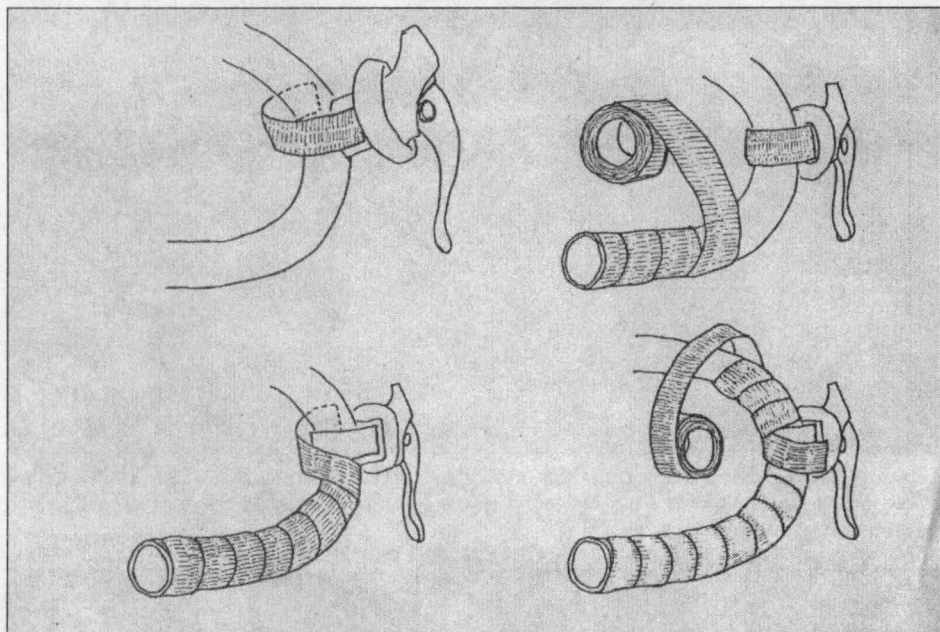
The bars in the photo have SunTour XC thumb shifters. We get asked about them a lot. No longer made, we have none!

Why "Priest"?

The question comes up a few times a year, but the answer's not so interesting. In 1991 when I was at Bstone, we were working on two new handlebars. One I found in an old bike book, on a 92-year old French priest's bike; the other was a variation of a three-speed style bar. The three-speed style bar is the bar you see up here, but the labels got mixed up during the development stage, so the working name for the bar on this page was the "priest bar." I'd planned to name it something else eventually, but after a month or so of living with it as the "priest bar," it started to grow on me, so the name stuck. The real priest bar never got made. There's the priest and his bar, up there.

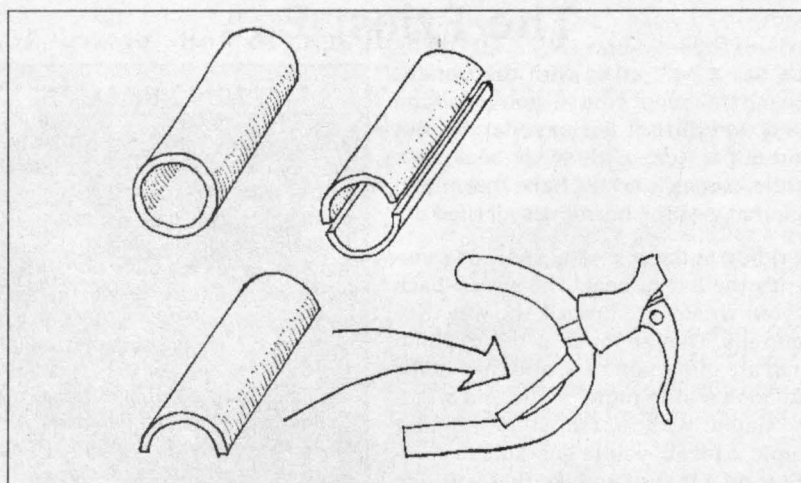
—GP

One Way To Wrap a Handlebar



1. Fold the lever hood back and pre-wrap the clamp. One strip is minimum. Another above and below works well.
2. Start underneath, at 6:00, and wrap toward the bike. Stretch the tape tightly, and wiggle it side to side as you go.
3. When you get to the clamp, cheat! Cut the tape, tuck it in so the hood will cover it, then restart at a likely spot.
4. Keep stretching it so you don't wind up short, and wiggling it as you lay it down, to avoid wrinkles. Then twine it!

One Way To Add a Flat Spot



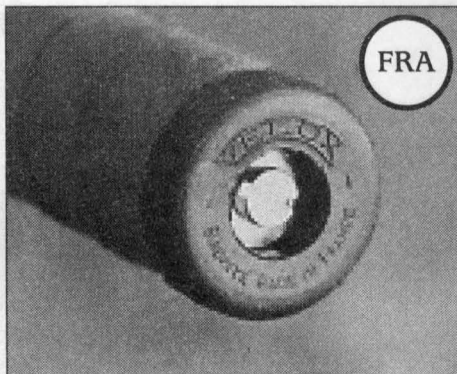
Flat spots increase contact area and comfort, and if you can live with the worsened aesthetics, make your own from "schedule 25" pvc tubing, available at hardware stores. Cut a 1 1/4- to 1 3/4-inch section, in half, scotch tape it on where it feels good, and wrap over it. For a neater job, file half-rounds into the ends, so it lays closer to the bar. This works better and looks better than the factory-bent bars.

• HANDLEBAR ACCESSORIES •

Velox Bar Plugs

The oldest plug around, and the only one we've seen with, count 'em, six pieces: A bolt, a lock washer, a nut, two flat washers, and the plug itself. Rather than sitting flush with the outside of the handlebar, it has a raised lip all around, something to play with and comfort you as you ride. It's soft rubber, so it's the plug you want to get poked by in a crash. Formerly available in many colors, a couple of years ago, Velox stopped making them altogether. Cyclers screamed, and so they resurrected the black. We're hoping they'll bring back the blue next year.

ITEM: 16-077
\$ 6



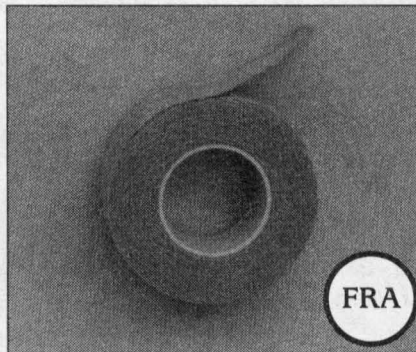
Can't spare \$6, but you drink a lot of wine?

You're in luck! Wine corks fit perfectly in the ends of most bars. Leave some sticking out.

French Cloth Tape

French cotton bar tape is the classy and comfortable wrap for any nice bike. Use it natural or coat it with shellac (another natural product). It always looks good, ages well, adds character, and shows its history as it ages. For longer wear, shellac it. Two rolls required per bar, but three will make things easier. Last year we spoke to Tressostar's new owner, a fellow named Serge, and he made brown at our request. Hurray for Serge!

\$ 3 EA.

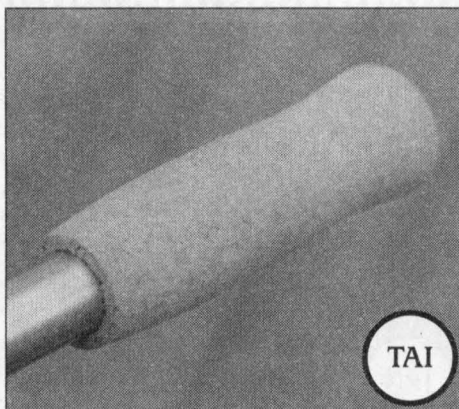


White: 16-074 Yellow: 16-075 Red: 16-073 Green: 16-071
Lt Blu: 16-076 Dk Blu: 16-069 Black: 16-068 Brown: 16-114

Cork Grips

Being that we prefer natural contact points with the bike, it only makes sense to offer cork grips for upright handlebars. They feel fine, which is why cork has been a preferred handle material for almost a hundred years on fishing rod handles. They aren't as grippy as rubber, but they fit your hand. Glue them with 3M Spray Adhesive, Permatex, or Super Glue Gel. If you're uneasy about gluing them securely, or you tend to fail at things and then sue, please don't buy them! Otherwise, step right up.

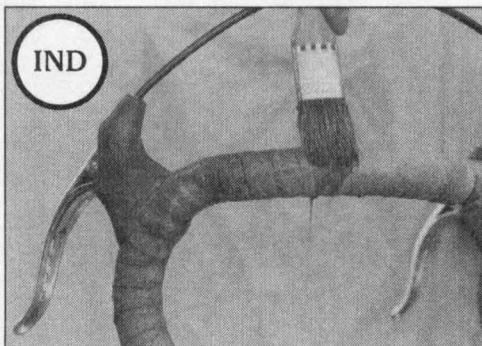
ITEM: 16-103
\$ 15



Small supply, shakey future

We have 200 pair left, and that's it.

• HANDLEBAR KIT •



Shellacking takes no skill, care, or experience. We provide foolproof instructions, it is fun, and the results are always good.

ITEM: 16-061
\$ 8

Shellac

Shellac is the cinnamon-colored bug excrement from India, and has been used to protect and improve cotton handlebar tape for more than 58 years. It increases durability and adds rich color and texture, allowing you to make your tape grippy or smooth. Sold with instructions, you'll be a Pro in no time. You'll need a boar's hair brush, about \$0.79 at a hardware store, and a pint of their finest denatured alcohol, about \$3. We provide good instructions, but basically you just dissolve the shellac in the alcohol and brush it on. It's not waterproof, but it's fairly sweat-resistant. Shellacked bars are always a work in progress.

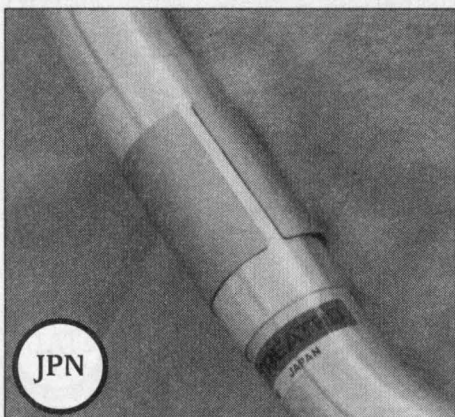


Wrap the last 3 wraps over a separate loop of twine, then pull the end through.

ITEM: 16-086
\$ 5

Hemp Twine

Once you've shellacked your handlebars, do you really want to trim them with electrician's tape? We like cloth for the main bar, and twine for the last 5/8-inch or so. You can then shellac over the twine (do the shellacking all at once, after twining); or use waterproof contact cement to maintain the twine's natural color. Instructions included. One ball does about 90 bars.



ITEM: 16-095
\$ 6

Nitto 25.4-to-26.0 Handlebar Shim

You can buy shim stock at a hardware store, or you can cut up Coke cans, but the best way to shim a 25.4mm handlebar to a 26mm stem is with these classy, heat-treated stainless steel shims made by Nitto.

They make Priest or mountain bike handlebars fit most road stems, including all the ones in this catalogue except the Technomic Regular, which is already 25.4mm. Sometimes, depending on the particular stem clamp, it may help to tape or otherwise hold the shims in place while you slide the stem over them.

Higher Handlebars

Why To Want Them and How To Get Them

The single most influential factor in your riding comfort is your riding position; and the most influential part of your riding position is the handlebar height. Ninety-nine percent of all road cyclists ride with their handlebars too low. They still enjoy the ride, but life *can* be better.

WHY

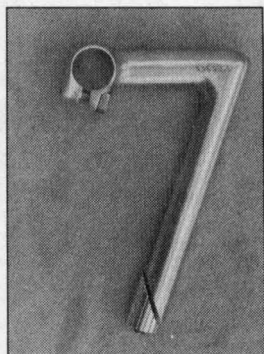
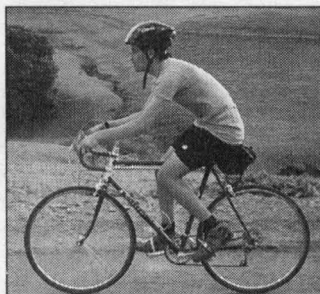
1. Relaxed, comfortable position. Higher handlebars sit you more upright and take weight off your hands and arms. Your triceps don't tense up, and your hands don't go numb. With your arms relaxed, you can easily absorb road and trail shocks almost intuitively, by letting your body flex at the joints and act as a spring.

Higher bars also relieve strain from your neck and lower back. And if you can eliminate or reduce pain in your hands, arms, neck, and lower back, you're going to be comfortable, period.

2. Better Descending. On a descent, you're already pointing your body down hill, and low bars just increase the steepness. Higher bars, though, make any hill seem less steep. If the descent seems less steep, you'll relax more enjoy it more. You'll be less likely to panic, and panic causes crashes. Higher handlebars make descents safer.

3. Better vision! Higher handlebars sit you more upright and give you a better view of traffic, the road, and the sights.

4. You'll ride more. Riding a bicycle is inherently fun, but body pains put a stop to it really quick. Higher handlebars can prevent most of the pains you suffer, so you'll ride more.



High handlebars give Debashis a relaxed position, good for comfort, vision, and descending. The stem here, a Nitto Technomic Deluxe, is one of many stems that can help you get a similar position. Starting with a bike that fits helps, too.

HOW

First, measure your saddle to the ground, then your handlebar tops to the ground, and see what the difference is.

If you're typical, your handlebars will be about 5cm lower than the saddle. That's too much! Most riders are happy with the handlebars level with the top of the saddle, so start with that as a goal. Any raising of the bars will feel better, and there's no magic to making them level. You may prefer them a centimeter or two below the saddle, or six centimeters above it. Either way, brace yourself for a new stem.

If your bike has a threadless headset and a horizontal stem, replace it with one that juts up. Up-jutting stems that clamp onto a threadless steer tube are not common, but if your local shop doesn't have it, maybe they'll special order it for you.

If your bike has a threaded headset, get:

1. A stem with a longer quill. If your stem's quill is 135mm and you want to raise the bars 35mm, you'll need a stem with a 170mm or longer quill.
2. A quill-style stem that rises, such as the Nitto DirtDrop.

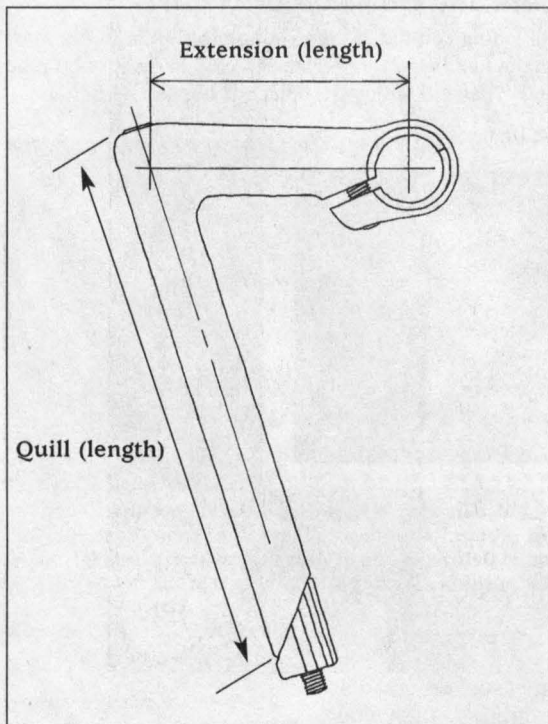
Don't raise the stem above the minimum insert line. Also, make sure the new stem clamp diameter matches whatever handlebars you're going to use.

Nailing the perfect handlebar position takes experimentation. We're often asked what stem length should I get? First, just get the bars up there. Guess on the extension, and fine tune it if you need to. A spare stem or two is a small price to pay for a comfortable position.

Finally, "the perfect bar position" is a range, not a spot. You can ride a range of positions, not just one.

• STEMS •

Stem Stuff



How Our Stems Are Measured

There are different ways to measure stems. The stems in this catalogue are measured from the centerline intersections of the quill and extension to the center of the handlebar clamp, as shown here. Many other stems are measured this way, but we can't vouch for all of them. The other ways to measure stems result in either a shorter or longer measurement, but only by about 7mm.

Don't wrestle with stem length too much, and don't make the mistake of thinking you can ride only one length. As you may already know or can see by the diagram below, the actual, measured length of the stem's extension is one of many things that affect how far you have to reach or lean over to grab the bars.

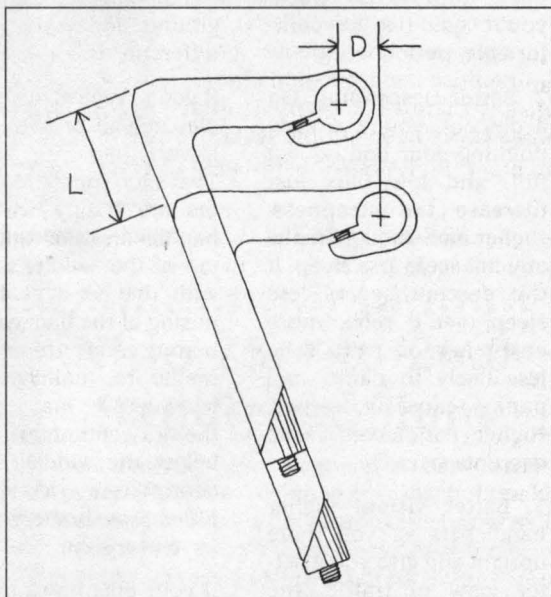
What Happens When You Raise Your Stem?

Lots of things!

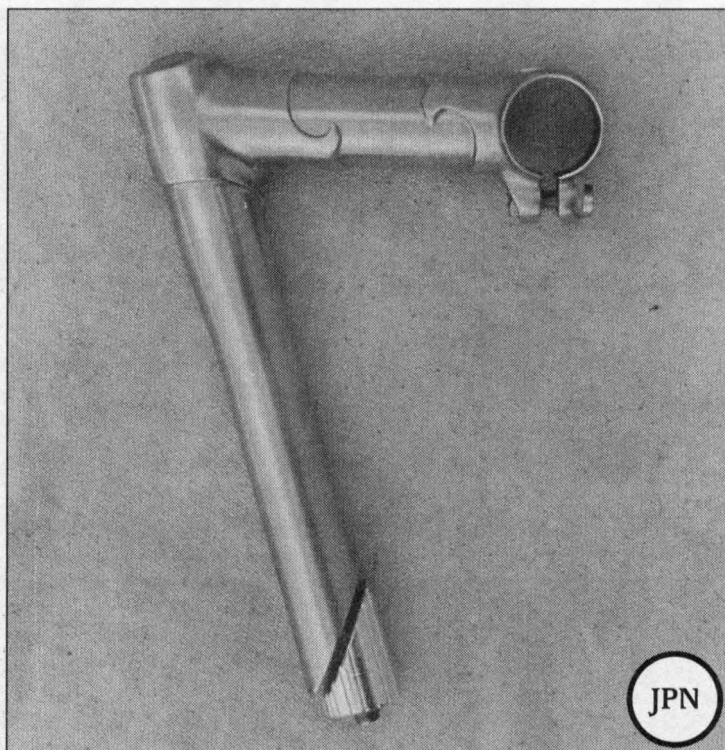
1. As shown in the diagram, the bars come back toward you. By how much? Well, to figure that out, measure L , the amount you want to raise your stem. Parallel (in line with) the quill. Multiply L by 0.3, and you get D , the Distance they move back. This formula works with a stem with a 72 to 74 degree angle, but if your life is one of precision and arithmetic, then:

$D = L \cos \vartheta$, where ϑ = head tube angle. But multiplying by 0.3 is good enough for normal folks.

2. As you raise the bars, your arms become more horizontal, and therefore effectively longer. Again, trigonometry can prove that, but if you stand ten inches from a wall with your elbows at your side and rotate your lower arm forward, you'll see that the more horizontal it becomes, the further out there it reaches.



Every stem has a maximum height mark, located about 60mm up from the bottom of the quill. This should always be buried; and if your frame has headset spacers and your stem tightens with a wedge (as does the one here), it's a good idea to sink the mark 15mm lower. Finally, overtightening the wedge can damage the steerer. Sources disagree on how tight is right, but we recommend snugging it to the point where you can't make it rotate in the steer tube, and no more.



The Lugged Stem

We wanted to do this way back in 1995, but things take time and money and energy, and the three finally converged in mid-1999, when we got the lug prototypes made, and then the first prototype stems. We tried all kinds of plating, but none was as good as what we've seen on Nitto products; and since Nitto is a stem maker too, we asked them to build and plate and test them for us. They agreed, and we rejoiced.

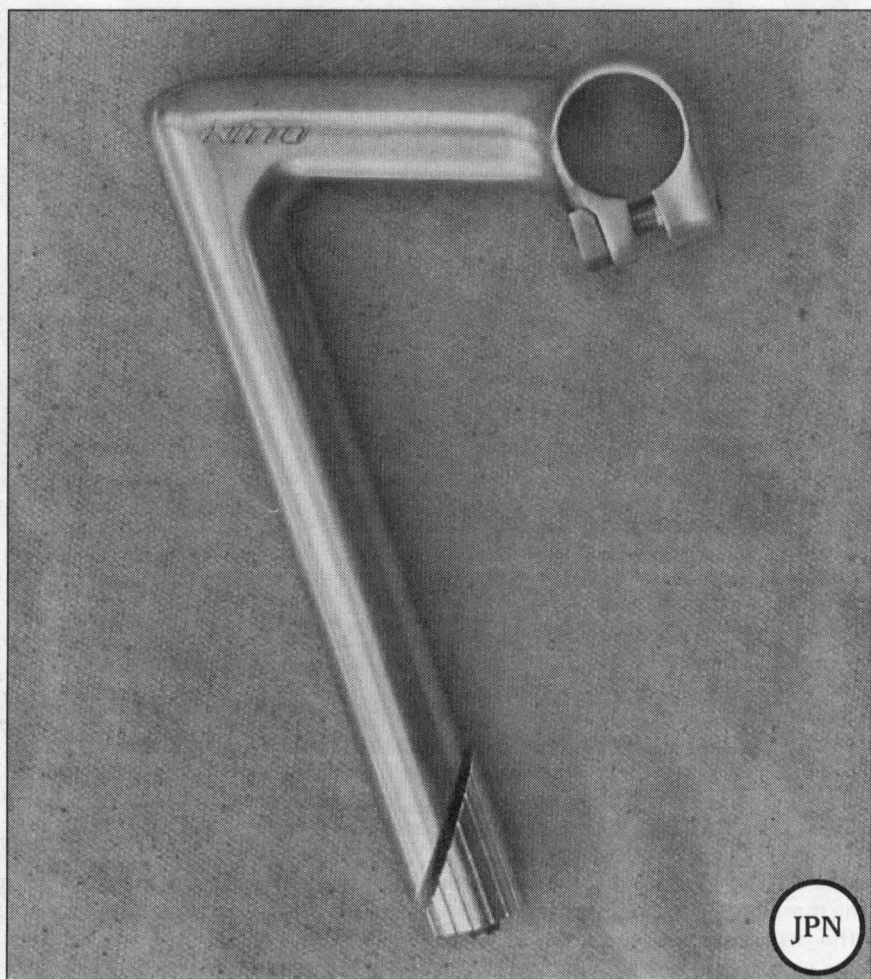
The very idea of a lugged stem is indulgent, since there are plenty of excellent stems already, but we like lugs and wanted to do something different with them. Lugged stems have been made—we aren't the first—but they're hard to come by, and we like ours the best. The tubing is specially drawn Reynolds 853. The finish is nickel, sort of satin-like. It's a finish that Nitto calls "dull-bright," and it looks good. It is not chrome-like. The quill length is 180mm, the extensions vary from 80mm to 120mm, and the clamp diameter is 26mm. The angle between the quill and extension is 73.5 degrees (the same angle on most road stems is 72-73-degrees). It tightens with a wedge. It fits only 1-inch threaded headsets. It is hand made, and while we'll try to keep some in stock at all times, we'll likely run out of some sizes, and there will be delays of 3 to 4 months. So, plan ahead if you want one. Order it, and we won't charge you until we can deliver. Figure out what size you want based on how these stems are measured. The stock stem that most approximates this one in dimensions is the Technomic Deluxe. It is reasonable to buy one of those to help determine your Lugged Stem size. Then, when your lugged stem comes, put the Technomic Deluxe on another bike.

It's not a superlight stem, and it's not a heavy one, either. It is super-strong, though—it passed one extreme stem test after another, with no sign of failure.

\$ 175

8cm: 16-088 9cm: 16-089 10cm: 16-090 11cm: 16-091 12cm: 16-092

• STEMS •



Nitto Technomic Deluxe

Year after year, this is our most popular piece of metal. We have customers who put them on all of their bikes, and it is the stem we most often put onto custom-assembled Rivendells and Atlantises.

It has so much going for it. The quill is 180mm long, so you can raise your bars about an inch and three-quarters higher than is possible with a standard 135mm-quill stem (like a Cinelli or 3ttt). That may not sound like much, but it makes a dramatic difference in your body position and weight distribution. The higher handlebars shift weight to your rear and off your hands, and as that happens, your whole upper body relaxes, and you reduce the strain on your lower back and neck, too. It's a good way to ride!

All those benefits would justify this stem even if it were ugly, but it is beautiful, with proper proportions and finish worthy of any bike. It's a Nitto, so you know it's strong. The 26mm clamp fits almost all road handlebars (not 26.4mm Cinellis, though). The quill fits every normal, 1-inch threaded steer tube.

\$ 38

7cm: 16-044

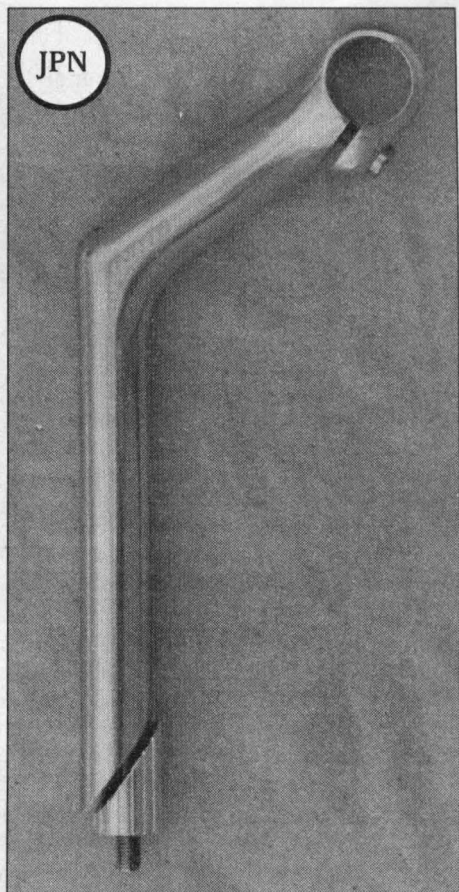
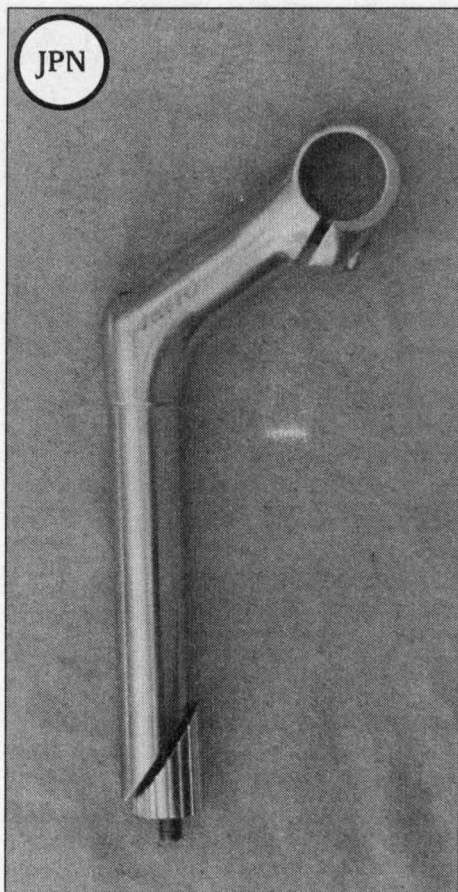
9cm: 16-046

11: 16-041

8cm: 16-045

10: 16-040

12: 16-042



Nitto DirtDrop Stems

Sometimes not even the Technomic Deluxe can jack your bars up high enough. Maybe your bike is too small, or your back is too bum, or you're converting an old road bike to a commuter or a family-riding bike; or a flat-bar mountain bike to one with Moustache Handlebars or drops. Maybe you're a 66-inch tall woman who has been trying to get comfortable on a new and expensive 52cm road bike. DirtDrop stems are the best stems for any of those uses, because they bring the bars back and shoot them to the moon. The transformation will astound you in a *good* way.

8cm DirtDrop

This stem was originally designed for drop-bar use on the 1987 Bridgestone MB-1, but has been used on other drop-bar conversions all over the world. It is a favorite with anybody who wants the bars closer and higher. It makes a huge difference. It has a 160mm quill and a 26mm sleeve. It can also be used with 25.4mm Priest or mtn bars, with a Nitto shim.

ITEM: 16-007
\$ 45

10cm DirtDrop

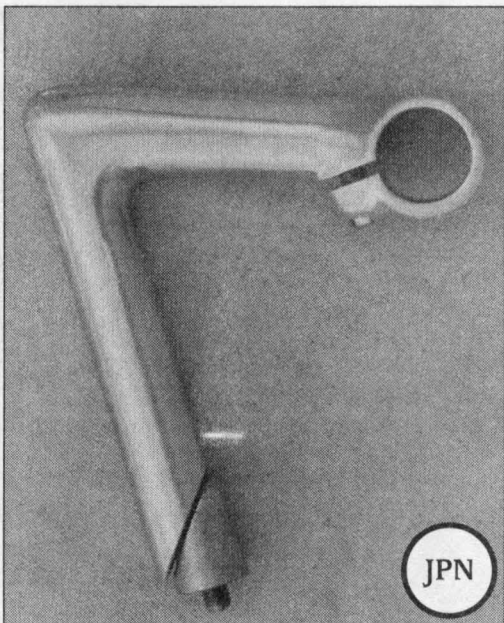
This is almost but not quite identical to the 8cm DirtDrop. The differences are: The extension is 2cm longer; the quill is 30cm (more than an inch) taller, and lacks the limit bulge that's on the 8cm model. No big deal there, but for bigger riders and bikes, this one is often the best choice. Everything else, including the price, is the same.

ITEM: 16-100
\$ 45

• S T E M S •

Nitto Aero

In the mid-'80s when the exchange rate between the U.S. dollar and Japanese Yen made things easy for U.S. importers of Japanese cycling goods, Specialized had Nitto make these stems for them. Later, Specialized dumped them off to a parts warehouse-kinda place, and we bought them cheap. Although they don't have the long quills we favor, their 140mm quills are longer than the quills on typical Italian and most American road stems, and if you don't need the extra height, they're a screaming deal. For 1-inch threaded steerers (normal for road bikes), and at realistic, modern pricing, they'd sell for \$40 to \$50, so this here is the cheapest way to own a Nitto stem.

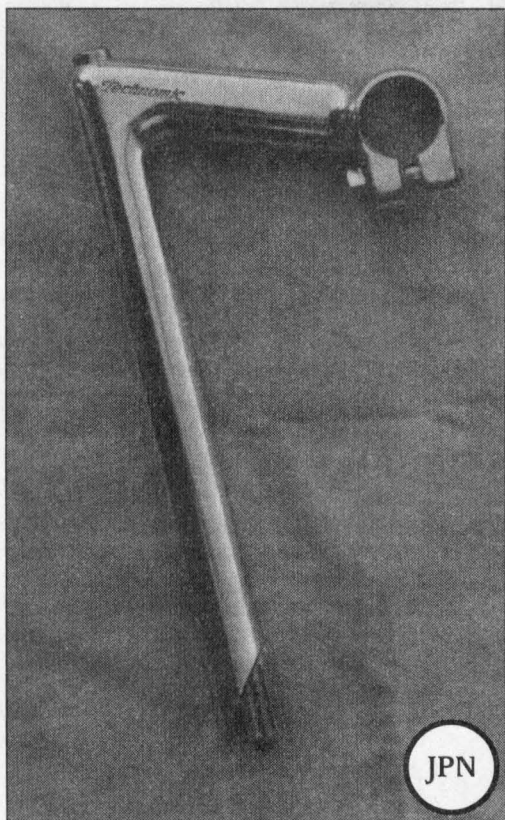


\$ 20

8cm: 16-011

10cm: 16-009

12cm: 16-010

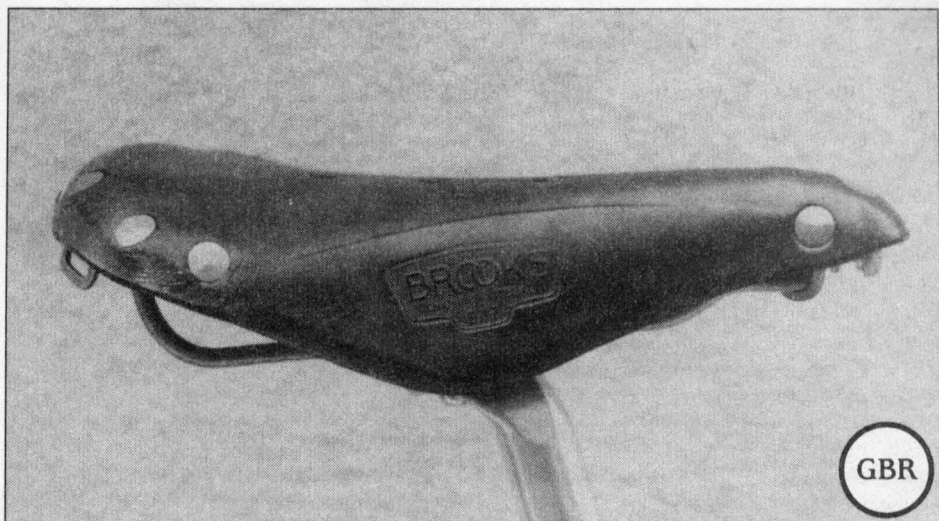


Nitto Technomic

This is the classic super-high riser stem that's been around for decades and still continues to rescue aching bodies. It's a gravity cast stem, not forged like the other Nitto's, but it's still plenty strong for road riding; although if you're up around 250 lbs and tend to be hard on gear, we'd suggest not maxing this one out height-wise; or just getting the 10cm DirtDrop stem instead. The finish isn't as smooth as it is on the other stems, but that's why you get so much metal for this little loot. If you're looking to get the bars way up there, this is still a good way to go.

The quill is a periscopic 225mm tall, and the clamp is 25.4mm, so it's sized to fit our Priest bar without the shim. If you have a bike you like that's way too small for you, rig it up with this stem. We offer this in 9cm only. **ITEM: 16-047**
\$ 37

• SADDLES •



Brooks B.17

This is one of Brooks's oldest models, and is one of those rare products that is unimprovable. Actually, that statement needs some qualifying. The original B.17, which is still available, is a fantastic saddle due to its shape. In a saddle, shape is everything. But the standard B.17 doesn't use Brooks's top leather and finishing. So several years ago we asked Brooks for a special B.17, using its best, thickest leather, and large copper rivets to hold the leather better, and a carved lower edge for good looks and less tendency to rub thighs...and please do it in honey brown, not black. Brooks did it all. More recently, we also asked for a titanium-rail version with grey leather, and even more recently, copper-plating on the steel railed honey-brown one. They did that, too.

But all that fussery means nothing, and would even be downright weird, without a proper shape to begin with, and that's the real magic of the B.17. It's wide enough (at 17cm wide; that's likely where the B.17 comes from) and flat enough in back to support your sit bones. It's shaped right, so if you set it up properly with the rear portion slightly higher than the neck, it won't cut off flow to your plumbing or crush your folds.

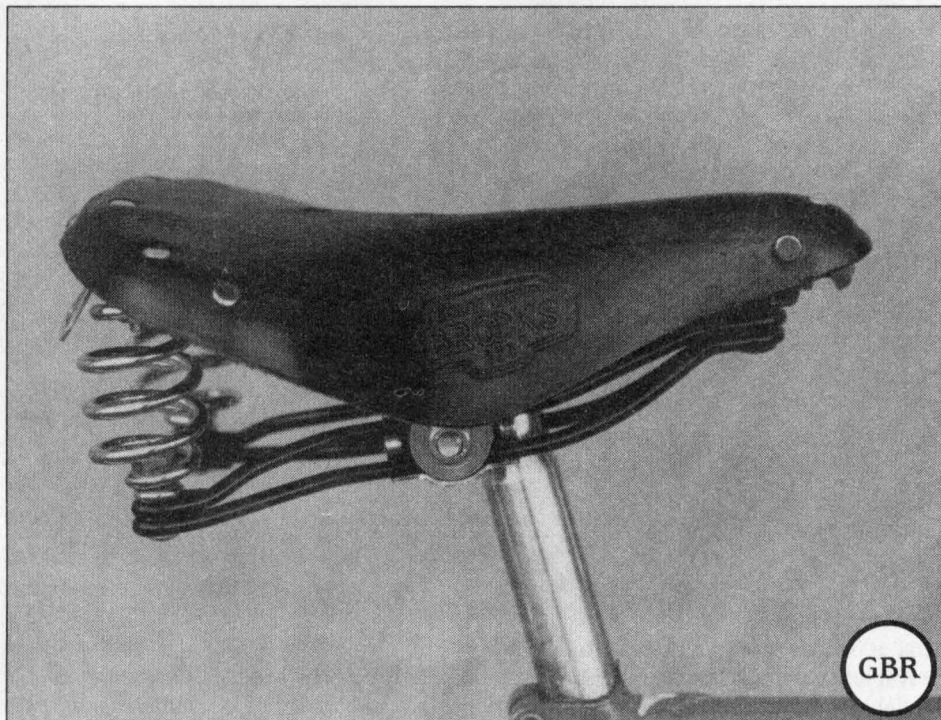
There is a rumor, perpetuated by those who have never ridden a B.17, that leather saddles are uncomfortable and take forever to break in. When the new crop of cyclers sees one on a bike, he or she will often remark, "Hey, retro, cool, but isn't it uncomfortable?" It's like they want to high-five you for enduring pain for the sake of tradition, or some foolish thing like that. It isn't retro, it *is* leather, and leather has proven itself a good seating material for hundreds of years, in all kinds of applications. *It's incredibly comfortable.* It would be foolish to pay more for a heavier saddle that was uncomfortable. A B.17 is hard when it is new, but the shape is right, and we hear from folks who get one on Friday and begin long tours with it on the weekend, and have no problems at all. They love it. One woman wrote that it began to bother her 350 miles into an ultramarathon ride. Most people can't sit in a chair for that long.

While it is true that everybody is different, and what one person likes, you may not, over the past 6 years we've sold more than a thousand of them, and ONE has been returned because it wasn't comfortable. No doubt somebody will read this and return one for entry into that elite club, but the statement is true.

If you like your current saddle, don't change. But if you find yourself playing musical saddles year after year, try a B.17. Two choices: Honey brown with copper-plated steel rails, about 522g; or grey, with titanium rails, about 440g.

B.17 - Steel/Copper: 11-006
\$ 90

B.17 - Titanium: 11-007
\$ 150



Brooks B.66

For sitting upright, a wider saddle is better, and the best wide saddle we've used is the B.66. It is one of the oldest saddles in the Brooks line, and has the most practical combination of comfort and weight of any saddle we've tried. Once you sit on it, you wonder, "Well, how much more comfortable can a saddle get?" and you can find your answer in the Brooks B.90 or B.33. But those models weigh a ton and are out of place on bikes that weigh less than 50 pounds, so the B.66 is still our favorite. As you can see in the picture, it has saddlebag loops, but even if it didn't, you could strap a Carradice to the springs. But it does, as you can see in...

For general riding on light- and middleweight bicycles, this is our first choice. If you can't get comfortable on a Brooks B.66, it really is time to get a recumbent or see a doctor to find out what's wrong down there. No need to keep us posted, though. We do care, but not *that* much!

Cheap Post, or Saddle Sandwich?

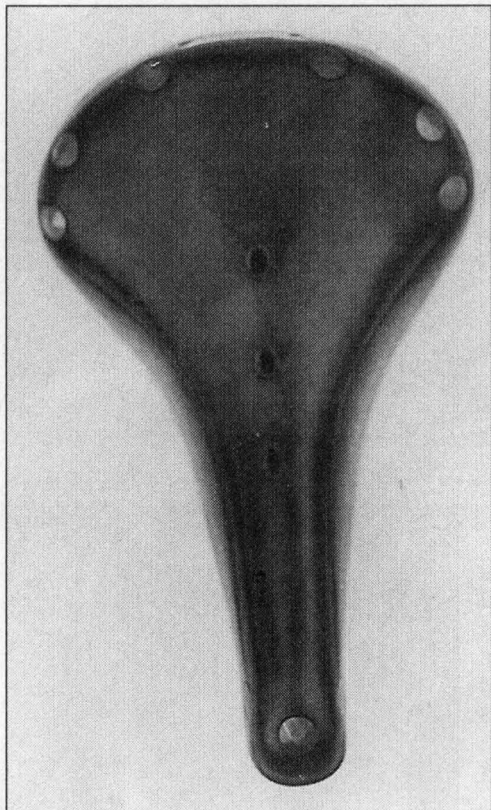
The B.66, like many of Brooks's old wide models, comes with its own seat post clamp, which slides over and tightens onto the swaged-down portion of a "straight" seat post. Every family bike shop in the world sells these. Steel or aluminum. It'll cost you about \$10. We don't sell them, largely because we just can't sell everything, and the range of sizes required (to fit the bikes this saddle is likely to go on) is too huge.

Or, if that idea bugs you, get a Breeze/Angel seat sandwich, which adapts the double-rail on this post to most modern single-bolt seat posts. We sell it, \$15, #11-042. It works great on Crystal Fellows.

ITEM: 11-033

\$ 70

Three Things To Seek In Saddles



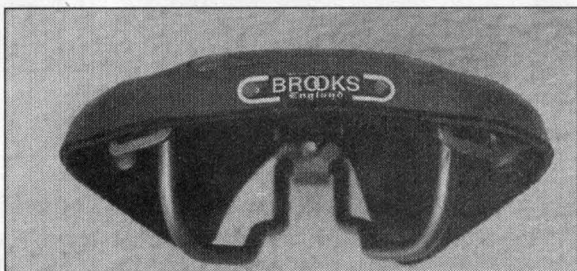
ONE: ENOUGH WIDTH.

The rear part of the saddle should be wide enough to support your sit bones. This is a Brooks B.17, and it happens to be 17cm wide, which, based on where the sit bones imprint the leather, seems to be about minimum width for a good saddle. Yet the typical racing saddle is about 150mm wide.

Racers are light, leaned over, and pedal hard all the time, and that combination reduces pressure on the soft spots. That's not to say they don't get numb or sore; but for a heavier rider with a more practical, comfortable riding position, a narrow racing saddle is not a good choice.

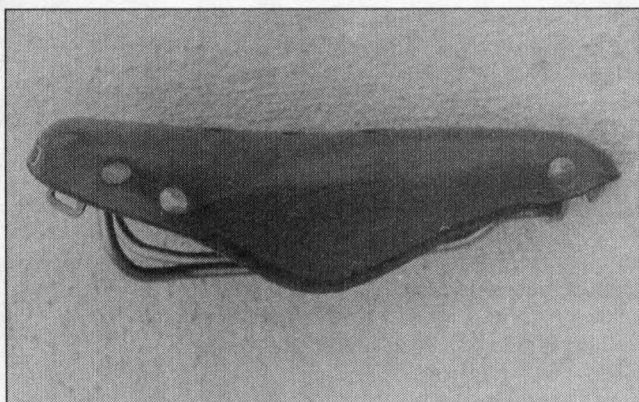
TWO: A FLAT REAR...

so your sit bones don't try to slide off it. If they do that, there's upward pressure on your genitals, and forget it. If you look closely here, you'll see indentations made by sit bones.



THREE: A HIGHER REAR THAN MIDDLE.

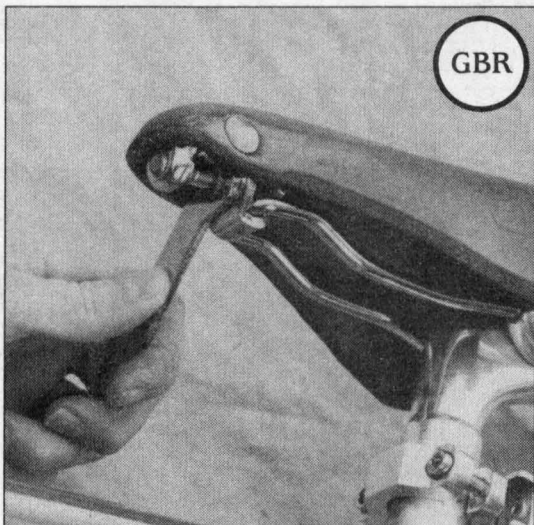
See how the rear part of the saddle, where your sit bones rest, is just barely higher than the middle, where your genitals are? It makes a big difference. It reduces pressure on your private parts. A straight-edge proves it.



Brooks Spanner

You may ride your Brooks for years and never need to use this, but if you ever want to tension the leather, this tool will make the difference between a satisfying experience and wanting to blow your brains out. No normal tool works worth beans, and if you're a Brooks-riding tool person, go for it. Cute, compact, chromed.

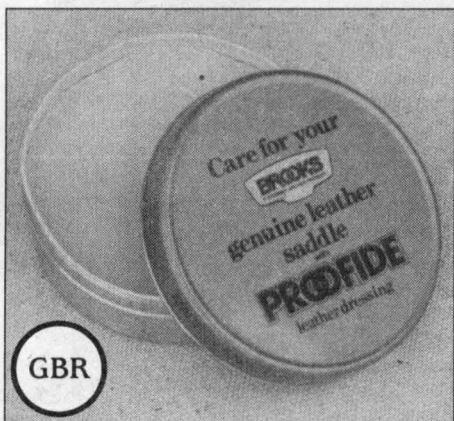
ITEM: 19-013
\$ 6



Brooks Proofide

This goop is specially made for and approved by Brooks as the only stuff to put onto Brooks saddles. Maybe your homemade concoction works better for you, maybe you trust your Brooks-riding friend to tell you what to put on it. But when all's said and done, this is the stuff Brooks recommends, so you know at least, it won't wreck it.

It comes with instructions, but basically, you just warm it up (you're on your own there) and rub it in. You can use a cotton cloth, but it'll soak up the Proofide, so the tin won't last as long. One tin does about six saddles, or one saddle six times.



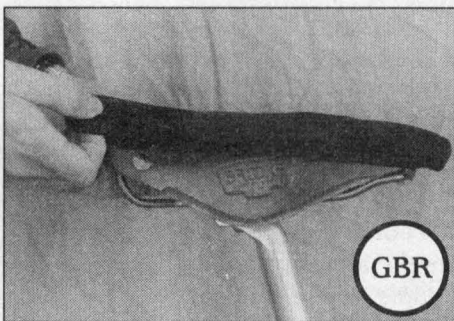
ITEM: 11-005
\$ 6

Saddle Bonnet

Riding uncovered leather saddles in the rain is a lousy idea. The leather will stretch more when it's wet, and then it'll dry misshapen. People do it all the time, but why?

When you're out of plastic bags and duct tape, reach for this Brooks B.17 protector, made just for us by Carradice. It's a durable rain cover you can trust to keep your saddle dry in the heaviest rains. Still, it is stitched, so if you're really paranoid, you should put a plastic bag or Glad Wrap underneath it. A natural leather saddle is a delight to ride and an aesthetic grand slam. Keep it healthy! Don't ride it soaked! This one is black.

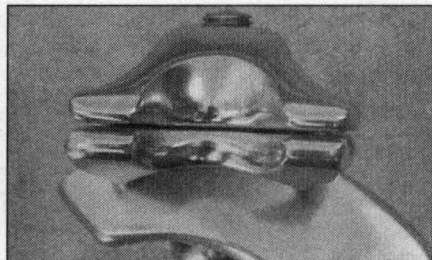
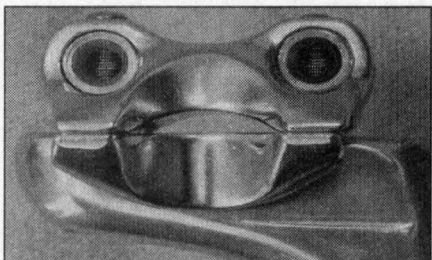
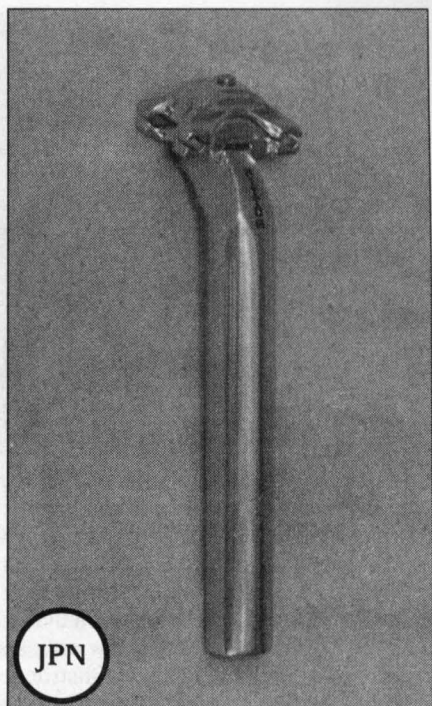
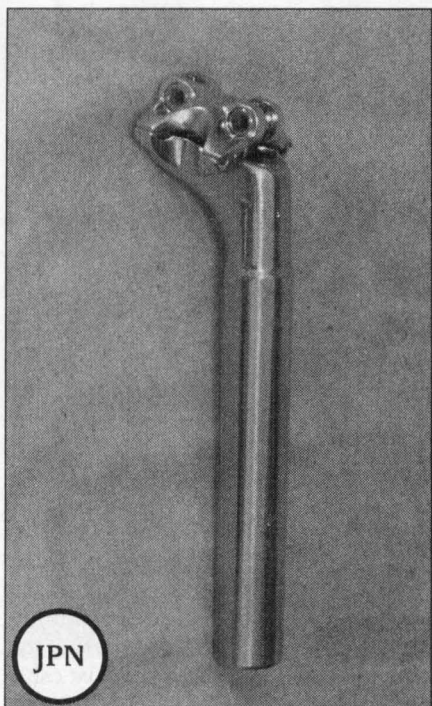
ITEM: 11-014
\$ 15



Will It Fit On Others?

The Brooks Pro is 1cm narrower and 2cm shorter, so it goes, but it's baggy. It fits on the men's Flyer perfectly, though.

• SEAT POSTS •



Nitto Frog

Nitto calls it the Jaguar, and the box it comes in says Jaguar, but it looks exactly like a frog to us, so we respectfully renamed it. It's the best seat post Nitto makes, and since they make only superfine ones, you know it must be good. It's a two-bolt design, which adds security, and unlike other two-bolt designs (such as the old Campy), the bolts are underneath, and easily accessed with a 6mm allen wrench. In finish, strength, and design, we believe this is the best seat post in the world, from the best maker.

210mm, 268g, 27.2mm only.

ITEM: 11-016
\$ 75

Nitto Crystal Fellow

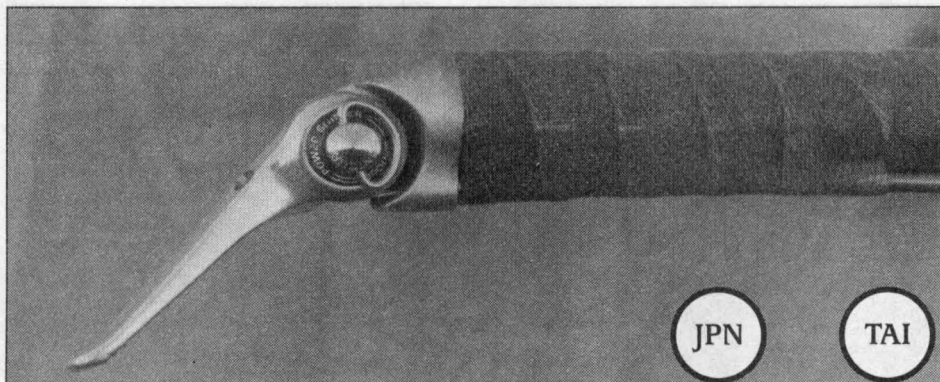
This seat post has a name we wouldn't dare mess with, and is the standard and most popular Nitto post. It's a one-bolt design, which isn't as grippy in theory, but Nitto makes it, and it holds securely. Like all Nitto metal things, it is light, strong, and it gleams and glistens like only a Nitto can.

The Crystal Fellow, like the Frog, has a fair amount of "setback," so you can rest your weight on your bottom. We offer both posts in 27.2mm only, to fit most high-end steel frames. Measure yours!

210mm, 270g, 27.2mm only.

ITEM: 11-031
\$ 55

• SHIFTERS •



SuperMix Bar-End Shifters

These are the manual preference for touring, trail riding, and whenever you want to shift without moving a hand from the bar. We've used every bar-end shifter made—SunTours (both), Shimano new and old, Campy new and old, and Simplex—and none comes close to this one. It doesn't index, but if you ride friction, it's the best thing since peanut butter. The longer lever makes trimming easy. The superlight action SunTour Power Ratchet is the best thing that ever happened to shifting. SuperMix shifters are made by grafting a SunTour Sprint downtube shifter onto a specially made bar-end plug, and we supply the parts, cables and all, and good instructions. It's a cinch! Many bikes already have cable stops, so we don't supply them. If you need 'em, order item #17-045, \$17.

ITEM: 17-089

\$ 67



Shimano Bar-End Shifters

If you're tired of or have worn out your indexed-only integrated shifter-brake levers, but you don't want to give up indexing, then this is the way to go. The indexing works with 8 or 9 speed cassettes, and seems to work with both Sachs and SunRace 7-speed freewheels,

too. But Shimano recommends these only for the 8s and 9s. In any case, there is a friction mode, so that'll always work. Additionally, if you decide to go with Supermix shifters later, just take off the Shimano levers and mount Sprint downtube shifters right onto the shifter mounts. Presto!

ITEM: 17-049

\$ 68

• SHIFTERS •



SunTour Sprint

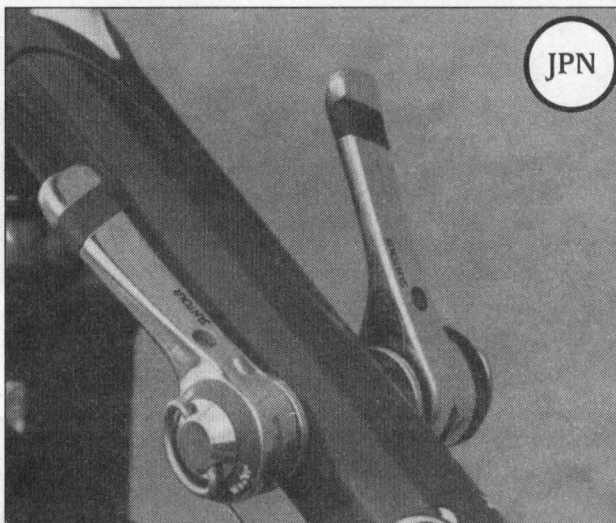
This is the best non-indexing downtube shifter we've used. The Power Ratchet allows you to set the pull-back tension light, and it still won't slip. A more pleasant shifting feeling there never has been, and at the current rate of sales, our current stock may last through June. We're trying to come up with a replacement, and it'll cost a lot more. The price increase on these will help us pay for them. While we have these left, just one per order, and please put them onto bikes!

ITEM: 17-036
\$ 45

SunTour Superbe Pro/6

Once they're all set up, which is easy enough, these shift every bit as well as the Sprints do. The only reason we don't put them on just as high a pedestal, is because the right shifter has an index mode, which is sort of like a Leica with an autofocus option, or wool hat with a polar fleece lining. If you're not as snobby and you like the idea that these were a notch up from the Sprints in SunTour's own hierarchy, or you want to try to index them with a 6 or 7-speed freewheel (it often works, even though it's not supposed to), then you can save \$15 and get these.

ITEM: 17-038
\$ 30



Why Downtube Shifters?

Because they're less convenient. When the shifters are a finger-flick away, you shift too much. You see the climb, you flick the lever; the slope increases ever so slightly, you shift again. The wind shifts, and you click again. Your riding becomes shift-priority, rather than pedal-priority. That's supposed to be a selling point, but more convenience means more dependence and leads to heroin addiction. Too much gear, not enough grit!

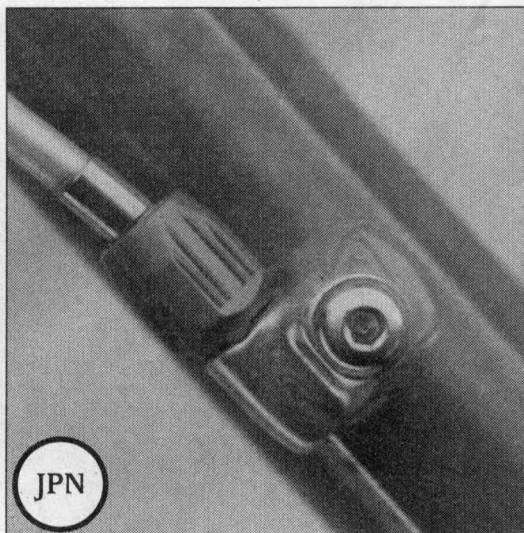
Downtube shifters put the grit back in you. You'll grunt out a few crests in too high of a gear, but you'll make it over and be stronger for it. Of course, handlebar-end shifters offer what to some is an ideal combination of convenience without interference. They're another favorite around here.

• SHIFTER ACCESSORIES •

Downtube Cable Stops

When your bike has downtube shifter bosses (as all of ours and most others do) and you want to use something other than downtube shifters, then you need these cable stops to hold the housing. They slip right over the brazed-on stops and bolt on. Couldn't be easier, and there's no substitute for them. We have SunTour and Shimano, no choice, they're all fine.

ITEM: 17-045
\$ 17

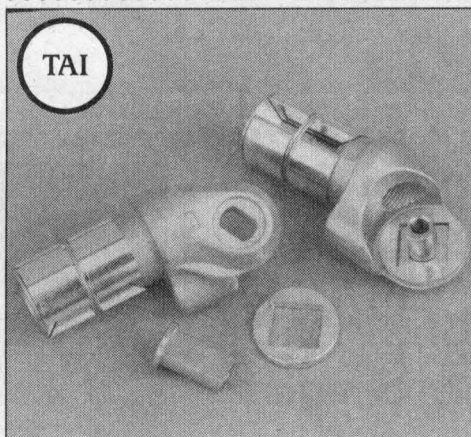


Shifter Pods

Aha! These are Dia-Tech's Taiwanese near-knock-offs of Shimano bar-end shifter mounts, and are key to converting downtube shifters to bar-end shifters. You bolt them into the ends of your drop or Moustache Handlebars, then attach almost any downtube shifter you can find. There are some that won't work, but the two we sell do, and so do most others. If you already have Sprint downtube shifters, just get these and some cables and housing, and then you have your SuperMix shifters.

Tip: If you mount the L on the right and the R on the left, the wing bolts are on the outside of the bars, more accessible.

ITEM: 17-068
\$ 22

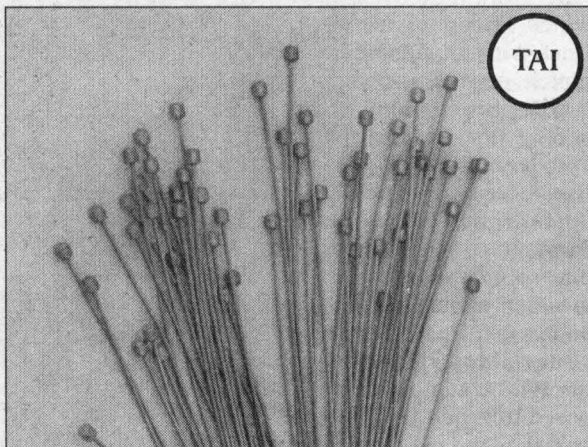


Derailleur Cables

Slick, pre-stretched derailleur cables from Taiwan. These are QBP brand and work perfectly. They're long enough for tandems, and fit every shift lever we've ever tried. Two lengths. The tandem ones fit all bikes, and are often required on big single bikes with bar-end shifters (rear derailleurs only). Sold singly.

Normal: 17-003
\$ 3

Tandem: 17-090
\$ 4

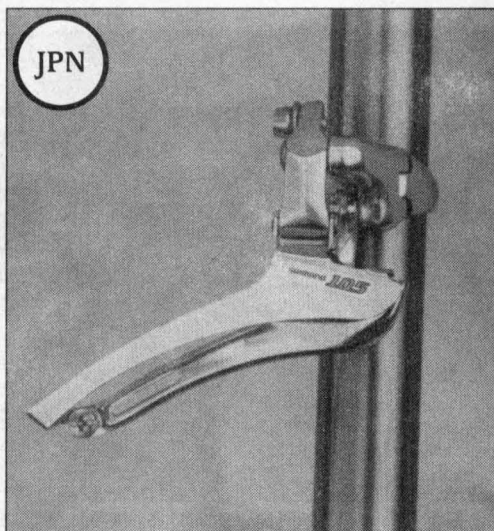


• DERAILLEURS •

Shimano 105 Front/2 rings

This is a masterpiece of value. Shimano's derailleur team is as crack-erjack as they come, and many believe, as we do, that the 105 is the best value in the line. Nothing can shift better, and we've never seen one that looks better. At the subatomic level, there may be improvements in the Dura-Ace, but they ain't noticeable on a bike ride. This derailleur even works with a wide-range TA Cyclotourist triple.

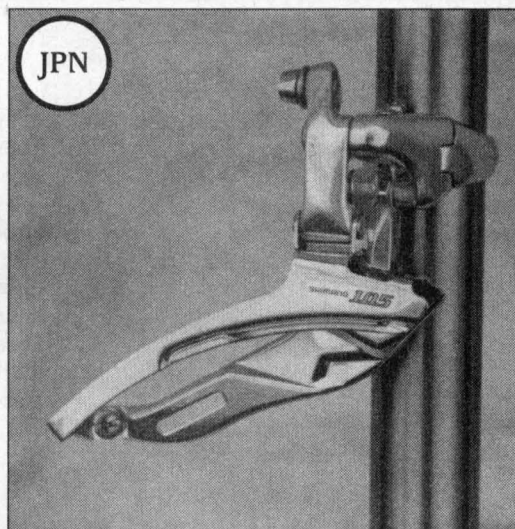
ITEM: 17-083
\$ 35



Shimano 105 Front/3 rings

The same grade and everything else as the one above, but designed for three chainrings, just so long as those rings are separated by more than four teeth. The kinky-shaped inner cage, visible in the photo here, helps lift the chain during upshifts. Recommended for racing triples, with 48 tooth and larger big chainrings.

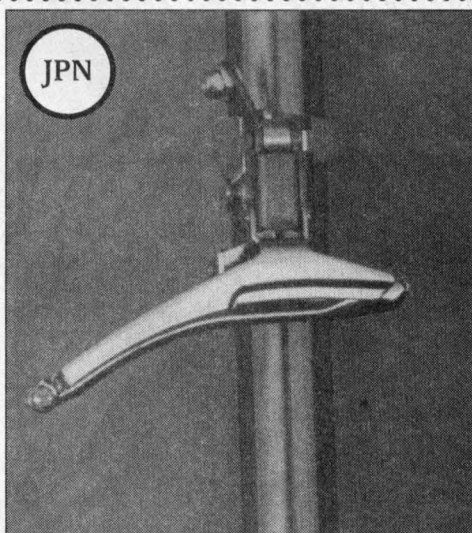
ITEM: 17-082
\$ 35

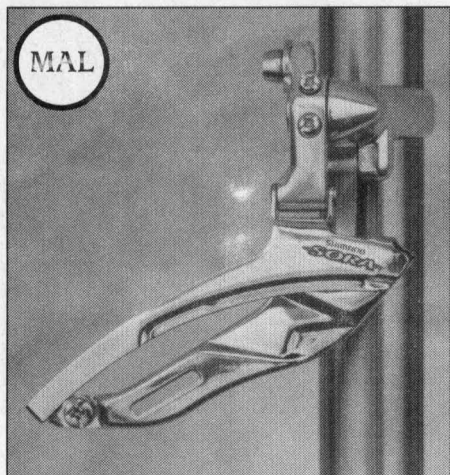


SunTour Lite

This was a mid-line SunTour derailleur back in the late '80s, when it was ignored, since it was competing with and getting creamed by Shimano's similar priced models. But it shifts as well as a Shimano, and we got them cheap, so that's why you can, too. It is rated for chainring differences up to 16t, but we've used it to 20t, no problem. It comes sized for a 31.8mm seat tube, with a shim that adapts it to a normal 28.6mm one. It works perfectly. Don't let the shim scare you! It's invisible and no hassle.

ITEM: 17-034
\$ 10

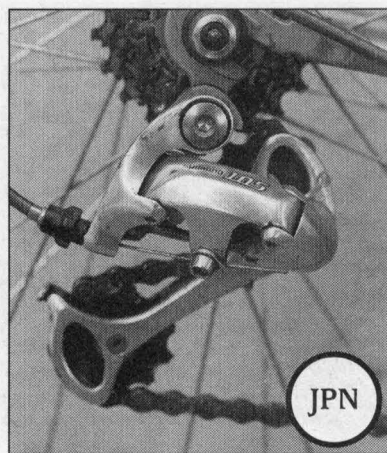




Shimano Sora

This is the front derailleur we most often use for Atlantis and Rivendell triples. Although it is a mid-priced model and not at the top of the Shimano derailleur pecking order, it looks and shifts every bit as well as any derailleur Shimano makes, and we consider it a fantastic value. Also, it seems to have better chainstay clearance than most other conventional triple-fronts—an important consideration if you're setting it up on a crank with a 46t (or smaller) outer ring. It fits a 28.6mm (steel standard) seat tube.

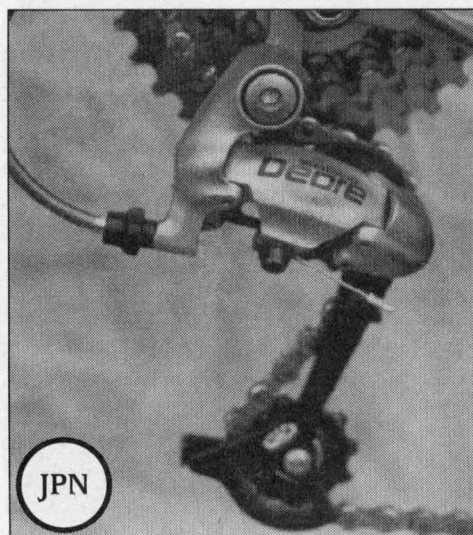
ITEM: 17-092
\$ 35



Shimano 105 Racing Triple

For triples up front and up to 28t in back. This year's version is shiny silver, looks great, and given all that, it's hard to justify anything fancier and costlier. Shimano rates it to 27t in the rear, but it goes to 28t easily. Shimano's 105 parts group is the best value out there, and the derailleurs are the best part of it. We believe this is the best value in a road rear derailleur today. Beautifully styled, shiny and silver, and it shifts predictably and perfectly all the time.

ITEM: 17-059
\$ 40



Shimano Deore

For rear cogs to 34t, you won't find a better shifter than this one. It's a strange champagne-y color and has a black cage, but if you can get over that, you'll have a great shifting rear derailleur for not all that much money.

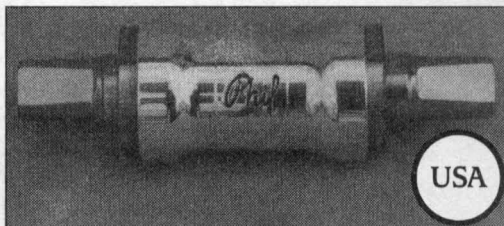
This is the model we put on most Rivendell All-Rounders and all Atlantis bikes when we do full assemblies, and many of us have it on our personal bikes, as well. Shimano derailleurs always work, and this one on your bike eliminates the derailleur as an excuse.

ITEM: 17-088
\$ 52

• BOTTOM BRACKETS •

Phil Wood BB

This model has the benefit of about 27 years of evolution and refinement. It is machined from 17-4 stainless, a better and more expensive material than most others use, and once installed into a frame, you'll likely get 25 thousand miles on it. When it needs servicing, send it back to Phil, and they'll do it for cheap—about \$20 to \$25. You also need the retaining rings (below), and a tool (way below) to install it with. Two tools make it easier, so get two.



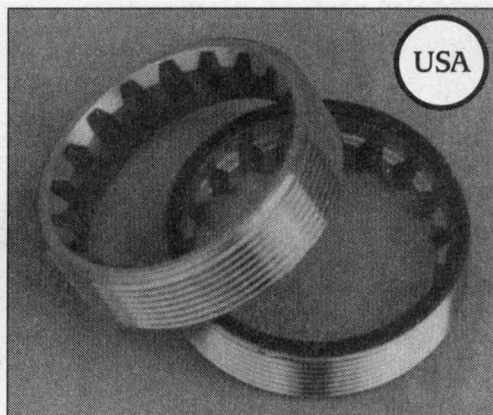
Install It the Easy Way
Grease the shoulders, where the retaining rings fit on, and pre-install one side before inserting it into the frame. The red ring goes on the right.

\$ 123

108: 12-045 110.5: 12-049 119: 12-050 123: 12-051 125: 12-140

Retaining Rings

These screw into your frame and hold the Phil bottom bracket in place. We have three different threadings. English, American, Japanese, Chinese, and many post-1990 French frames sold in the U.S. use British threads. Italians use Italian. Old French and probably French bikes currently sold in France use French. Instructions included.



\$ 17

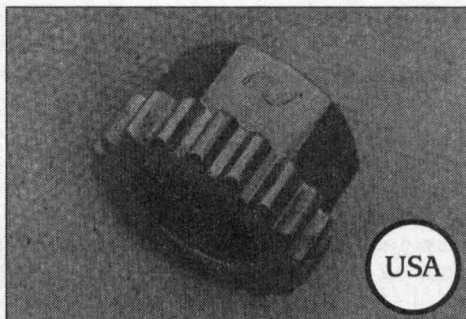
French: 12-052

British: 12-053

Italian: 12-054

Phil BB Tool

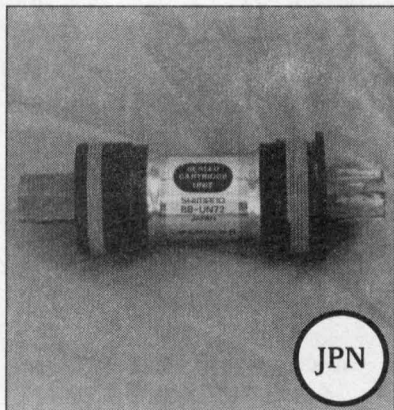
Stainless steel and made by Phil to fit Phil retaining rings. As mentioned above, you can do it with one, but as also mentioned above, it is much easier with two, and as also mentioned above, we are pricing them just about at cost to encourage you to get two. A couple of years ago, we sold these for \$18 each, and that's what they ought to be. You also need a large adjustable (Crescent-style) wrench, not included. Please don't use coupons on this tool.



Well-To-Do, Are You?
Then we can get you the shop tool, which is even easier to use. It's \$50, takes a month to get. Fax (925) 933-7305 for details, part no.

ITEM: 19-035
\$ 9 (you should get two)

• BOTTOM BRACKETS •



JPN

Shimano UN-72

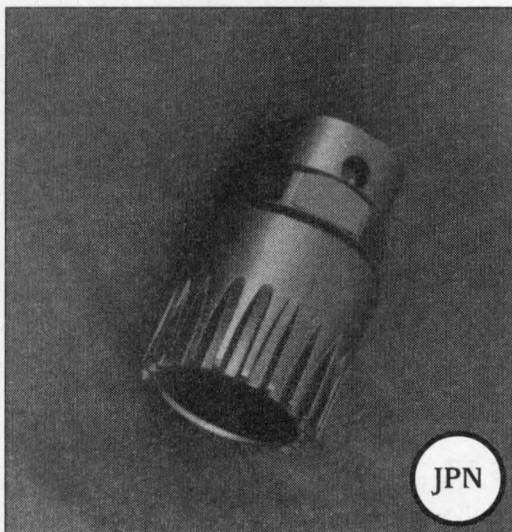
UN-72 is Shimano's code for its Deore XT bottom bracket. Joe here has more than 15,000 miles on the one that's a notch worse than this one (the UN-52), so you can expect at least that from this one. It installs easily with the tool below. It's sealed, like a Phil. We sell 3 lengths. The 107mm is perfect for the Sugino XD crank (with 46 x 36 x 24 rings) on a road bike or an Atlantis. The 107mm is for road bikes with 28t grannies or 40t+ middles. The 122.5mm works on the TA Zephyr for road bikes or our bikes, with 46x36x24 grannies.

\$ 40

107: 12-191

110: 12-192

122.5: 12-213



JPN

UN-72 BB Tool

The question isn't *why can't you work on a bike with normal tools?*; it's *why don't normal things fit bike tools?* The answer is: It would be too boring. Specialty tools are fun, so long as they aren't prohibitively expensive. This tool here fits into the recessed splines of the UN-72 and other Shimano bottom brackets so you can screw install, tighten, or remove it.

You can use a big adjustable wrench on it, or socket. It's good for at least a thousand installations and removals. You need just **ITEM: 19-055** one of them.

\$ 10

Cheap Facts About Bottom Brackets

On tapered spindles, grease the tapers. A thin film is plenty. Use dust caps to discourage crank bolts from loosening and to keep the crank threads clean. Beeswax is great for crank bolt threads...When you install crank bolts, grease both sides of the washer, to minimize friction and turning of the washer. The inside chainring should sit about 3 to 5mm outside the frame's bb shell, so that the inside face of it appears to be just outside the plane of the bb cup. The inner chainring should clear the chainstay by at least 4mm. There are things called fixed cup spacers that you can use to shift the rings outward 1 to 3mm, if required. It's cheaper than getting a new bottom bracket, and often saves the day...Cup-and-cone bottom brackets are hard to find these days. We have a few, but not enough to list here. They've fallen out of favor because they require more time and skill to install and adjust, but they're an excellent design. Splined bottom brackets are not a tremendous advantage to the rider. We'll go that way if manufacturers stop making tapered spindles, but we still prefer tapered spindles and the interchangeability they allow...Don't ride a loose crank. Cranks are aluminum, spindles are steel, and if you ride a loose fit, the steel spindle will enlarge the aluminum interface, and you'll never be able to get the crank snug again. That's not a defect!

Try Smaller Middle and Outer Rings and other thoughts on gearing

- The selling of road bikes plays heavily on racing fantasies, and consequently, off-the-shelf, road bike gearing (typically 53 x 12, or a 119-inch top gear) is way too high for non-racers. If you ride alone or with friends who don't aim to drop you, then a 46x12 or 13 (top gear of 95 to 104 inches) is way more useful.

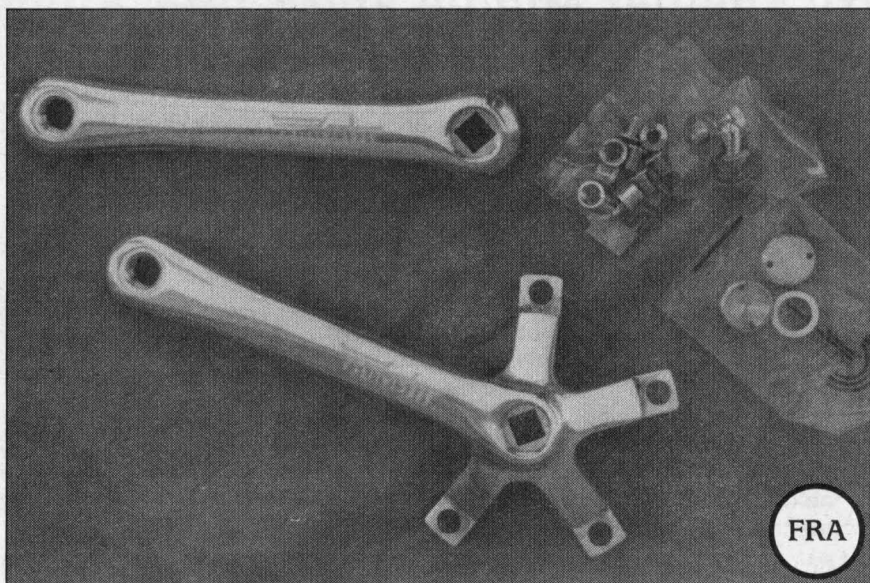
The smaller big ring lowers your top gear, so you'll "run out of gear" earlier. But it also lowers all subsequent gears, so you'll probably ride them more. Smaller big chainrings will let you ride over small rollers while in your big ring, saving a downshift. For instance, if your rear cogs are 12-13-14-16-18-21-24, then the largest one you use with your big chainring is 21t. With a 53t chainring, that works out to 68-inches. For most non-racers, that rules out pedaling up even a short rolling hill on the big chainring. It means shifting to the small ring up front. Then, if it's a descent on the other side, you shift up to the big ring again. Shift, shift, shift. On the other hand, if your big ring is a 46, then your lowest big-ring gear is 59-inches, which may allow you to pedal up the hill in your big ring. Then on the backside descent, you don't need to shift in front. The benefits of smaller big chainrings work with any rear gear spread.
- How many gears is enough? For most people, a **super high gear**, an **extra high gear**, a **regular high gear**, an **almost high gear**, a **high-medium gear**, a **medium gear**, a **low medium gear**, a **lower medium gear**, a **low gear**, an **even lower gear**, and a **super low gear** is enough. Doesn't it seem like enough? That there's eleven. You can split the differences even more, and you can say, "It's not about gears, it's about shifting sequence and accessibility." but one-tooth differences in rear gears is beneficial only at high speeds, and racing. For normal cyclers on normal rides at comfortable speeds, what's even the point of shifting from the 17t cog to an 18? Sure, you can feel the difference, but wouldn't you be just as well off turning the 17t a little faster, and then shifting to a 19t or 20t cog, when you really need it? What makes sense for a racer often doesn't make sense for a non-racer.
- Pedaling cadence is overemphasized. The purpose of gearing, so say the books and experts, is to let you maintain your most efficient cadence, usually between 90 and 100 rpms, over a variety of terrain. But there are benefits to pedaling a wider range of cadences! Superman Lon Haldeman, a personal hero, rides a single 42t chainring with rear cogs of 13t, 14t, and 15t, giving him a gear range of 87-, 81-, and 76-inches. He rides it on the flats of Kansas and over the Rockies, in vicious headwinds and heavenly tailwinds. He's pedaled it across the country more times than I've seen NYPD Blue, the best show on the tube. His daily cadence may vary from 30rpm to 130rpm. The high rpms give him a smooth spin, and the low rpms give him a good strength workout. Lon is exceptionally strong, and he's also exceptionally smooth. Riding lots of miles has something to do with it, but his varying cadence has got to help, too.

Half-Step + Granny Gearing in the 21st Century Fox

(A note to those who know what HS + G gearing is, and want it)

Consider living without it, or resolve to make getting the right ingredients your life's mission. You can still get half-step chainring combinations (3-4-5 teeth between the big and middle ring), but you still need the rear gears, and half-stepping with more than 6 cogs is—well, hardcore half-steppers would rightly say it's impossible. (And knock yourself out trying to find 6sp wide ranger clusters.) It sortakind halfway works with 7cogs, but only if you have something like a 12x32, 13x32, or 12x28 in the rear; and those freewheels are hard to get. Don't be too bummed out. Riding is still worthwhile with crossover fronts (roughly 10-teeth difference between chainrings). You don't get the gearfreaky benefits of HSG, but once you resolve to ride, anyway, you just get on with your life and suffer a lot less frustration and anger.

• CRANKS •



TA Zephyr Crankarms

\$200

165: 12-173** 170: 12-122 172.5: 12-123 175: 12-124

By every standard that matters here, this is the best crank made—and last year it was discontinued for about 5 months, only to be revived after the uproar. Why was it discontinued if it's so good? Good question! Maybe because the rest of the world has nearly given up on the 110/74 bolt pattern, and person X at TA thought they should follow.

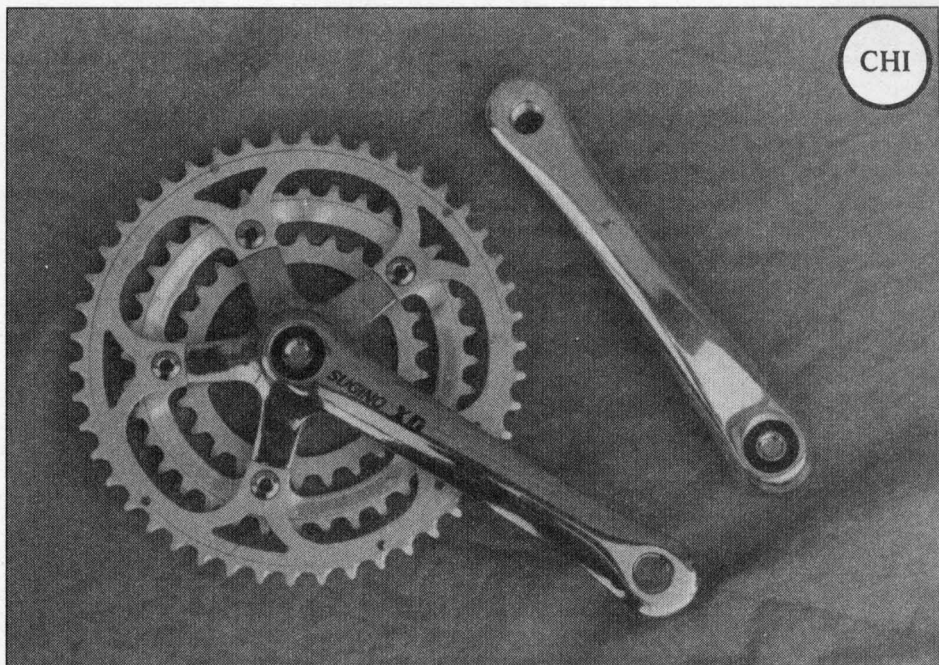
While so many other modern cranks look like mean thugs, the Zephyr is beautifully made—smooth, elegant, fairly slender, 152-155mm Q, and gleaming in every nook and cranny. This is probably because France still supports a relatively high number of quite particular, high-style cyclers of discriminating taste, who won't look twice at a crank if it isn't just so. Also, French bike companies have always been independent thinkers, and inordinately proud. They can outweird the weird when they want, but they've made contributions to style and design that nobody else has, and the cycling world could use more of their design influence today.

The Zephyr costs a bundle and supply is sporadic; we'll try to keep it in stock, but by all means, don't let not being able to get one ruin your day. The Sugino XD is a fine crank, a good second choice, and costs less than half as much. It is a better value.

** Call first if you want 165s, as supply of these is particularly lousy.

Three Cheers For the 110/74 Pattern Crank

1. *Hip-hip hooray!* It was the most popular crank pattern on mountain and touring bikes between 1980 and 1993. Consequently, there are gazillions of cranks out there with 110mm and 74mm chainrings, and chainrings wear out, and no chainring maker wants to walk away from the replacement market, so we can expect a good supply of rings for years.
2. *Hip-hip hooray!* The 74mm inner bolt ring allows chainrings as small as 24t, which is small enough. The middle ring (on the 110mm bolt pattern) can be as small as 34t, which is small enough for a middle ring; and you can get them up to 46t. Micro-drives offer a 32t, that's it.
3. *Yee-haw!* Using a 46t or larger big ring means you can use a normal front derailleur, with a swing-up/swing-down action, instead of a straight in-n-out action derailleur necessitated by the micro-drive crank's 42t outer ring. If you position a normal front derailleur properly for a 42t outer ring, it will often hit the chainstay when you shift to the granny.



Sugino XD Triple

Last year when for five months we couldn't get TA Zephyrs, we went on an Expedition trying to find a replacement 110/74mm crank, and deep in the bowels of the Sugino catalogue, amid micro-drive cranks galore, we found this one. The first question we always ask when looking at a new crank: What's the Q-Factor? That's the distance between the outside of the crank arms at the pedal hole; and most modern cranks have gotten so wide, that Pal Jeff calls them *birthing cranks*. (We consider any crank that's wider than 168 to be a birther.) Some people need wider cranks, but today's cranks have taken it to the extreme; mainly to gain crank arm clearance on bikes with chainstays that stick out too much because their designers didn't really think about it. Bike frames like that are all over the place in huge numbers, and crank makers don't want to rule them out by making a normal crank, so they make super wide ones. It's better than having to ask, *Why is your frame so wide?* and risk an insult at best and a lost customer at worst. So, they make...birthing cranks! We were afraid the XD would be one, too; but no!

Sugino recommends a 113mm spindle for the XD. We set one up like that and found that the crank arms and chainrings cleared the chainstays by way more than necessary. So we mounted it on a 107mm spindle and PERFECT. Sugino didn't make a mistake with the 113 recommendation, but they're trying to make the crank clear super wide chainstays. We've found that these cranks set up perfectly on any road bike, Rivendell All-Rounder style bike, or Atlantis, with a 107mm bb spindle. The resulting Q-Factor is 160mm, or nearly 18mm narrower than most modern micro-drive birthing cranks. In the old days we'd consider 160mm too wide, but times have changed, and these days it's the second narrowest crank we've found. And it's a 110/74. The finish is excellent, but not velveteen. The graphics are simple. We like it a lot, and highly recommend it for any 3-chainring use. With 46t outer, 36t middle and 24t or 26t inner (no choice).

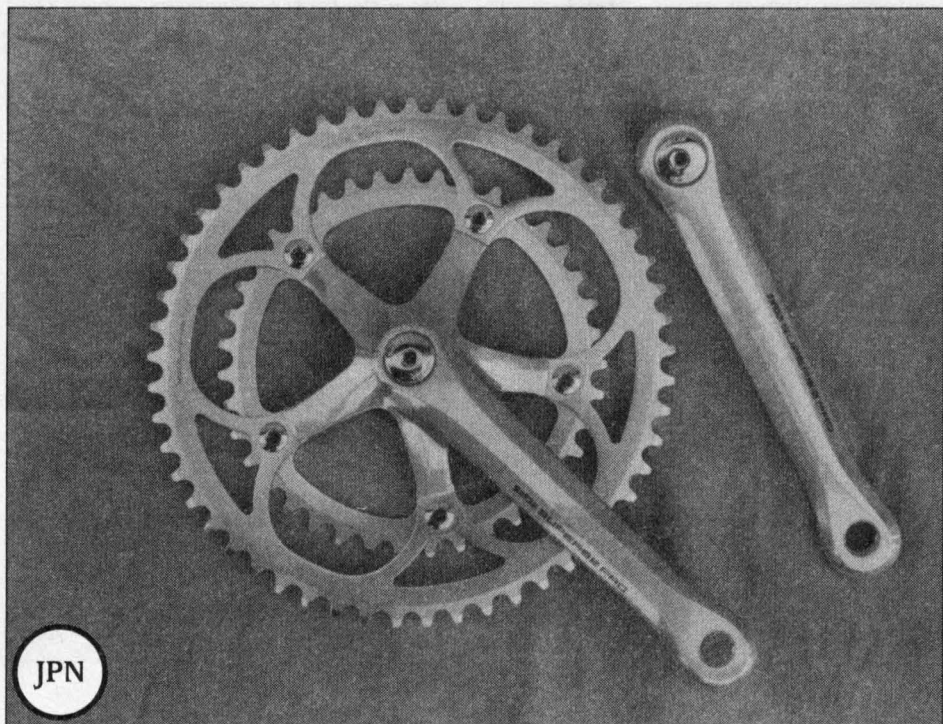
170mm: 12-167
\$ 100

How Long Cranks?

Longer gives more leverage, but is harder on your knees. If you're sold on 175s, get them. If you have any doubt, try the 170s. Save your precious knees! Use your gears! That's what they're for.

175mm: 12-190
\$ 100

• CRANKS •



SunTour Superbe Double

This is the best road crank SunTour ever made; a beautifully finished, cold-forged aluminum crank made without compromises. It was made in 1990, when SunTour was still making stuff the best possible way in Japan, and there isn't a crank today that exceeds it in quality. We don't sell many of them, mainly because it's a double only, and most riders these days ride triples; and it has one slight quirk: The crank taper is slightly different than normal, so to get a really great fit, you need either a rare, hard to find SunTour Superbe Pro bottom bracket, or the specially made Phil Wood model, made just for this crank. We sell the Phil model, and if you like the 172.5mm (the only length left, but good for riders between 5-9 and about 6-3), we can set you up complete. The chainrings are 53t x 39t. If you're a racer, that's probably what you're after, anyway; but most people would do better subbing a 46t to 50t for the big ring. The price is so low for a crank of this quality, that you can afford to buy a smaller big ring for it, and you still come out way ahead. Q:145mm.

\$110

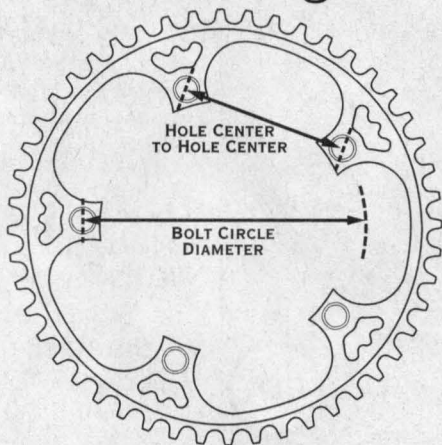
12-072

What Q-Factor Is

It is the distance between the outside of the crank arms at the pedal hole, and determines how far apart your pedals (and feet) are when you pedal. It is not a dimension crank makers or magazines mention, but it affects pedaling feel, and the health of your knees, so we make a big deal about it. Over the years, Q-Factors have increased a lot. Currently, we regard Q-Factors less than 156mm as low; 157 to 164mm as medium; and above that is high. Short riders are affected more than are tall ones. If you pronate, a medium Q may level out your foot. If you can't get rid of pain on the inside of your knee, a lower Q may help.

• CHAINRINGS •

Chainrings



Our selection of chainrings reflects our notions on gearing, which is why you'll see more sub-52t big/outer chainrings here than you'll find from most sources. All the rings we carry are silver. The brands vary, but they're all good, and you can mix them on cranks of the same bolt circle. We don't offer chainrings in the new compact mountain sizes. They're available in limited sizes, most of which are too small, or peculiar in some other way that make them less suitable for all-purpose road and trail riding.

To Determine Your Crank's Bolt Circle Diameter (BCD)
Measure the hole-to-hole (H-H) distance.

H-H	BCD
43.5	74mm
64.7	110mm
76.4	130mm
79.5	135mm

If it's not one of these, it's something else and we don't have it!

The Selection

135 bcd - fits New Campy road.
\$30.

#12-095 135 x 49 outer

130 bcd. Fits modern road cranks except Campy. All sizes, \$30.

#12-019 130 x 39t inner

#12-088 130 x 48t outer

#12-090 130 x 49t outer

#12-092 130 x 50t outer

110 bcd - fits classic Mountain triples.
Not "compact drive." \$25 each.

#12-075 110 x 34t middle

#12-013 110 x 36t middle

#12-014 110 x 38t middle

#12-015 110 x 40t middle

#12-116 110 x 42t middle

#12-115 110 x 44t middle

#12-016 110 x 46t outer

#12-212 110 x 46t middle

#12-017 110 x 48t outer

#12-120 110 x 50t outer

74 bcd - classic mountain granny.
\$20 each

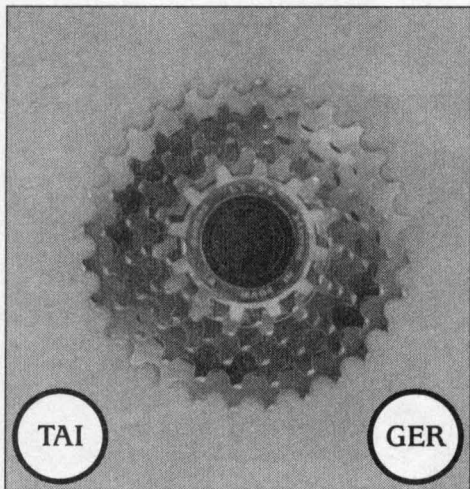
#12-027 74 x 24t inner

#12-028 74 x 26t inner

We Don't Always Got Whatchoo Want

Sorry! We try to stock a good selection, and focus particularly on the useful and hard-to-find patterns and sizes. If we don't have the size you want, it may be because we know your local bike shop stocks it. This is the case, at least, with 130 and 135 bcd x 40,42,52, and 53 rings, and the new compact drive mountain rings. In any case, the smallest rings that fit on the various bolt patterns we stock are: 74bcd = 24t; 110bcd = 34t; 130bcd = 38t; 135bcd = 39t.

• SPROCKETS •



7-sp Freewheels

We offer just these two, and they're all good. The \$20 SunRace has withstood our hardest climbs, and we trust it without any reservation. It shifts well, is pretty silver, and we can actually get them.

The Sachs/SRAM is less available—we heard they quit making them, but we still order them, and they're still delivering. If you need the 32t, pay the price.

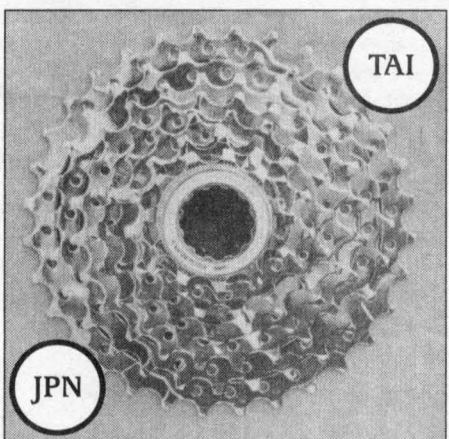
SunRace	SRAM
13x28: 13-029	13x32: 13-017
\$ 20	\$ 48

The Future of Freewheels

If real photography died, would they still make film, and would there still be 1-hour places to get it developed? You betcha—and it's the same with freewheels. There are just too many threaded hubs out there for manufacturers to quit making freewheels. Besides, most of the world's bikes are still made for freewheels. There are factories in India that make 10,000 freewheels per day. The selection isn't what it used to be, but they aren't going away. If you race and are super picky about your ratios, go with cassettes. If you just want to ride, the three we offer here are pretty good for everything except racing.

Cassettes

Cassettes are more available than are freewheels, and come in more ratios; and cassette-style hubs, the same. So, whereas we once gave them the thumbs down, now we see them, honestly, as a practical choice. Not because of more gears, for crying out loud, but because they work and you can get them. We stock only 8-speed cassettes, which fit on modern cassette hubs and use standard chains. We'll supply them as available—SRAM, SunRace, and Shimano. They're all good!



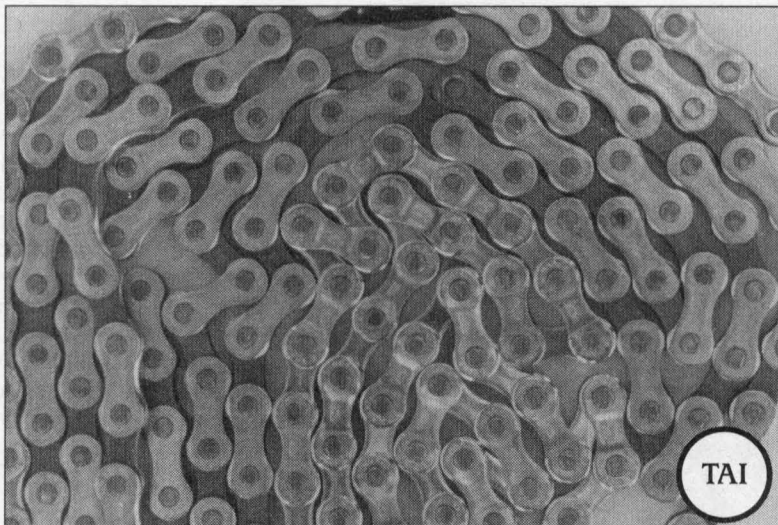
\$30

12x24 8sp: 13-048 12x28 8sp: 13-045 12x32 8sp:13-041

Time To Get a New Freewheel or Cassette When...

The chain skips on one of the cogs, and a new chain doesn't fix it. Chains and cogs wear into each other, but at different rates. To get maximum mileage out of your cassette or freewheel, monitor your chain's stretch, or just get a new chain every thousand miles or so.

• CHAINS •



Chains

We offer just one chain, made by SunRace. Chains are a drag to buy, no fun to install, and about as unexciting as a bike part gets (not that they aren't mechanical wonders); and so what counts is reliability, serviceability, reasonable weight, and if you get all that and it's silver and has a master link, so much the better. We all use this SunRace chain, and give it high marks in all those areas.

SunRace: 13-031
\$ 10

It's Time To Get a New Chain When...

...you can grab a fingerfull of chain from the chainwheel, pull it off, and expose the tip of a tooth. Or when you can't remember the last time you got a new chain, but you just got a new freewheel or cassette. Chains wear over time, and the hole-to-hole distance increases, "stretching" the chain. If you put a stretched chain on a new set of cogs, it won't work well, and will start wearing out the cogs right away. For most riders, a new chain every 1,000 to 1,500 miles helps the cogs last longer. There are chain-wear indicator tools you can buy, and we wouldn't discourage you from being so conscientious, but they aren't totally necessary.

Boeshield T9

This is neat stuff, as boring lubes go. The drip-bottle is just for bike chains, and it works quite well. We can't say it doesn't get yucky, but it takes longer than most to get that way, and the only cleaner ones we've used didn't last as long.

The spray is both a chain lube and anti-rust spray for the insides of steel frame tubes. We use it on all Rivendells and Atlantises, and it's quite good, clear, and odor-free.

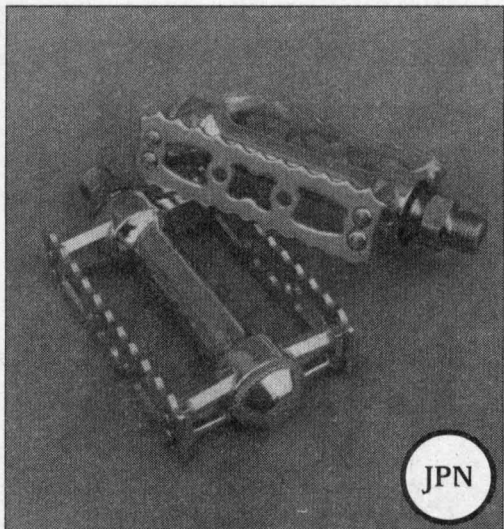
Drip: 4 oz. Spray: 12 oz, fluorocarbonless.

Drip: 13-033
\$ 7

Spray: 13-034
\$ 14



• PEDALS •

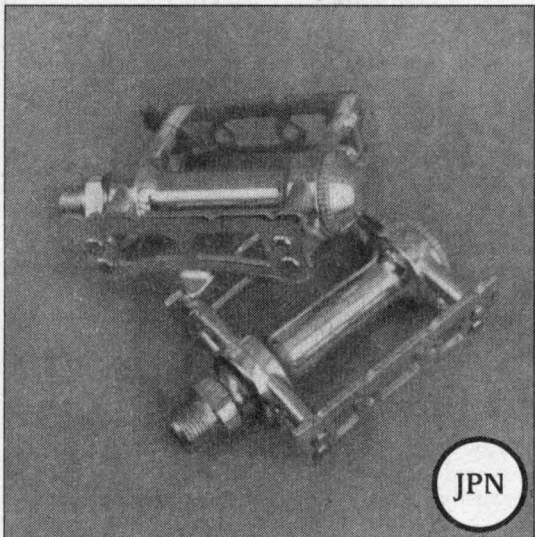


JPN

MKS Touring Pedal

Our most versatile pedal. It's wide, so it supports your foot. It grips shoes, it's easy to flip into, you can ride on both sides, it's great in mud, it works great with or without toe clips, and with almost any shoe, from sandals to Sorels. For commuting, it's ideal. For distance riding, where shifting your feet around can be useful, it's great. Not suited for steep climbs with flimsy-soled sneakers, or road racing.

ITEM: 14-020
\$ 38

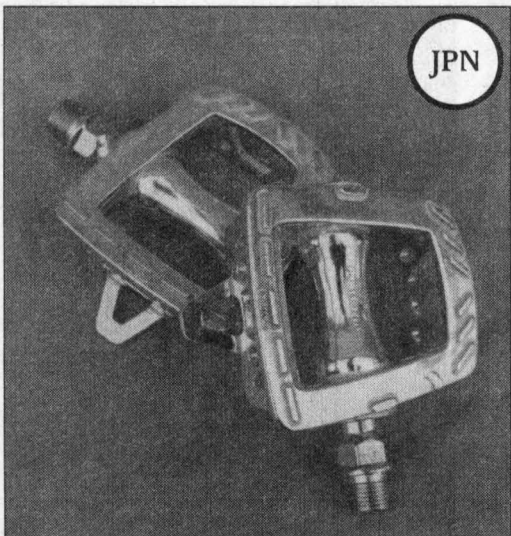


JPN

MKS Track Pedal

A Japanese copy of the classic Campagnolo track pedal (also good for road riding, of course). It's light, simple, and is designed to be used with traditional slotted cleats, but works equally well with any cycling shoe with molded-in cleats or slots. Perfect with Sidi Touring shoes (see our website), and many others. If the pedals above and below are too quirky for you, get this one.

ITEM: 14-021
\$ 45



JPN

MKS Platform Pedal

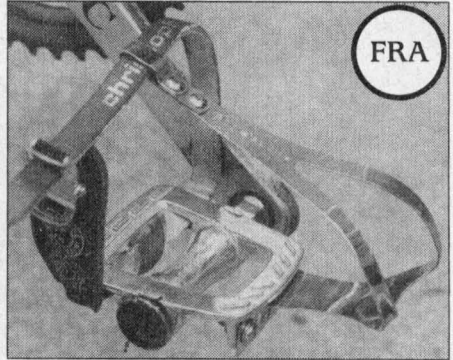
Our most popular pedal. The platform provides plenty of support and distributes the pedal pressure, so you'll ride comfortably up steep hills and over long miles in anything from Acorn slippers to bona fide cycling shoes. They're made to be used with toe clips (not shown), and the low back side makes them a cinch to flip into. And they're just \$26 per pair—less than dinner for four at a fancy burrito place.

ITEM: 14-030
\$ 26

• PEDAL ACCESSORIES •

Christophe Toe Clips

The classic standard journeyman basic old reliable traditional tried-and-true toe clip for at least 40 years, maybe more. Made in France by Christophe of chromed spring steel. An elegant design that eventually will rust, but thankfully looks no worse for it. Bend the upper part to fit your instep, and you're all set for toe clips for the next 50 years or so. They ain't gonna break.



\$ 9

S: 14-015

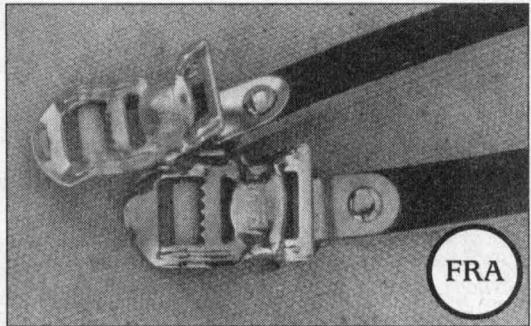
M: 14-014

L: 14-013

XL: 14-016

Leather Toe Straps

Chromed steel buckles, good, thick leather, and the rollers seem to work fine. They're not laminated with nylon, but they don't seem to stretch, anyway, and if you pull out of your clip with these on, use a different shoe, that's all. These are the nicest all-leather toe straps we can find, and the supply is dwindling. They were made 18 years ago.



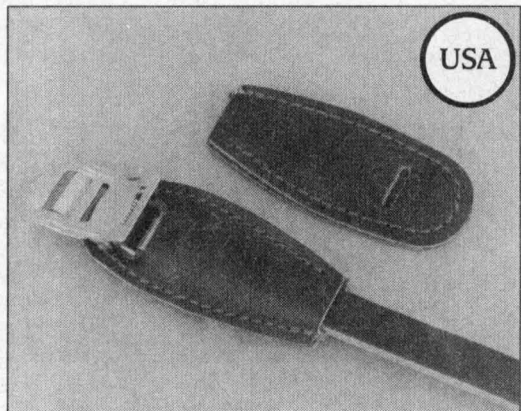
ITEM: 14-040
\$ 7

The Right Way To Rig 'Em

The buckle belongs high, at about 2:00. Use a buckle pad to help keep it there. Don't tuck in the end, or you won't be able to adjust them. Don't overtighten them.

Buckle Pads

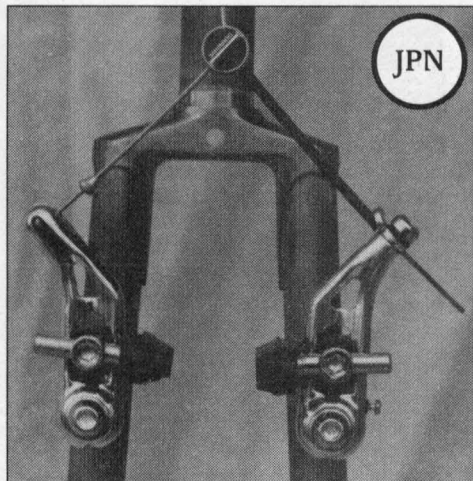
Buckle pads are called "shoe savers" in Italy, but in Italian. They do protect shoes from buckle abrasion, but most bike shoes have some kind of wear pad there on the side, anyway; and abrasion isn't a problem. More important than that, they add some extra padding, and therefore, comfort. They're a cheap, smart way to add some thick leather to your bike. Made just for us by Duluth Pack, of thick brown cowhide. They're the nicest buckle pads we've ever used.



ITEM: 14-007
\$ 6

Hey, Eagle-Eye: That's No Defect!

One side is short a stitch to ease installation.



Shimano CT-91

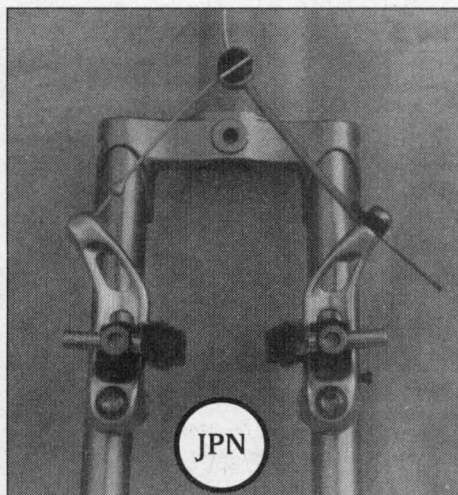
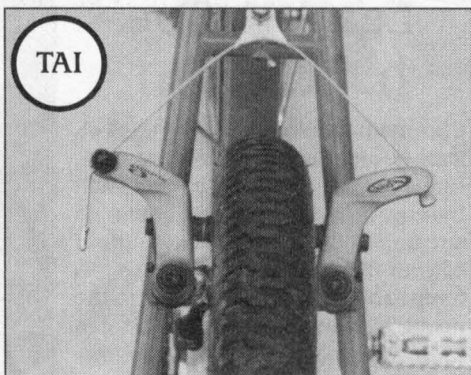
This is the only cantilever Shimano still makes, and it's a good one. Not quite as easy to set up as the Avid, but way easier than most. It's powerful, the bright silver finish belies its price, and looks good on the fanciest bikes. Shimano's strength is in its ability to make inexpensive parts perform like its top parts, and this brake is a great example. Only quirk: Mediocre brake shoes. If you have weak hands, replace them with an after-market super brake pad.

ITEM: 15-074
\$ 28

Avid 6

These are the easiest to set up cantilever we've used, and unlike most, they're specifically designed to be used with road bike levers. Adjusting them is a cinch, they have plenty of power, and are favorites with cyclo-cross racers and tourist alike. Two quirks: The front brake always squeals when it's new, and the finish is sort of a dull grey color.

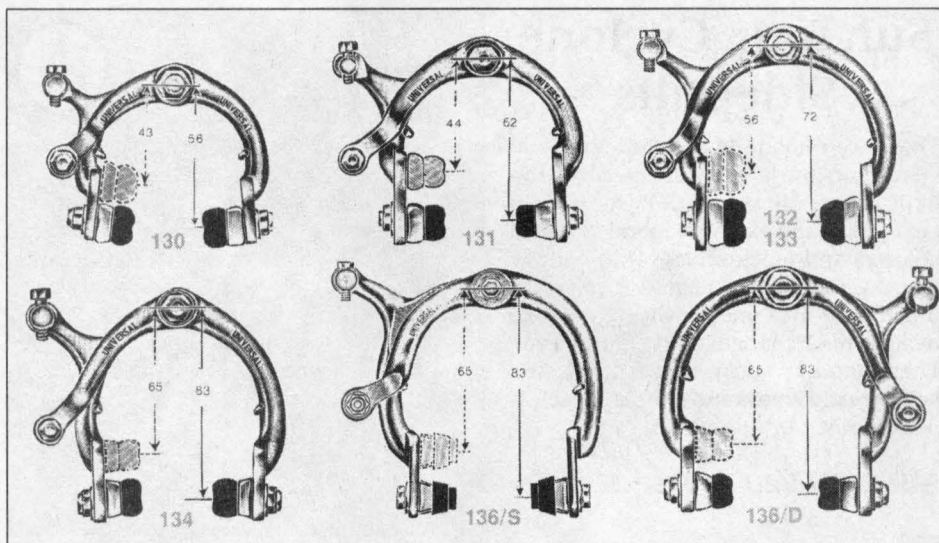
ITEM: 15-062
\$ 80



Shimano STX

This is a notch up from the CT-91, but the main difference is the brake shoes; these ones are better. Shimano's move away from cantilevers is discouraging in view of the fact that they made such good ones. This model is nicely finished (slightly better than the CT-91, but don't read that as a knock on the latter), and works great. Spring adjusters on each side make centering a cinch. Our supply is limited, so we're limiting these to one per customer.

ITEM: 15-058
\$ 50



From a page in the Universal (Italian brand) Brake catalogue, 1976 or 1977, showing one of its models in various reach dimensions. Even the shortest of these (upper left) has more reach than any currently manufactured quality sidepull.

Brake Reach, Old and New

Squeaking at the base of the waterfall

It used to be unheard of for a brake maker to offer brakes in just one reach, but that's how everybody does it these days. And, the reach they've decided on is way shorter than any brake shown above. Today's normal sidepull brake has a maximum reach of 49 to 50, depending on the brand. The shortest brake up there in the picture, has a maximum reach of 56, which for years was the standard dimension for racing bikes.

You'll notice, on that upper left brake, that it has a minimum reach of 43mm. Where in the slot the brake shoes end up is not variable, but is determined entirely by the length of the fork blades (on the front) and the location of the brake bridge (rear). Most bike makers design the bikes so that the brake shoes fall near the middle of the range. They do this because it allows them to be off a bit and still have the brake shoes hit the rim.

On a modern short-reach (49mm) brake, when you do that, you don't leave enough room above the tire for a fender; and you can't put a 700x32 in the bike. Most riders can handle not being able to fit the 700x32, but not being able to mount a fender means you can't ride in the rain without water and road grit sprayed all over your bike, your clothes, and your face—and the rider behind you.

That's why we feel so strongly that sidepull brakes should have longer reaches than they do. It would allow bike makers to design more versatile bikes, without a single drawback. Not one! On Rivendell frames designed for sidepulls, we offer you a choice of short reach or standard reach. Right now, if you opt for the more practical standard reach, you have to either have a set of old standard reach brakes, or put on the inexpensive Dia-Compe 505Qs we're now offering. If you go for short reach, we squeeze out every last drop of versatility from them by making sure the shoes fall at the bottom of the slot. So, you can fit a 700x35, and you can fit fenders with Roll-y Pol-ys; but it's cutting it close. It's risky and is impractical for high-volume bike makers to try that. We like being groovier than them, but we'd rather all bikes were improved.

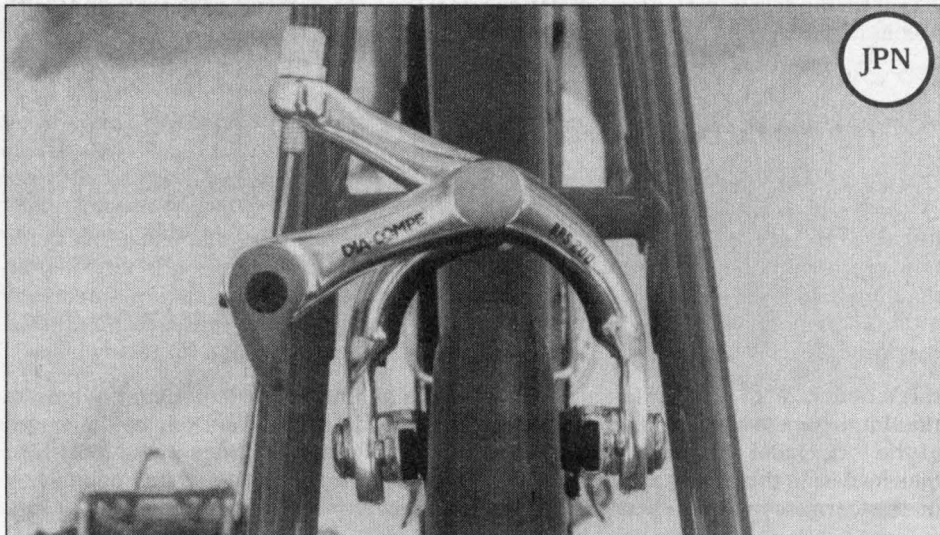
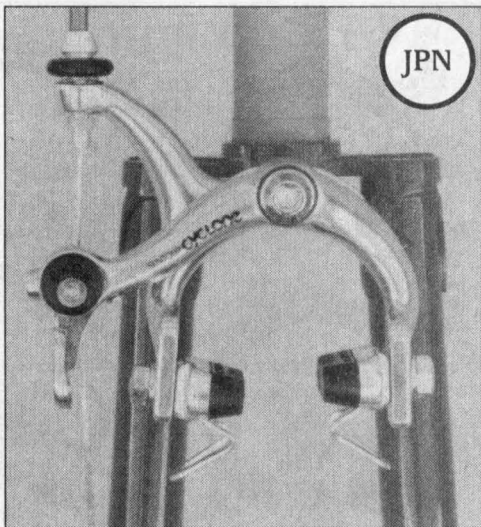
For that to happen, bike riders will have to become more educated and discriminating. Somehow, maybe through dealers, their concerns will have to get passed on to the brakemakers. We've talked to them, but we're a mouse. Volume is what counts.

• BRAKES •

SunTour Cyclone Sidepulls

These were made in the mid '80s, and were SunTour's answer to Shimano 600/Ultegra brakes. Cold-forged in Japan, with the expensive kind of barrel adjuster and quick-release that nobody else does anymore because it costs too much; and nice, metal wheel guides to make wheel changes faster and easier. They center by means of two 5mm allen keys—really smart and simple. Reach is 50mm. Allen or nutted.

Allen: 15-026 Nut: 15-027
 \$ 45 \$ 45



Dia-Compe BA200

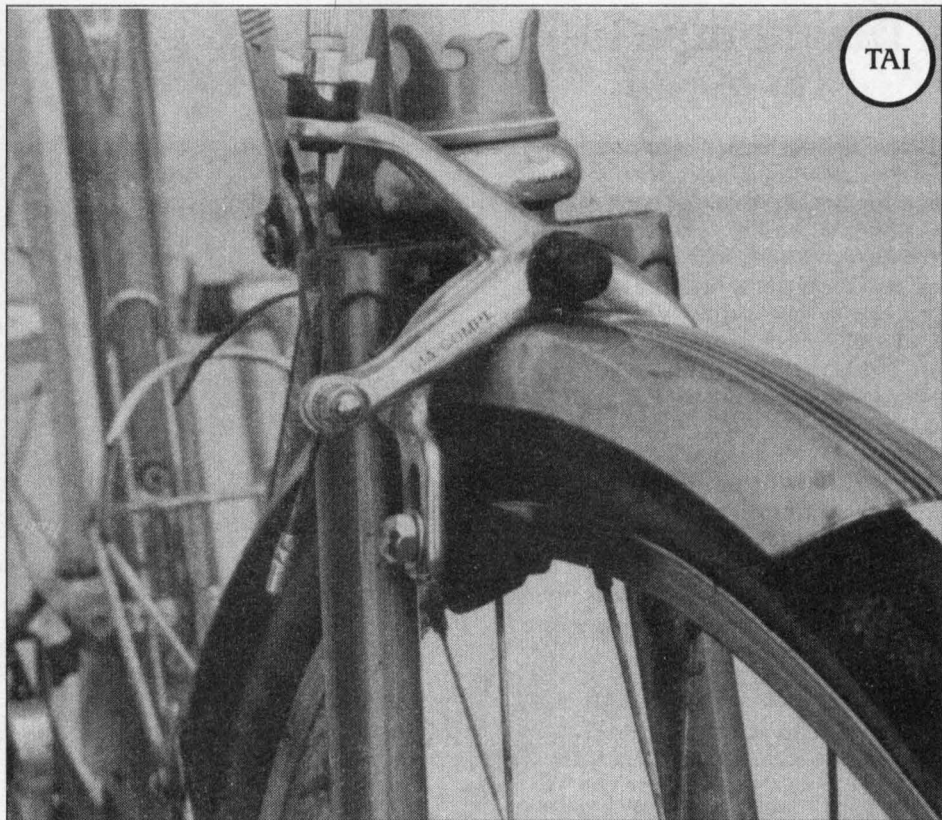
This is the Eliza Doolittle of sidepull brakes. In the early years it was the second-cheapest Dia-Compe brake you could find, and was spec'd only on low-end road bikes. The finish was mediocre, the hardware was fair, and overall it was one compact collection of price-cutting compromises. It was never sold aftermarket as an upgrade, because it was the kind of brake people upgraded from.

But beneath the surface it had cold-forged calipers that were worthy of better finishing, better hardware, and more respect. The first new version was spruced up with titanium hardware, machining, and new packaging, and sold for nearly \$200 per set. This set is still available, and is popular among weight-obsessed triathletes. Another version was private labeled and sold as another boutique brake for rich weight freaks.

The version we offer is humble and simple by comparison. It is nicely polished, the hardware is good but not titanium, there is no machining (not necessary), and it costs just \$42 per bike. Allen mounting, short reach (to 51mm).

ITEM: 15-085
 \$ 42

TAI



Dia-Compe 505Q—Standard Reach!

I/Grant took some Campy Nuovo Record sidepulls off my bike and replaced them with these, just to see how lousy they were. I didn't expect to keep them on, I expected to find all kinds of things wrong with them—flex, squeal, hard to use features, awkward set-up—but I found nothing to hate and lots to like, and they're staying on (that's my bike in the picture). As of Spring 2001, they are the only standard reach brake we know of that's still being made. Rumors are, Shimano will have two models in the Fall.

These are made in Taiwan by Dia-Tech, Dia-Compe's Taiwan subsidiary. The calipers are cold-forged (the best way to make them). The arms look thin, but I can't detect flex. The brake shoes are blocky, ugly things, and they don't have the super grab of a Mathausser pad, but they work just fine on a steep, 11-mile descent I ride all the time, with lots of braking at the turns. If they're good for that, they're good for anything.

We've ranted before about standard reach brakes, how standard reach ought to still be the standard but isn't, and the picture up there shows you why. With the fork sized properly so that the brake shoes can be positioned at the bottom of the slot (56 reach), this standard reach brake easily accepts a 700x35 Panaracer Pasela tire with ample room for a fender.

If your current bike calls for standard reach brakes and for some reason you don't have any, these will do you well. Or, if you plan to get a frame built, and you want standard reach brakes, get these and bide your time until Shimano brings back a model and introduces another. These 505Qs aren't fancy, but they're inexpensive and they work.

Sold per bike (front and rear calipers). The reach is 56mm. Allen nut fittings only.

ITEM: 15-081

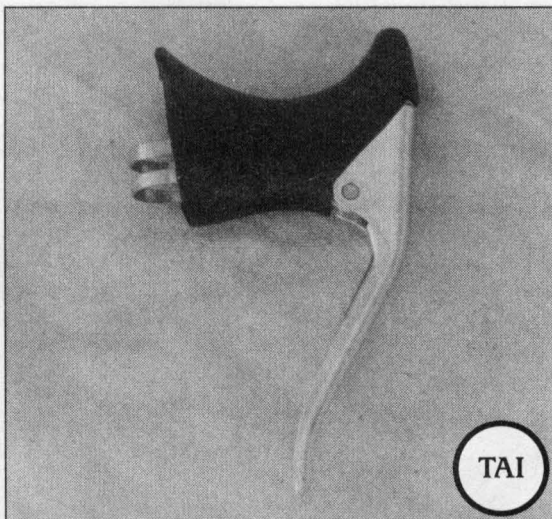
\$ 20

• BRAKE LEVERS •

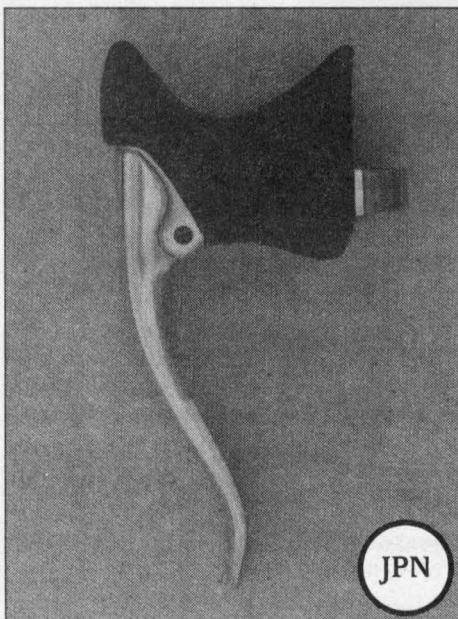
Dia-Compe 287

This brake was designed to pull more cable than other levers, and specifically, to work better with low-profile cantilever brakes. It has been sold as “necessary” for use with most modern cantilevers, but we’ve not found that to be the case. It is an excellent lever, it fits large hands exceptionally well, and offers a good braking grip even from the hoods—and that’s why we offer it. Although if you find that normal road levers are not working well with your cantilevers, this lever would be the natural next step. We’ve had requests for it for many years, and now we’ve got it.

ITEM: 15-066
\$ 55



Left Lever? Right Lever?
The normal way to set up aero brake levers is so that the cable exits the lever and is taped to the front of the bar. Reversing that (putting the left lever on the right side) puts the cable behind the bar, and many riders feel this gives them better hand support with certain grip positions. Either way works.



Dia-Compe 251

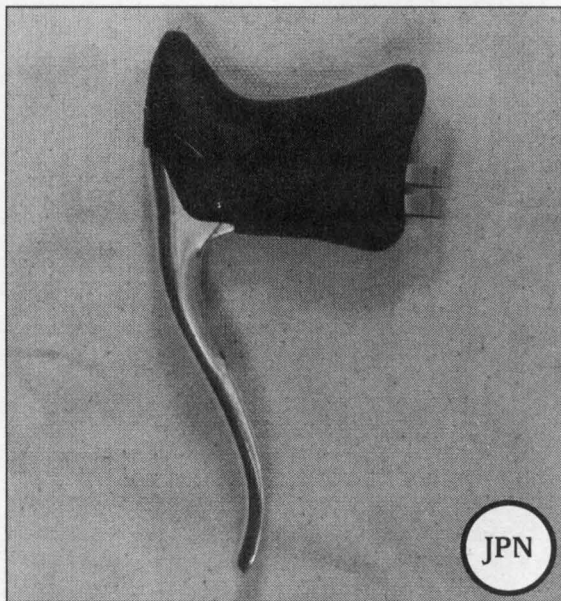
Like many Dia-Compe products over the years, this lever has had many names—Royal Compe, BRS 300, and 251, the last name it had before production stopped. It’s an upper-end Dia-Compe aero road lever, and has a nicer finish than most current models. The lever body, the thing that the hood covers, isn’t as long as it is on the 287 or the Compact, so if you have a large hand, you might prefer one of those. But overall, the quality is excellent, and if you’re looking for a good aero lever for a good bike, this one’s a good choice. Somehow, our enthusiasm for this lever never seems to come through, but it is there!

ITEM: 15-013
\$ 50

Three Fixes For Creaky Brakes

1) Grease the cable head; 2) Spray-lube the lever pivot; 3) Lube the caliper spring where it contacts the backside of the arm. Most modern brakes have plastic bushings there, but if your brake is older, it probably doesn’t, so it needs some lube. Grease, spray, or oil.

• BRAKE LEVERS •



JPN

Shimano 3/1

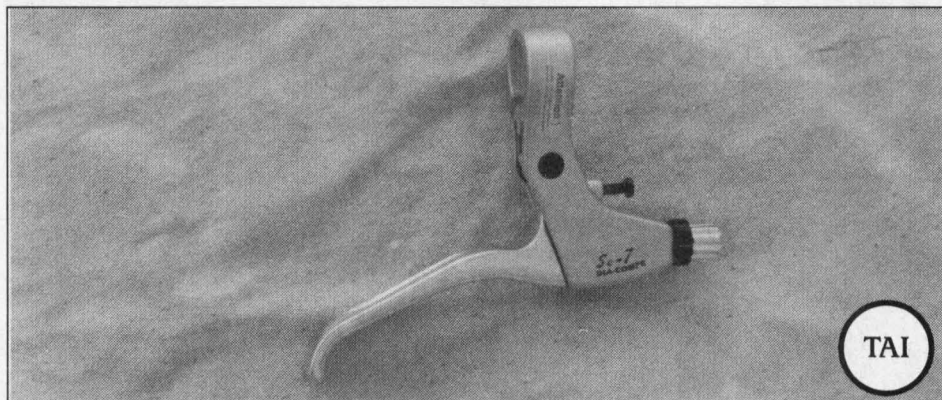
This is Shimano's best normal, non-STI style brake lever. Shimano sells it as the Dura-Ace, Ultegra, and 105 lever, and it seems right about in the middle there, quality-wise.

Like all Shimano levers, it fits your hands so well, you wonder how they knew. The body fits hands of all sizes, and you just won't have any issues with it. Black hood.

ITEM: 15-088
\$ 70

Fashion Tip

Black brake levers look best with lighter bar tape. If the lever and tape are both black, it looks too heavy and imbalanced. Go with a lighter color—grey, brown, red, cork, maybe not white.



TAI

Dia-Compe Mtn

This is the lever we recommend for Priest bars, although it fits any mountain bike bar (the clamp size is 22.2mm, or 7/8-inch). It has a cold-forged lever, a die-cast body, and two settings: One for cantilevers, and one for V-Brakes. It comes set up for V-brakes, but the switch is easy. This is a nice, silver-and-grey lever that won't give you any problems. It has a barrel adjuster, a reach adjuster, and what else matters?

ITEM: 15-088
\$ 23

Lever-Handlebar Fitting

Drop-style and our Moustache road bars are 23.8 to 24mmØ, and require road bike levers.

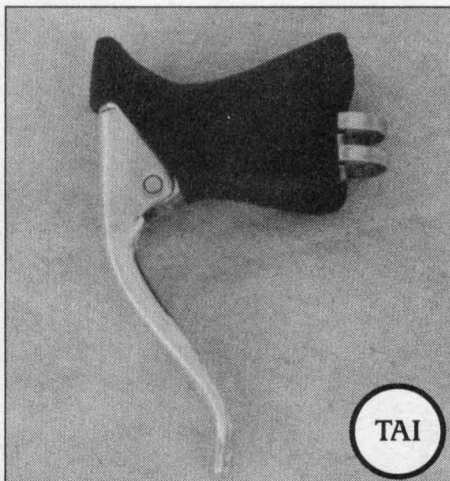
Mountain bike handlebars are 22.2mm Ø, and need mountain bike levers. So, if you swap your bars, you have to swap your brake levers, too. And the shifters!

• BRAKE LEVERS •

Dia-Compe Compact

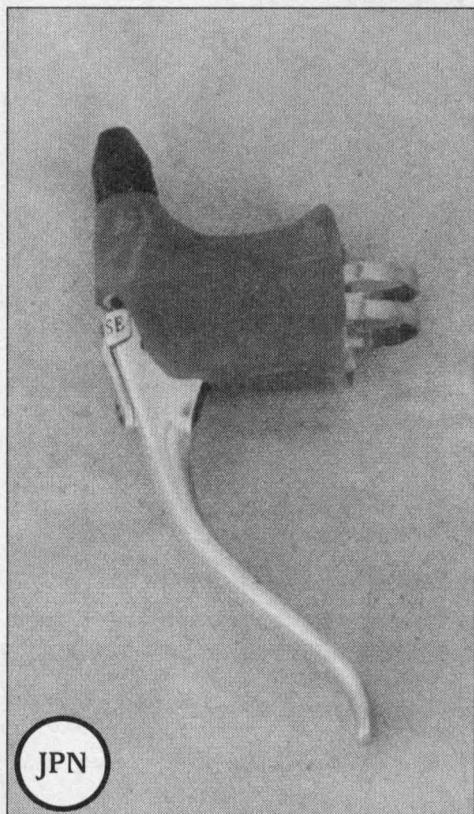
The "compact" part is misleading, since it makes you think that the reach to the lever is shorter. It may be shorter, but it's not noticeably or measureably so. The lever itself is shorter. Regardless, this is an excellent aero lever, and a great value. It is the lever we use when we build up Atlantises. Good hand fit, really comfortable, no problems whatsoever. You'll like it.

ITEM: 15-049
\$ 28



The Front Brake Works Better

The front brake is far more effective at stopping you than the rear brake is. Flipping over the front wheel can happen only if you slam on the front brake hard, lock the wheel, and have a too-far-forward position on the bike. On steep descents, your weight shifts forward, making it harder to lock up the front wheel. That's a good thing, because if you skid the front wheel, you'll crash. On steep dirt descents, brake both wheels to just below the skidding point, and to make sure you don't lock the front wheel, ease up on it as the it rolls over bumps and dips. Skidding rear wheels, are easier to control, but keep the bike headed straight, or it'll slide. Keep your brakes adjusted so the lever can't bottom out on the bars.



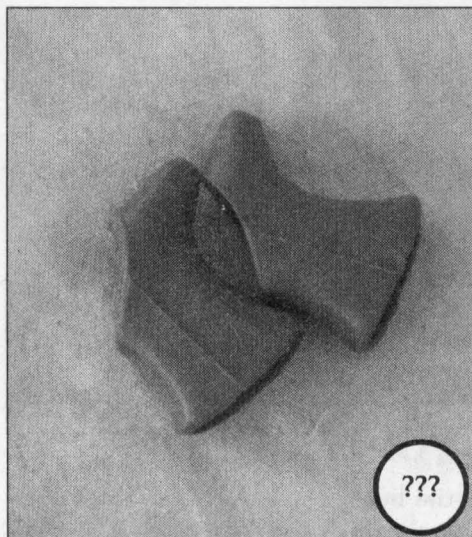
Dia-Compe Touring

This was last made, probably, in the early '80s, but we came upon about a hundred pair of them, tried them out, and had to have them. It's not a pro-quality lever, but by today's standards it's still quite good, and it has two features that make it a top choice for any bike with cantilevers.

One is the integral barrel adjuster. Many bikes with cantis don't have any way of taking up cable slack. This one makes it easy. The other is the quick-release, also integral with the lever and barely visible in this side view. It lets you open up the brakes without unhooking the straddle wire, and comes in handy every single time you take a wheel out or put one in. A good lever, and it has genuine gum hoods.

ITEM: 15-080
\$ 48

· BRAKE ACCESSORIES ·

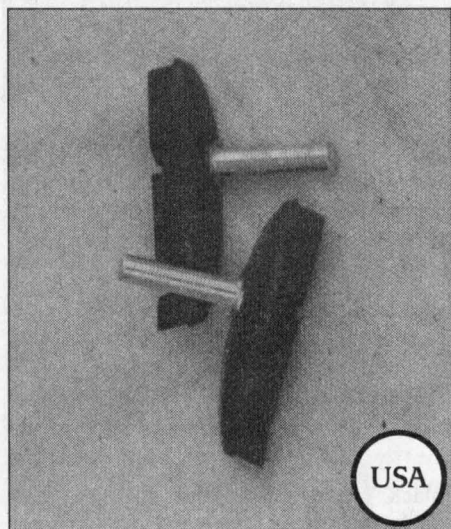


???

Fake Campy Gum Hoods

These are replacement hoods for old Campy, SunTour Superbe, and Modolo Pro and Speedy brake levers. They're some sort of brown gummy rubber, but probably not real latex, as were the originals. They fit perfectly, look fine, and if you're after a perfect original replacement for your 1973 Colnago, be prepared to spend about \$50 for a set. These here are for riders, and they will certainly last longer.

ITEM: 15-053
\$ 15

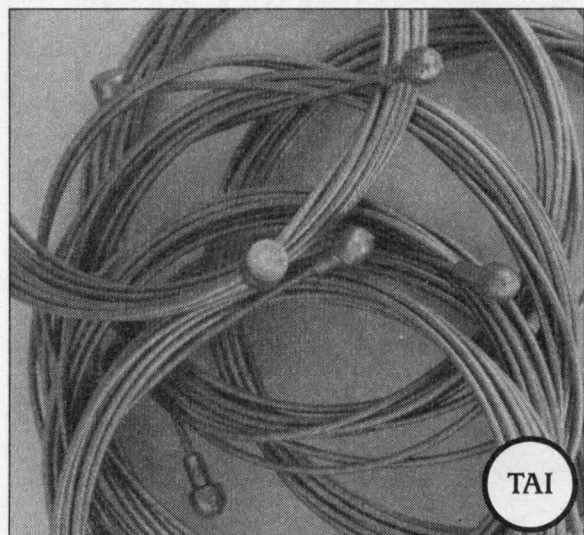


USA

Kool Stop Cantilever Shoes

For years, probably since the beginning of time, Kool Stop has made Mathausser brake shoes. Mathausers are: Clunkier, less sleek, but better designed because they don't have any grooves or slots. But trying to get Mathausser shoes these days is a challenge we've not been able to meet. They are available in theory, and we still have hope, but until we know we can nail them, they won't go into the catalogue. These must be the next best thing!

ITEM: 15-061
\$ 9/pair

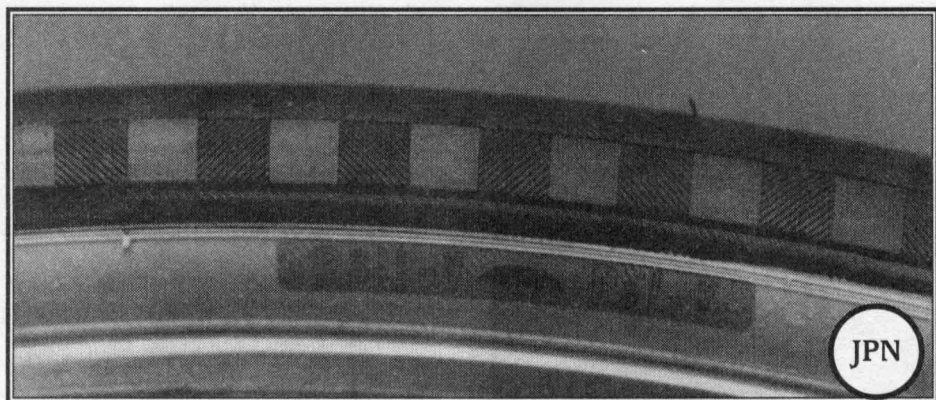


TAI

Brake Cables

Top quality made in Taiwan brake cables. Thick, smooth, pre-stretched, ready to replace your worn out originals so you can ride safely again. They're long, with a mountain head on one end, and a road lever end on the other, so you can actually get two cables out of one. If you do that, we expect you to send us another dollar and a half, though. You're on the honor system, of course.

ITEM: 15-072
\$ 3



Roll-y Pol-y

(named for the bug)

After hoping every year that someone else would come out with a tire that met all of our needs, and it didn't happen, we designed our own. Panaracer makes it for us, and this is it, the Roll-y Pol-y. It came out exactly as we had hoped. Here's what's we like:

1. IT'S 27MM WIDE, SO IT'S THE FATTEST tire that fits in 98 percent of the road bikes today, including tight-clearance carbon-fiber and aluminum frames. It has enough volume to let you ride it at pressures ranging from about 85psi to 115 psi. It's rated to higher than that, but what's the point? At 90 to 105psi, it's cushy and fast.
2. IT IS ROUND, REALLY ROUND, rounder than you've ever ridden before. Due in part to the special 3-part mold that was required to make it so round. Round tires corner better, because they don't "dive" when you lean them over hard. The Roll-y Pol-y corners more like a tubular than any clincher you've ridden before.
3. TOUGH DDT CASING AND SIDEWALLS. Kevlar reinforced from bead to bead, the RP's casing is probably the most expensive casing used on a clincher today. A few years ago, I/Grant was going around a familiar left turn on the local mountain, and my sidewall blew out, and I crashed. I've got things to live for, so the RP has a tough casing. The DDT—deflation detection technology—is the tan sidewall. It's still the best color, because it's easy to look down and see it bulge out when your tire's leaking.

4. BLACK, CHECKERBOARD TREAD WITH NO-SLIP/GRIP. Black, because it's a good color for tires. Checkerboard, because we aren't sure whether slicks or treaded tires work best, so it has both. No-slip/Grip is Panaracer's latest rubber compound, which wears as long as hard rubber, and grips as well as soft rubber. Somehow, they managed to figure out how.

Round tires corner the best, and none is rounder than a Roll-y Pol-y. Higher volume allows you to run lower pressure, which dramatically improves comfort and protects your wheels, and the Roll-y Pol-y is the fattest tire made that will still fit in tight-clearance frames. Toughness makes tires safer; and the Roll-y Pol-y is the toughest lightweight tire you can ride. Colored tires are fine, but none looks as good as a simple black-and-tan one.

The Roll-y Pol-y embodies everything we like in a road clincher, and we've received more raves about it than nearly anything else we offer. Kevlar bead (250g); wire bead (305g).

Roll-y Pol-y Kev: 10-034

\$ 40

Roll-y Pol-y Wire: 10-035

\$ 30

Due in July: The Ruff-y Tuff-y.

It's going to look just like the Roll-y Pol-y, but will have extra rubber for longer wear, and a kevlar belt under the rubber for added puncture protection. It will be just 2mm taller, so should fit into the same frames. A Roll-y Pol-y for crummy streets, commuting, and winter.

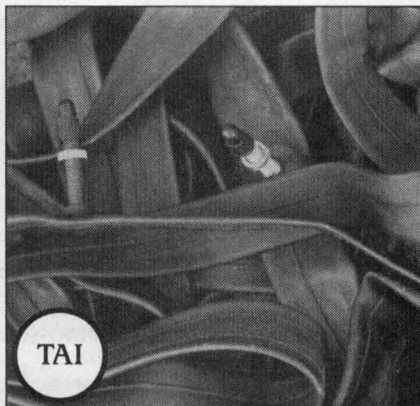
• TIRE ACCESSORIES •

Inner Tubes

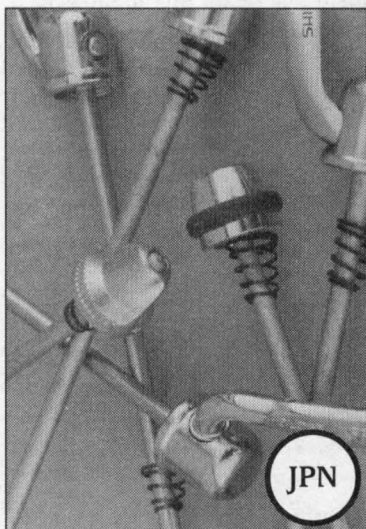
The standard road claims to fit to 700x32, but it'll go to 700x38, easily. The superlight 700c says it fits to 700x25, but we use it up to 700x28. The 26x1 says it goes up to about 26x1.25, but 26x1.4 is fine; the 26 medium fits to 1.75; the fatty, to 2.3. They stretch!

Weights

700 Superlight: 67g
 700 Normal: 120g
 26xSkinny: 119g
 26xMedium: 133g
 26xFat: 200g



700SL: 10-004 700Std: 10-001 26x1: 10-003 26Med: 10-007 26Fat: 10-007
 \$ 6 \$ 4 \$ 4 \$ 4 \$ 4



Quick-Release Skewers

Japanese made, either SunTour, Shimano, or Specialized brand. The rears fit up to 135mm with steel dropouts, or 130mm with aluminum. The fronts are normal, for 100mm fork tip spacing. No choice in brands. They're all good, and our price is cheap.

The quick release was invented in 1927 or so, by Tullio Campagnolo. It is an ingenious device that works on the same principle as the vise-grip.

F: 18-043 R: 18-042
 \$ 7 \$ 7

Closing the Quick-Release

The most common cause of stupid accidents is failing to close the quick-release properly. And, it is so, so common. Most of the bicycle-related lawsuits are due to improperly closed quick-releases. The quick-release operates on the same principle as the vise-grip. Once it is closed properly, it cannot vibrate loose, no matter how rough the road.

Closing it properly is simple. With the whole quick-release assembly rightly stuck through the hub, move the lever to the open position, so everything is floppy, and put the wheel into the bike, making sure it is seated in the dropouts and centered in the frame. Then, with one hand, move the lever straight outward, so it is more or less horizontal, and perpendicular to the frame. With the lever in this position, take your other hand and screw in the skewer nut on the opposite side of the hub, until it comes into contact with the dropout and becomes hard to screw in any more. Then, slowly close the lever, folding its concave side toward the frame. You should start to feel resistance immediately. If you don't feel resistance, open up the lever again and turn the opposing nut another turn or two, to tighten it.

Again, the resistance should start when the lever is 85 to 90 degrees from the frame (sticking straight out, or almost); and the force required to close it should be such that you need to "squeeze" the lever shut between a frame member or some spokes, and the heel of your hand. Don't ride a bike unless you know how to do this.

A Better Life With Bike Bags

Ride longer...more often...in worse weather...with more comfort!

A sleek, bare-bones, bagless bike belongs in a race or on a showroom floor, because it's not good for much besides going fast or getting sold. To make any bike more useful, you've got to be able to carry stuff on it. *Bags* are what you need!

I see costumed riders all the time, riding nice bikes with skinny tires and 145mm wide saddles carrying necessities in small daypacks, or in the new water-carrier/survivalist bags. They can suck the water through the straw, but they can't get at the gear while riding. They get a hot and sweaty back while they heat the water.

It's just a matter of style, and it's probably not best to rate personal styles, but I much prefer bags. Bags are fun to buy, own, use, look at, think about, and they let you carry things properly. It's what they're for.

The right bags properly packed free you to explore roads and trails you wouldn't ordinarily explore. Because, basically, if it's Spring, Summer, or Fall in America and you have a wool hat, a wool shirt or sweater, and a couple of sandwiches or a sheath of fig bars, a knife and some rope and maybe a small hatchet and some matches, a whistle and a signal mirror, and a light of some sort, along with the normal bike-kit, then you aren't going to die overnight of exposure or starvation no matter where you get lost. But if all you've got is your spandex and you've already eaten your Power Bar, you'll be crying and digging for grubs in the dark.

Bags help on anything more than your normal route in fair weather with friends-who-have-cell-phones. In winter, I'd hate to do without them. Let's say the temperature is between 15°F and 62°F and you have a 4.2 to 11.5 mile climb ahead of you, followed by a descent; and there's a chance of rain. You'll need extra clothing

for the descent or if it rains, but if all you have to carry in are three jersey pockets and a wedge pack, you'll likely end up wearing it up the hill, as well. You end up soaking it, and as the moisture evaporates from it, you get cold. It's better to wear minimal clothing for the climb, then bulk up nice and cozy for the descent. To do that, you need bags to carry the warm clothing in.

You can combine bags of different sizes and types to suit any trip.

A minimal combination: A small seat bag for your repair kit and things you're not likely to need; and a handlebar bag for things you'll need for sure, and may want to

get at while you're riding. Food, sunglasses, chappy, small camera, and an extra layer. Our Banana Bag and Candy Bar bag make a great duo for warm weather.

One step up from that, better for cooler weather, is a small seat bag and a larger handlebar bag, which can hold more or cozier clothing, another or a bigger camera, and fresh food. There's nothing wrong with that!

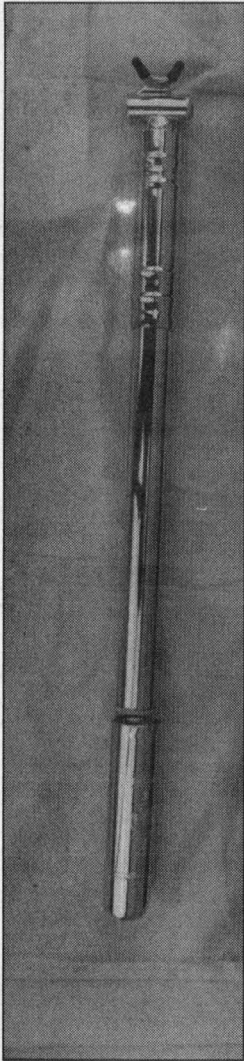
Next step, great for cold weather or carrying lots of stuff for other people: A big saddlebag, like a Carradice. A Carradice can handle a full set of dry clothing, food for five, a thermos full of soup, and the regular bike repair kit. It's still nice to have something up front on the handlebars, though. A camera, snacks, a nose-blower, gloves or mittens, and extra clothing for your friends or riders you may meet who aren't so well-equipped. Sometimes, it's good to pack for the unprepared.

The point isn't to pack unnecessary stuff; it's to bring along the things that will let you enjoy the ride no matter what the weather. That makes sense, don't it?



Bags let you bring food and warm clothing, so you don't have to starve, freeze, or ride up the hill stuffed to the gills and sweating to beat the band.

PUMPS



ITA

Silca Impero

Light (about 5.5oz), reliable, chromed plastic, made in Italy. It doesn't pump the fastest, it's not the toughest, it can't take much abuse, but if you want the lightest, prettiest pump, and one that's reliable, this is it.

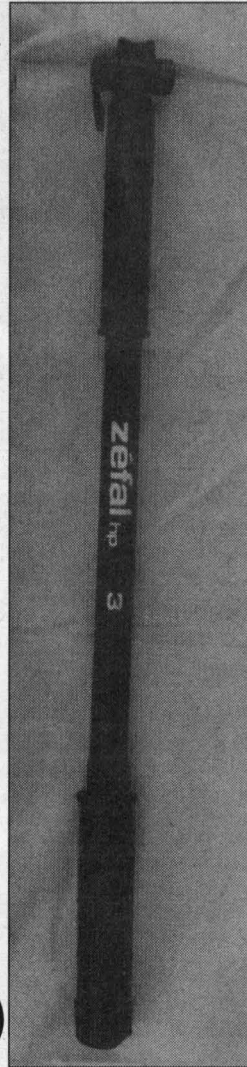
\$ 20

43: 28-002

47: 28-003

51: 28-004

55: 28-005



FRA

Zefal HPX

This is the best pump made. It's aluminum, about 9 oz, and has proven itself not just a super pump, but an effective dog-tool, as well. For long tours or anytime you just want the best pump, get this.

\$ 30

1: 28-011

2: 28-012

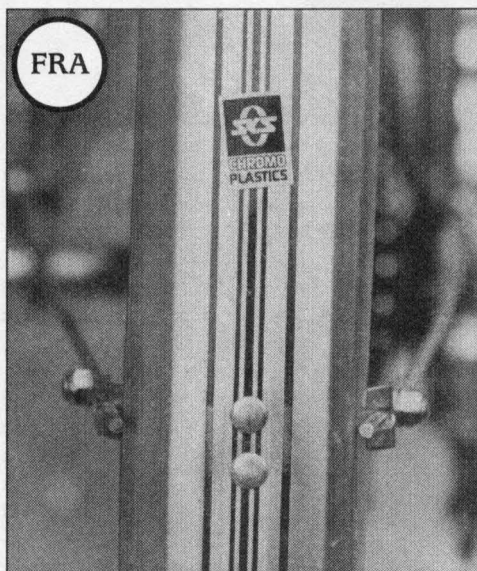
3: 28-013

4: 28-014

Sizing Pumps

Silca: The size listed is the smallest space the pump will fit between. **Zefal:** Go by frame sizes, center of bb to top of seat lug. #1: 44 to 47; #2: 48 to 53; #3: 53.5 to 58.5; #4: 59 to 64 (cm).

• FENDERS •



Our Favorite... Fenders!

Formerly known as Esge Chromoplast until SKS bought them, these are the fenders we all use and know and prefer over all others. They're a gummy recycled plastic that resists ageing and the elements. The hardware is stainless steel and top-notch; and they mount easily and are easily modified. Silver, to go with all bikes. Full-length, but you should still add a mudflap or two, which you can make yourself out of an old water bottle or a plastic milk jug.

Sizing

Go by this:

26x50: 26-inch tires up to 1.6.

26x60: Really fat 26-inch tires.

700x35: Up to 700x35

700x45: 700x35 to 700x45

The packaging that comes with the 26x50 suggests that another model, a P55, is what you should have gotten. But the P55 is fictional, and this one works perfectly.

Zip-Ties II

A couple of years ago when we had an article in the *Reader* showing people how to mount fenders using zip-ties, we had no idea what a ruckus that would cause. Understand that we took it all well, but were nonetheless amazed at the accusations of Judas-ness, for espousing cheap plastic attachments rather than good old nuts and bolts. On crummy bikes it seems to be okay; but on Rivendells and other top brands?—No way!

If fender makers, frame makers, and component makers worked in the same building and communicated well with one another, we might not have to resort to zip-ties. But they don't, and sometimes zip-ties are the only way you can mount fenders without going insane.

Today's full-coverage fenders are not intended to be used with modern road bikes and sidepull brakes. You'll find that the fender hardware, brakes, and frame design will thwart your best efforts.

Zip ties to the rescue! First, rip off the fender's L-bracket. It pushes the fender too low, onto the tire. The bracket is attached with a rivet. Use a flatblade screwdriver to lift up opposing edges of the rivet, then rip it out with vise grips. You're on your way!

Next, position the fender where you want it. Get a Sharpie and mark 4 spots, soon to be holes, fore-and-aft of the fork crown and rear brake bridge. That's 8 holes. Drill or ream them to about 5mm. Position them on the bike, and secure them to the frame and fork with zip-ties. The rear fender may need another couple of zip-ties down below, by the bottom bracket. The fender already has holes there, but make new ones if you like or need to.

The fender stays aren't a problem. Just follow the instructions for them.

Sometimes, especially when tire clearances are tight, you may have to route the rear fender over the brake; and you may have to pull the fender off the tire, to get enough clearance. More holes and more zip ties make it easy. Long Live zip-ties! More tips on: www.rivendellbicycles.com

\$ 40

26x50: 27-002 26x60: 27-003 700x35: 27-004 700x45: 27-005

• GUEST WRITER! •

Why Handbuilt Wheels?

by Joe Young

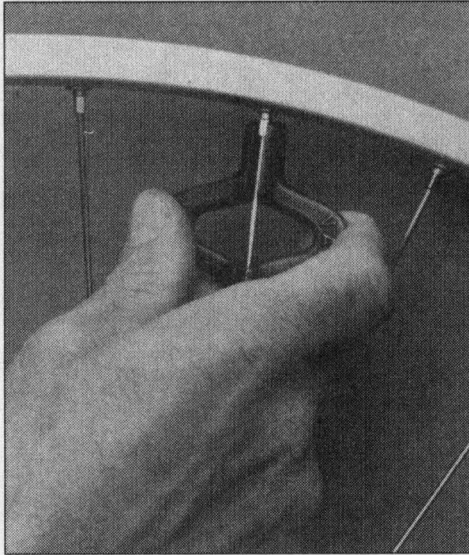
Finally there is a robot that loads and laces spokes into the rims. It's fast, saves labor costs, and makes it possible for wheels to be built without ever touching a human hand. So why bother with hand-built wheels?

Well, unless you're ordering by the multiple dozens, you won't be able to dictate your wishes unless you get your wheels built by hand by real human wheel-builder. Really. The machines aren't going to do it for you, because it takes too long to set them up for any particular build; it's just too costly and inefficient. So you go to a builder who builds them one at a time, someone who can easily accommodate your weirdest wishes.

Also, custom bicycle designers often create wheelsets to compliment, to work with, their frames and forks. They specify amount of tension, spoke lacing patterns, and make requests right down to which way the rim label faces. All of these details are important personal considerations of a designer who is focusing your needs.

Thirdly, although good production wheels are true when they come off the line, they generally don't stay true as long as a good hand-built does. That's because wheel builders, over time, develop techniques and skills to determine the precise adjustments each wheel needs to combat its quirks. I have found that a run of wheels, each made with exactly the same components, takes individualized attention to build up. Each wheel presents its own problems to be solved. The shot-gun approach to solving these problems, inherent on the production line, can't address wheel quirks. It is the experience of the wheel builder's that makes it possible to create a wheel that will be safe, that will stay true and tensioned for the life of the rim.

Fourthly, production machines can't fiddle with sophisticated tensioning techniques the way wheel builders do. Wheel builders are forever debating tension - how much, how little, for what purpose, etc. There is a method, for example, developed by Gerd Schraner, where the builder tensions the spokes on the drive side of the wheel to almost full tension, and then, slowly—while truing the wheel—brings the non-drive tension up. This increases the tension of the spokes on the non-drive side by 20 percent. I have never seen a production wheel with adequate and even tension the non-drive side, and low tension on that side can cause the rear wheel to come out of true.

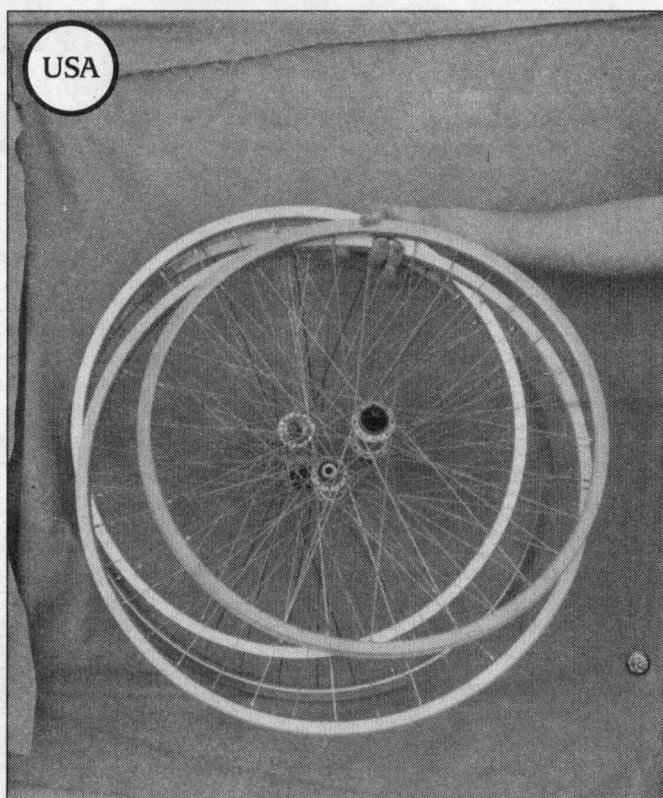


Finally, the wheel-builder has more solid information and more reliable

tools than ever before. Both Jobst Brandt and Gerd Schraner teach techniques grounded both in scientific testing and on the practical experience of racers and tourists. Hozan, DT Swiss, and WheelSmith continue to improve their tension meters. The new D.T. Swiss "Tensio" comes complete with tables that calibrate tensions for a full variety of spoke gauges, even bladed spokes. Carefully researched books, classes, and well-designed, accurate tools have raised the bar for the profession and brought wheelbuilding to a new level.

Hand-built wheels cost more than production wheels, but when you spend a lot for a high quality, well designed bicycle, the wheels are an integral part of that investment.

Joe Young Wheels
Phone: 617-244-5185
Fax: 617-244-5237



Touring Wheels

Totally reliable, problem-free wheels for hard use in bad conditions. They're the same ones we use on Atlantises. We picked the parts with strength and value in mind, and for all-purpose touring and rough-stuff use, we believe they're the best value in the land. The mismatched hubs shouldn't throw you off too much. It really doesn't matter, and the aesthetics are fine. The rear hub is the current Shimano Deore cassette hub, and it's sort of a champagne gold. It's smooth, reliable, good for 20,000+ miles. The front hubs are SunTour, silver, and pro-quality. **The final truing is done by hand.**

This is not a great selection, but the wheels *are* great. Eventually we'll expand our selection of stock wheels, but for now, we have just these touring/rough stuff-ers.

700c

R. Hub: Shimano Deore cassette, 36H, 135mm space. Fits 8/9 speed cassettes.

F. Hub: SunTour Superbe Pro, 36-hole. Sealed cartridge bearings.

Rim: Bontrager Fairlane, specially made in 36-hole. Asymmetrical, low-dish rear.

Spokes: DT 14 gauge stainless with brass nipples, 3-cross.

700F: 18-103
\$ 95

700R: 18-102
\$ 160

26-inch

Rear Hub: Shimano Deore cassette, 32H, 135mm space. Fits 8/9 speed cassettes.

Front Hub: SunTour XC9000, 32-H. Sealed cartridge bearings.

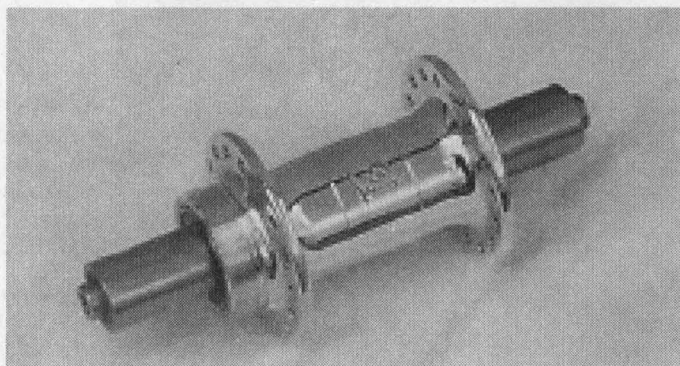
Rim: Bontrager Fairlane, 32-hole. Asymmetrical, low-dish rear.

Spokes: DT 14 gauge stainless with brass nipples, 3-cross.

26F: 18-099
\$ 95

26R: 18-100
\$ 160

• H U B S •



Phil Rear

If you still ride free-wheels, hang in there with arguably the best threaded rear hub ever made. The body is machined from 17-4 stainless, and the are simple and strong.

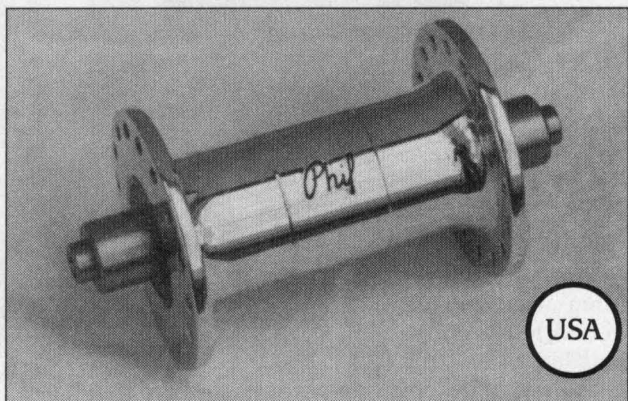
You won't bend or break axles. You can change spacing with new endcaps. You can replace the bearings in 5 minutes.

\$ 105

- | | |
|---------------------|---------------------|
| 130x32°x7sp: 18-035 | 135x32°x7sp: 18-036 |
| 130x36°x7sp: 18-037 | 135x36°x7sp: 18-038 |

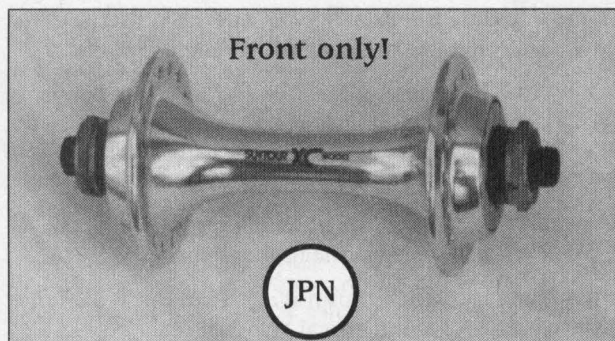
Phil Front

It costs 4.5 times as much as the SunTour XC9000, but it'll still last you 30 years, so it's cheap per year. It has the familiar fat body with the red Phil signature. And, it's shiny, well-made, and easily serviced. We list it in 32- and 36-hole only, but we can get it in other drillings, too, from 24 to 48. Phil is a great company, super accomodating, and they make the best.



\$ 90

- | | |
|-------------|-------------|
| 32°: 18-033 | 36°: 18-034 |
|-------------|-------------|



SunTour XC9000

This hub and the SunTour Lite front derailleur support the theory that a low price scares off people looking for high quality. It is as good a front hub as has ever been made. Cold-forged body, angled flanges, sealed and shielded bearings, made by SunTour at its peak. All that for only \$20.

Save Your Neck!

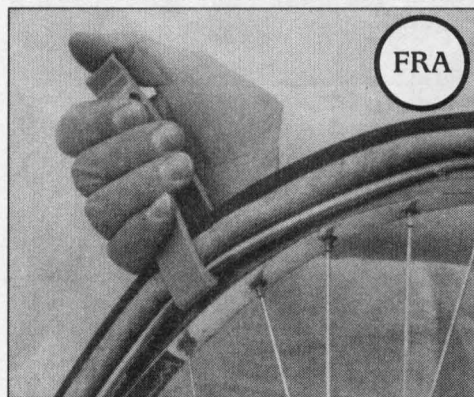
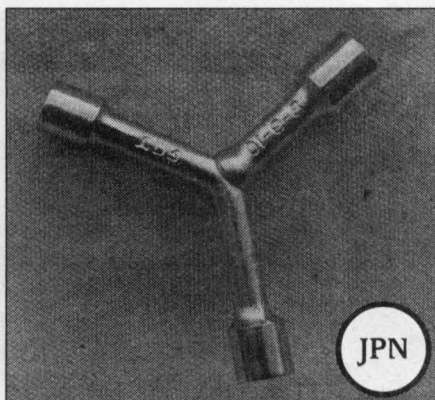
Don't ride any wheel, especially a front one, unless the quick release is properly closed. If you don't know how, find out. We can send you instructions, free of charge.

ITEM: 18-052
\$ 20

Hozan Y-Wrench

Every bike mechanic needs one of these. It's by far the best tool for tightening fender nuts. Many brake cable pinch bolts need one of the sizes (usually the 8), and so do many rear derailleur pinch bolts. This is the classic Y-wrench, made by Hozan, but with three mysterious initials on it.

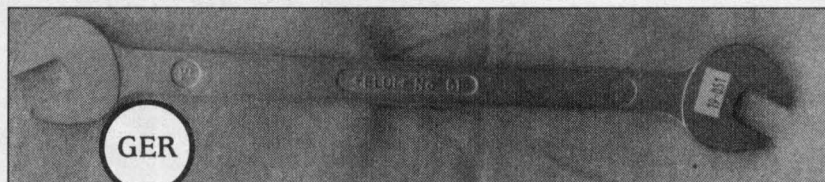
ITEM: 19-023
\$ 10



Ex-Var Tire Lever

Formerly marketed under the VAR name, and so many riders know it as the VAR lever. It is plastic and sometimes breaks if your tire is extra recalcitrant, and it's cold out. But most of the time, it's the best thing since pumpkin pie for mounting tight-fitting skinny clinchers. It shan't pinch the tube!

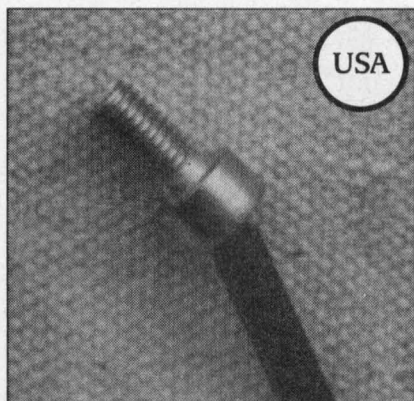
ITEM: 19-045
\$ 9



No. 61 Pedal Wrench

The best pedal wrench we've ever used, and we've used lots of them. It's long, so you get tons of leverage. So much, in fact, that we recommend holding the No. 61 in the middle of the handle for installations. Use it full-length for removals. Hard, chrome-vanadium steel. German. Tough.

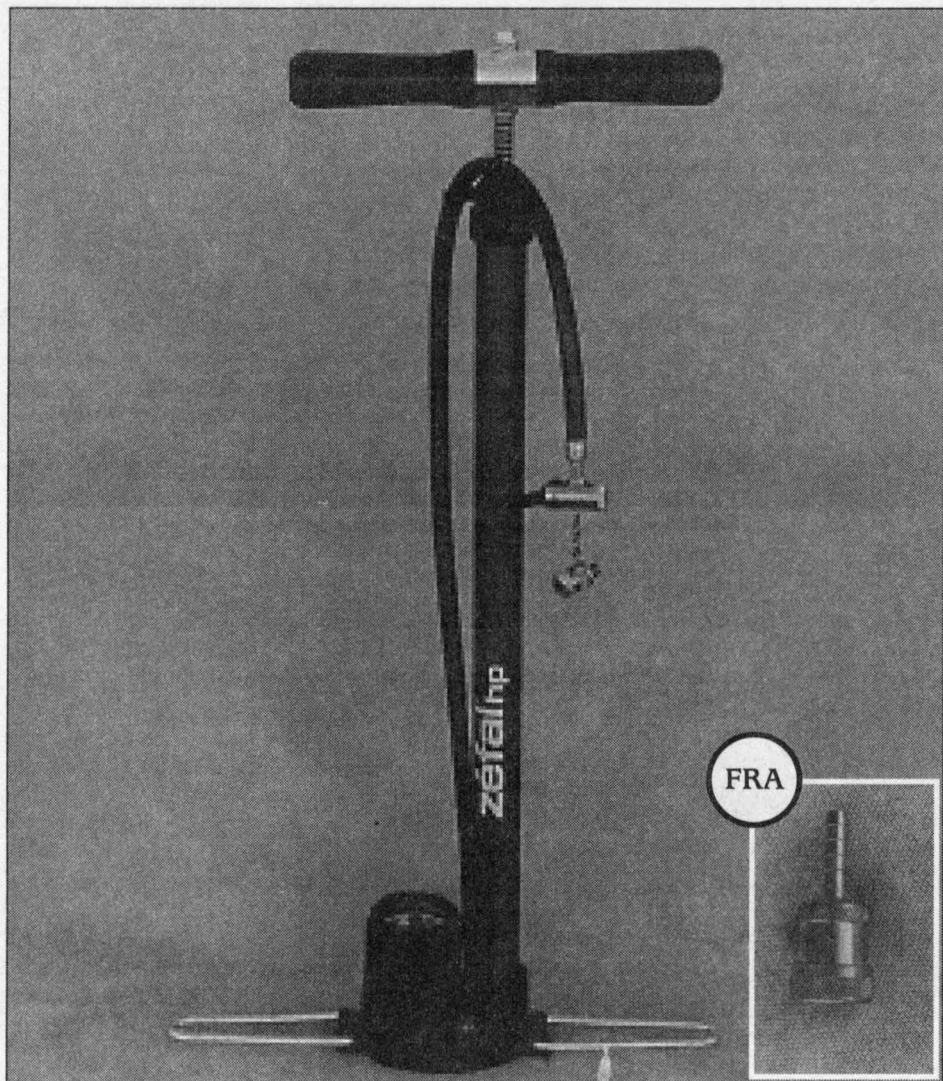
ITEM: 19-051
\$ 15



4mm Bondhus

This is a sanity saver. As you can see, it lets you attack the bolt from an angle, which is sometimes the only way to do it. Some bottle bolts have 3mm heads. There's no good reason. Replace them with 4mm bolts and use this. Finally: If you know who Bondhus was, tell us. That guy (sexist assumption) deserves to be on a coin, at least. Maybe even a stamp.

ITEM: 19-011
\$ 6



Zefal Husky Floor Pump

This pump has been sold under several different brands over the years, including VAR and some others that don't immediately come to mind. It's the pump we use in the shop, and it's the pump that made me retire my perfectly functioning Silca track pump, after 22 years of service. It wasn't such a heinous thing to do. I still use it once in a while, when it's closer-to-grab than this one, but this Husky seems as well made, and I like the huge wooden handle, and the bigger foot steps on this one. Plus, it pumps up faster. It's not the fastest pump in the world, but it's plenty fast, and the fancier ones have more plastic in them, and I don't entirely trust the complication.

If you don't have a good floor pump, you're wasting your life. This is a good one, and it's probably good for 20 to 30 years. All the small parts are replaceable and the whole pump is rebuildable. It comes with the head shown, which works on both Schrader and Presta valves, but you can get (and we have) Presta-only heads for it. Try it as it comes— it works fine, but if you don't want the Schrader option, get the extra head.

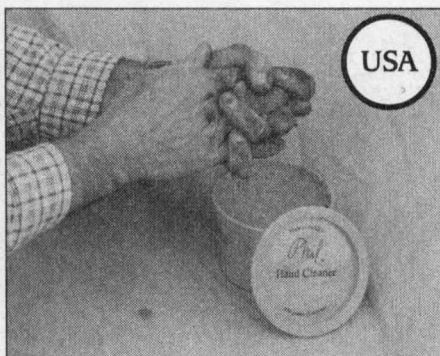
Zefal Husky: 28-015
\$ 50

Presta-only head: 28-016
\$ 6

• GOOPS •

Phil Hand Cleaner

We like the idea of citrus-based cleaners, but this one, made from wood pulp, works faster and better, and rinses off a lot more easily, too. Faster: About three times as fast. Better: It's slightly abrasive, and gets out the grit in the creases and under your nails. It has no smell. It's a Perfect Product.



ITEM: 31-038
\$ 6



Quick-Glo

You got bare steel around, you're gonna get rust...eventually. You make popcorn on the stove, you're gonna burn the pan...eventually. Quick-Glo has been around for 40+ years, and is as useful in the kitchen as it is in the garage. It fixes up metal fast, and the non-toxic part has a certain appeal, too.

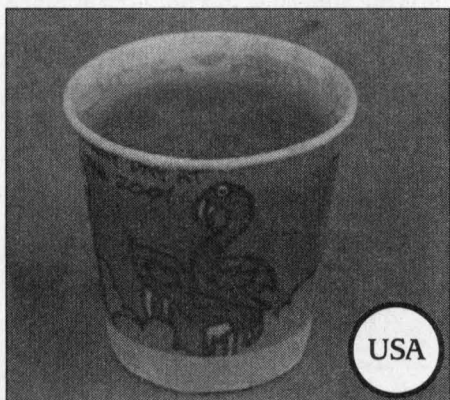
ITEM: 31-015
\$ 6

Phil Tenacious Oil

Some places are just too hard to reach with grease (like the threads on brake pinch bolts), and regular oil is too drippy. This is perfect. It is tenacious, super thick, almost a substitute for grease sometimes. We go though a bottle a year; yours will likely last you 5 years. Keep some around!



ITEM: 31-013
\$ 6

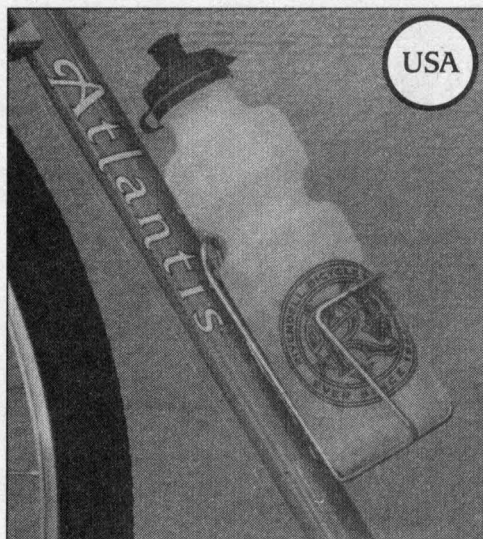


Beeswax

The first thing we ever sold was a cake of beeswax. It's good on all threaded things you don't want coming loose: Pedal dust-caps, crank bolts and dustcaps, headset locknuts, chainring bolts. Keeps shoelaces from untying themselves, too. Put it on nails and screws, to make them penetrate wood more easily. Made by union bees.

ITEM: 31-002
\$ 4

THE MORE YOU DRINK, THE MORE YOU

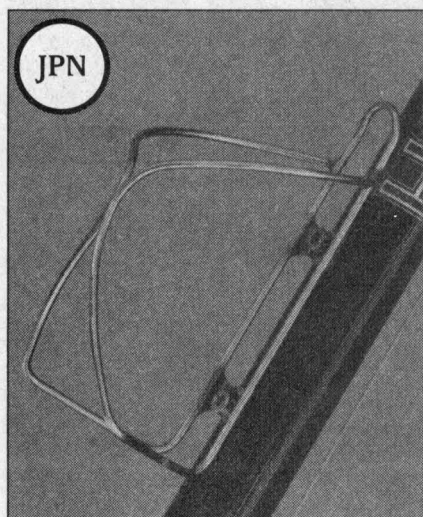


Water Bottle

The big size, clear or white plastic depending on Bhima's mood at the time he orders them. Made by Specialized, and as far as we're concerned it's the best bottle out there. Our Logo is printed on it twice. Typically, the top is blue, but that's another thing that's mood-dependent about this bottle.

Look around and you'll see that our price is rock-bottom low. It's a promotional item, so we barely mark it up.

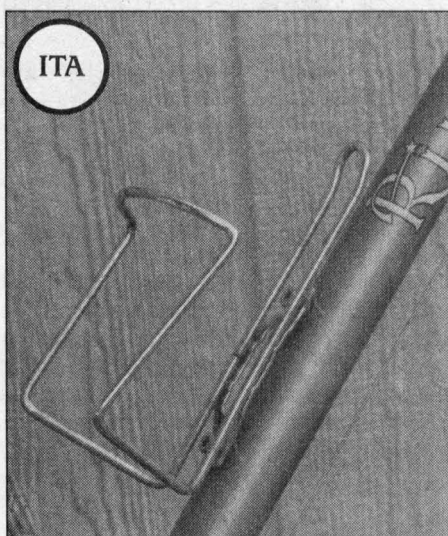
ITEM: 24-060
\$ 3



Nitto Stainless Bottle Cage

When we first ordered these, we expected to sell 30 per year. But it's been one of our most popular items, and we may go through 400 of them this year. That figure will make Arnie Nashbar, Mr. Snooks, and Dave Chantler laugh, but it's a lot for us. But no wonder. This is Mr. Yoshikawa's own design, and it is unique and simple, smart and beautiful, strong and functional. Whether you want to spend \$30 for a bottle cage is another story, but it is hand-brazed stainless steel, and it's the cheapest hand-brazed stainless steel widget in the world.

ITEM: 20-030
\$ 30



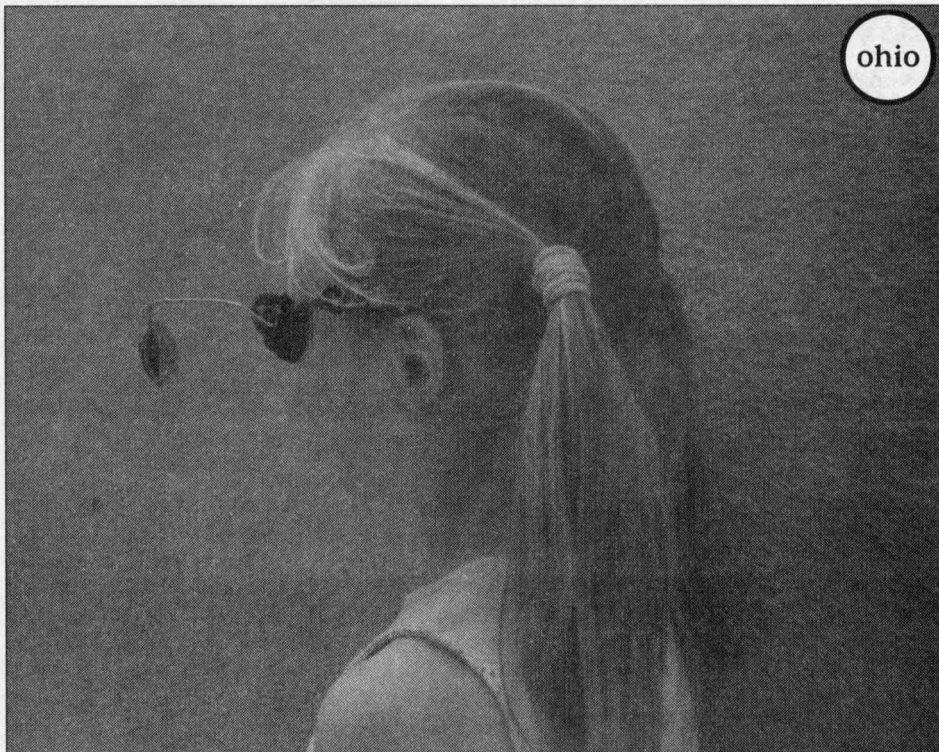
ALE Chromed Steel Cage

This is the best value in a bottle cage. Since it's steel, it plain won't mark up your bottle. Since it's chromed, it's shiny. Since it's been made by a company that's been making them for decades, it fits bottles perfectly. At only ten bucks a cage, there's no reason to ride aluminum or carbon fiber cages. This one weighs about 95g, which is plenty light enough. It looks good on any bike, and it holds your bottle securely over the worst roads.

ITEM: 29-001
\$ 10

• CHUCK HARRIS! •

ohio



Chuck Harris's Rear View Mirror

Have you ever actually used a rear view mirror? If you use the one on your car, you know its value. Do you think it's less valuable when you ride? If you do, you're right, because on a bike it is easier to turn around and see stuff, and you can usually hear the dump trucks bearing down on you. But it's nevertheless comforting and safer to know at a glance how far back, and what it is, that's coming at you. Rear view mirrors have long been the symbol of bike nerds, almost like pocket protectors (nothing wrong with them, either). But for commuting, they're a godsend. For touring, they're a godsend. For family rides or group rides, they're wonderful.

Chuck Harris, Mr. Bicycle, has made more than 62,000 of these by hand and with a pedal-powered device he made himself. The arm is a spoke. The backplate of the mirror is recycled metal. The mirror is a mirror. Large, easy to use, and it keeps its adjustment over the roughest ground, week after week.

You can get other mirrors, molded from plastic, blister-packed in a factory, each one identical to its model mate. You can get those for about \$12 at most any bike shop or mail order catalogue. But this is the real deal, here. Made by Chuck himself, the original and last of the hand-made bicycle mirror people in the world.

\$ 18

For plastic frames: 21-022

For wire frames: 21-023

Use Lights, Maybe Just Not Flashing Ones

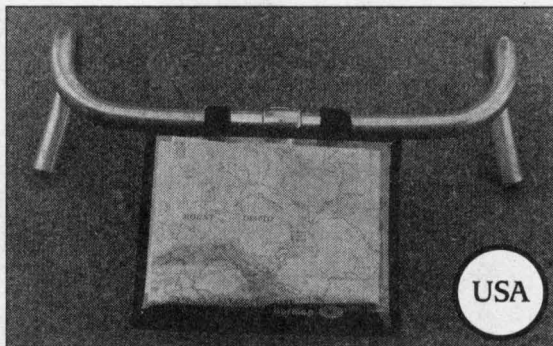
Drunk and tired drivers are known to tend to fixate on and follow *super*-visible distractions. Maybe they think it's another car way ahead. Or maybe they're too drunk to think. In any case, it may be a good idea to flash a different color than motorcar-red.

MISCELLANEOUS

Cyco-Active Map Case

Tough clear plastic that attaches and closes with velcro. It fits an 8.5x11 folded in half, mounts onto the handlebar and rests on the stem. Easy to use, convenient, good!

ITEM: 20-058
\$ 12



Tombow Eraser

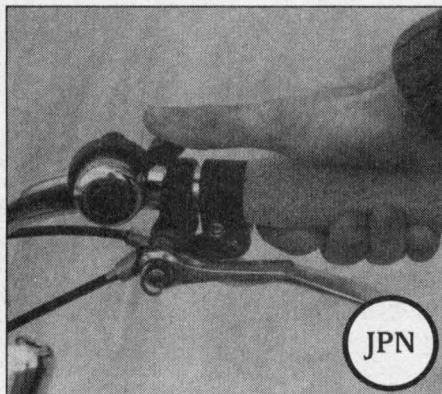
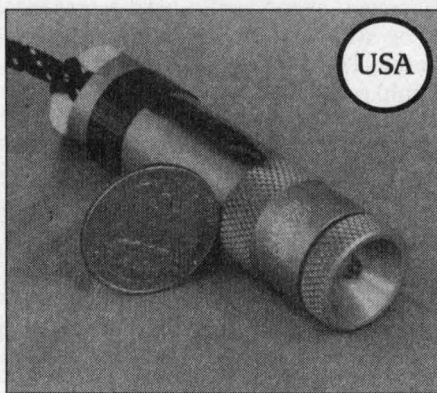
This is the best eraser we've used. It's white, like the German ones, but erases better with less pressure, and leaves less palimpsest. Even the great Eberhard Faber could take a few eraser-making lessons from these guys. Try it, and you won't want to be without it. Great for kids, students, draughtspeople, and writers.

ITEM: 31-043
\$ 2

LED Mini Light

A neat but faint little light with an LED bulb that lasts 10,000 hours. There are only 8,765.76 hours in a year. It gives a decent light for poking around in a pack or a tent at night, and you can read by it, and not disturb your tent- or cabin-mates. Put one in your bags and you'll never be totally lightless. Machined aluminum, a keeper.

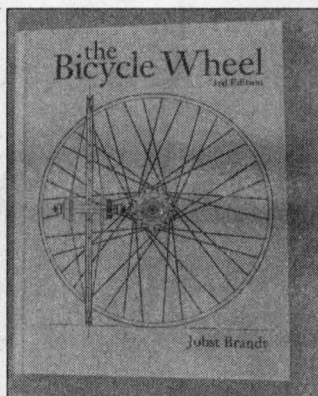
ITEM: 31-228
\$ 20



Bell

This Japanese bell has the most pleasant double-chime we've heard, and just as importantly, it can't possibly scare or tick off anybody on the trail. The silver is chrome-plated and has a high pitch; the brass is just slightly lower. Mounts on a 22.2mm(7/8-inch) bar or stem quill.

\$ 7
Silver: 31-201 Gold: 31-202



The Bicycle Wheel

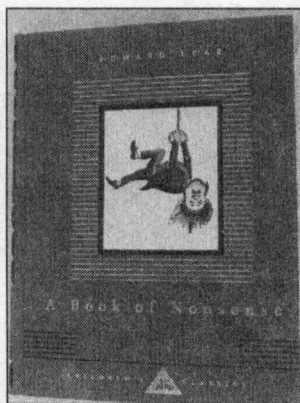
Wheel building theory and practice, along with a bicycle wheel appreciation course, this book is widely and rightly regarded as the definitive text on the bicycle wheel. Written by Jobst Brandt, it is clear, well illustrated, easy to follow, opinionated, and informative. A great book for non-wheel builders as well, it contains tons of information.

ITEM: 23-008
\$ 25

The Book of Nonsense

Edward Lear's great work, first published in 1848. Limericks, short stories, a botany lesson, and a dictionary all written in Lear's uniquely weird way. It appeals to children and adults, it is a true classic, and ever since we've offered it, we've had a double-your-money-back guarantee on this. Out of more than 500 sold, only 3 people have taken us up on it. A beautifully bound in cloth edition that belongs in every home with children!

ITEM: 23-004
\$ 14



Bstone 92 Cat

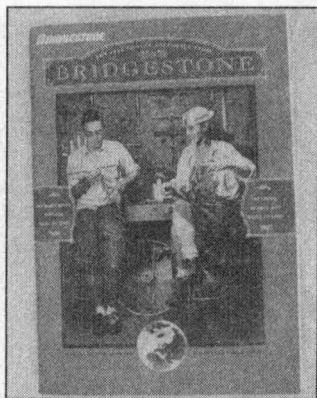
Ten years ago I/Grant worked for Bstone, and we had a decent catalogue budget, and between 1992 and 1994 we made three pretty good, different, bike catalogues. They weren't glossy, didn't have color photos, and were packed full of as much information and articles of interest that we could get away with and still have it be a product catalogue. I'd never suggest that you do enjoy the Rivendell Reader or our catalogues, but IF you do, then you'll surely like this and the other one down below, because they're much better. It's worth \$7, I think.

ITEM: 23-009
\$ 6

Bstone 94 Cat

The last Bstone catalogue ever, and the last of the 3-catalogue series. It has some great articles in it (I didn't write them). There's one about the last all-American baseball mitt, one about how steel, titanium, and aluminum are mined and processed. There's a lot more than that, too. This one's only \$5, which is pure profit for us, since I rescued these from the dumpster when we were closing up Bstone in October '93. Most people who buy one come back for the other. As catalogues go, they're pretty good ones.

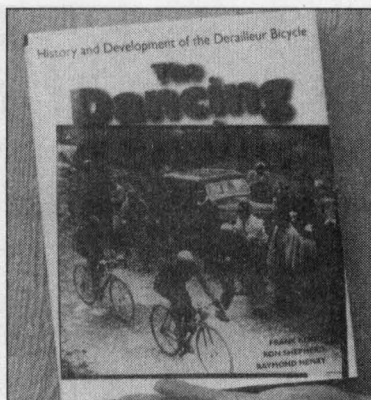
ITEM: 23-010
\$ 6



The Dancing Chain

Frank Berto, Raymond Henri, and Ron Sheppard co-authored this book about the history of the derailleur; chains are not the focus. For anybody with an interest in the evolution of the derailleur, this book is a must, since it's the only book out there devoted entirely to that. Lots of information, zillions of photographs and illustrations. A page-turner!

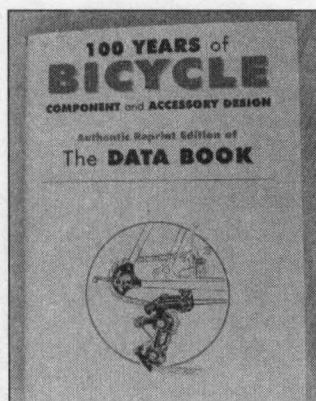
ITEM: 23-013
\$ 55



The Data Book

This is the Basement Tapes of bicycle books. Formerly only lucky and sleuthful cultists had it, then finally it was legitimately reissued, but it's still too weird for mainstream bike shops and bookstores. It's an illustrated history of bicycle parts from 1877 to 1959, with fantastic illustrations and no text. A good gift for the cyclist who thinks he or she has everything. Maybe too odd for rookies, but experienced grumps will love it.

ITEM: 23-016
\$ 40



Bicycle Maintenance

Written by an English chap who knows his way around a bike and a camera, since he took the photos, too. Super clear, excellent text, everything good. Bike mechanics can be frustrating, and a good book such as this will make life a lot easier. It costs a lot, but it is the best bike maintenance book we've seen. It covers everything you'll need to know.

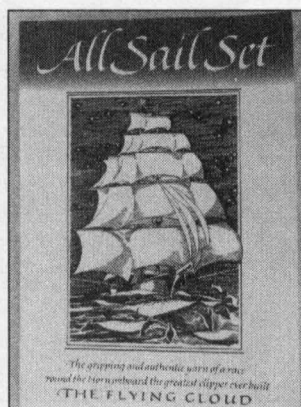
ITEM: 23-015
\$ 35



All Sail Set

Armstrong Sperry's book, written mostly for 10 to 14 year olds, about the Flying Cloud's first, record-breaking trip from New York to San Francisco. The year was 1851, and the 89-day trip set the sailing world on fire. This is a fictional book, but the events in the book really happened. It is a fast read for adults, but educational. If you want to read more about the same trip, try David Shaw's *Flying Cloud*. ISBN #0-688-16793-4. What a ship!

ITEM: 23-012
\$ 12



• BACK ISSUE, GIFT CERTIFICATES, MAGNETS •



Back Issues of the Rivendell Reader

We sell these in sets. A typical Reader is 40 pages. We have varying numbers of the back issues. When you order a set, we'll send you as many as we have in that set, usually four or five. Order early for best availability. They're stacking up here; they're a fire hazard; we really want to sell these. Six bucks isn't too much. There's good stuff in here.

Set A: RR-1-5 Set B: RR-6-10 Set C: RR-11-15 Set D: RR-16-20

24-091
\$ 6

24-092
\$ 6

24-093
\$ 6

24-094
\$ 6


GIFT CERTIFICATE NO: *Googplex*

TO: *Bill Gates*


FROM: *Gunga Din*

AMOUNT: *\$100-* DATE: *April 9, 2001*

AUTHORIZED BY: *Curt*



RIVENDELL BICYCLE WORKS
P.O. Box 5289 • 2040 NORTH MAIN No. 19 • WALNUT CREEK, CA 94596 • USA
TEL: (925) 933-7304 • FAX: (925) 933-7305 • WWW.RIVENDELLBICYCLES.COM



Gift Certificates

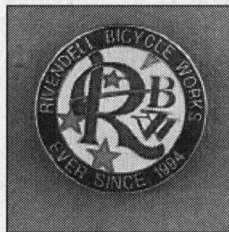
The perfect gift for any cyclist, wool-wearer, soap-user, book-reader, or user of refrigerator magnets. Always a popular gift, and if you're the spouse, parent, child, or friend of someone who has this catalogue, then it's a sure hit; and look at the savings.

\$25: 24-082
\$ 24

\$50: 24-083
\$ 47

\$75: 24-084
\$ 71

\$100: 24-085
\$ 92



Frig Mags

Rare earth magnets glued onto enameled copper cloisstone-style discs. These are not your typical tacky-yet-innecffective refrigerator magnets. Keep away from credit cards and pace makers.



Rivendell: 24-062

Baggins Bags: 24-087

\$ 10

\$ 10

Where Are the Frames?

On line, and in a catalogue of their own.

We offer two styles, going on three. All are hand-built, lugged steel frames of the highest quality, design integrity, and value. A brief description follows, but there's more on line (rivendellbicycles.com); and by May 1, we'll have a small frame catalogue. We'll mail it to all members automatically, and to others just for asking. For a free Atlantis brochure, just ask.

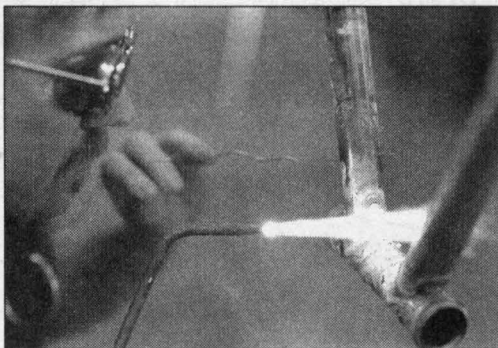
Rivendell frames are hand built and customized to your body and riding. We provide a series of forms and ask all the right questions, and develop a design based on your input and our interpretation of your answers and comments. Then, over the next many months, we ask more questions (about other frame details), collect regularly scheduled payments, and... ultimately, we deliver to you a frame that you'll be proud to own and will likely be comfortable riding for the rest of your life.

The process, from initial deposit to delivery, takes from 8 months to a year, sometimes more (unless you're over 55, in which case you get cuts). The cost is \$2,200 to \$2,300, and includes a Chris King headset (a \$120 value), rustproofing (what's it worth—\$10?), and a \$100 gift certificate toward parts, accessories, or clothing. Our frames are built start to finish by one of two builders: Joe Starck or Curt Goodrich. They're painted by Joe Bell.

After years of threatening to do so, we're finally going to offer a Rivendell frame catalogue, with pictures, specifications, and ordering information.

It will cover Rivendell Custom Frames in a more complete manner than we're able to do (afford to do) in this catalogue. The Rivendell Frame Catalogue will be available starting May 1. If you're already a member, you'll be mailed one automatically. If you aren't a member but want a catalogue, call or fax:

ph: (925) 933-7304; fax: (925) 933-7305



Atlantis frames are touring and trail frames, commuters—truly all-around frames that are excellent for everyday, any surface, all weather rough use. They are made to our specifications (no customizing) in a small frame shop in Osaka, Japan, and we get four shipments of them (totaling about 350 frames) per year. We have about ten Atlantis dealers, or you may buy from us directly. Either way, and Atlantis costs roughly \$950 for the frame, fork, and headset. About \$1900 to \$2,100 buys you an assembled bike chock full of medium high to high end parts. For a do-everything bike, a wonderful smooth

ride, and a comfortable position and good fit, an Atlantis is an unbeatable value.

In the Spring of 2002 we hope and expect to introduce a new, Atlantis-grade, Atlantis-priced road frame, called the Rambouillet (*ram-boo-yay*, but *ram-boo-lay* works, too). We've made good progress on it so far, and by early Summer should have prototypes for approval and testing. As is the case with the Atlantis, it will be a production bike (no customizing), made to our specifications by Toyo, and should be a fantastic frame. We'll keep you updated both on the web (rivendellbicycles.com) and in the *Rivendell Reader*.

No cyclists should go through life without a fine lugged steel frame. The ones we offer are exceptional.

• GEAR CHART •

Gear Chart, 700c
REAR COG

CHAINRING

11	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
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17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	
11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	
8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	
6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	
4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

• ANUDDA GEAR CHART •

Gear Chart, 26" Wheels
REAR COG

CHAINRING

	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	
11	57	59	61	64	66	69	71	73	76	78	80	83	85	87	90	92	95	97	99	102	104	106	109	111	113	116	118	121	123	125	128	
12	52	54	56	59	61	63	65	67	69	72	74	76	78	80	82	85	87	89	91	93	95	98	100	102	104	106	108	111	113	115	117	
13	48	50	52	54	56	58	60	62	64	66	68	70	72	74	76	78	80	82	84	86	88	90	92	94	96	98	100	102	104	106	108	
14	45	46	48	50	52	54	56	58	59	61	63	65	67	69	71	72	74	76	78	80	82	84	85	87	89	91	93	95	97	98	100	
15	42	43	45	47	49	50	52	54	55	57	59	61	62	64	66	68	69	71	73	75	76	78	80	81	83	85	87	88	90	92	94	
16	39	41	42	44	44	46	47	49	50	52	54	55	57	59	60	62	63	65	67	68	70	72	73	75	76	78	80	81	83	85	86	88
17	37	38	40	41	43	44	46	47	49	50	52	54	55	57	58	60	61	63	64	66	67	69	70	72	73	75	76	78	80	81	83	
18	35	36	38	39	40	42	43	45	46	48	49	51	52	53	55	56	58	59	61	62	64	65	66	68	69	71	72	74	75	77	78	
19	33	34	36	37	38	40	41	42	44	45	47	48	49	51	52	53	55	56	57	59	60	62	63	64	66	67	68	70	71	73	74	
20	31	33	34	35	36	38	39	40	42	43	44	46	47	48	49	51	52	53	55	56	57	59	60	61	62	64	65	66	68	69	70	
21	30	31	32	33	35	36	37	38	40	41	42	43	45	46	47	48	50	51	52	53	54	56	57	58	59	61	62	63	64	66	67	
22	28	30	31	32	33	34	35	37	38	39	40	41	43	44	45	46	47	48	50	51	52	53	54	56	57	58	59	60	61	63	64	
23	27	28	29	31	32	33	34	35	36	37	38	40	41	42	43	44	45	46	47	49	50	51	52	53	54	55	57	58	59	60	61	
24	26	27	28	29	30	31	33	34	35	36	37	38	39	40	41	42	43	44	46	47	48	49	50	51	52	53	54	55	56	57	59	
25	25	26	27	28	29	30	31	32	33	34	35	36	37	38	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	
26	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	
27	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	39	40	41	42	43	44	45	46	47	48	49	50	51	52	
28	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	39	40	41	42	43	44	45	46	47	48	49	50	51	
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31	20	21	22	23	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	39	40	41	42	42	43	44	44	45	45	
32	20	20	21	22	23	24	25	26	27	28	29	30	31	32	31	32	33	34	35	36	37	37	38	39	39	40	41	41	42	43	44	
33	19	20	20	21	22	23	24	25	26	27	28	29	30	31	30	31	32	33	34	35	35	36	37	38	39	39	40	41	42	43	43	
34	18	19	20	21	21	22	23	24	25	26	27	28	28	29	30	31	31	31	32	33	34	34	35	36	37	37	38	39	40	41	41	

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Credit Card No.: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
Expires (MM/YY) <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/>	WE ACCEPT VISA & MASTERCARD ONLY

Hours, Visiting Tips, & Policies

Telephone Hours

M-F 9:15 am to 5:30 pm Pacific time. We're here earlier and later, but these are our phone hours. We return messages!

Visiting Tips

We are set up to sell by mail, and we don't have a browsing area, a shopping area, or the people to wait on you. If you can understand that, and promise not to interpret our running to get the phone while you're in the middle of a sentence as rudeness, then call first, and come on by. We're a friendly lot!

What To Expect

We have two 100-square foot adjoining spaces. One is the office, one's the warehouse. Park, if you can, in front of units 19 and 20, or down at the other end, in space 35, which is ours, too. If someone's in there, block their way out, because they shouldn't be.

Will Calls

Please call first so we can have your order ready for you.

To Find Us

From the south or west: Take 680 N to the Ygnacio Valley Road exit. East on Ygnacio a minute to North Main Street. North on Main, and look for parking, because there's no parking by us. We're at 2040 North Main, cell block #19. Up the hill between the bakery outlet and the blue brick building, around to the left, then halfway down on the right, before Discount Mufflers.

From the north: Take 680 S to the Geary/Treat exit. Left onto Main until you hit Pringle. U-turn at Pringle, then turn right after the bakery outlet, but try to park on the street. We're up the hill between the bakery outlet and the blue building, around the left side, about halfway down.

From Walnut Creek BART: We're a 5 minute walk. Walk out the NE side of the lot, take Pringle to N. Main, cross N. Main and go up the path between the bakery outlet and the blue building. Stay to the left of the corrugated metal building, find No. 19.

Stocked Items

We try to keep stock of everything in this catalogue, but we may temporarily run out of some items. Bear in mind that many of the items we sell are rare, esoteric, or just plain too weird for distributors to stock in good quantities; and others are made or imported especially for us. Backorders will only be issued on out of stock items listing for more than \$10. Backorder freight is \$2 per item, up to a maximum of \$6. The prices listed are good until the next catalogue or price update in the *Reader*.

Returns, in General

If you aren't completely happy with what you buy from us, you have 60 days to return it for a full refund by check or credit card (as you originally paid).

Payment

Visa or Mastercard, personal checks or money orders. We don't hold checks to wait for clearance, but in 6 years, we've never had an uncollectible one. If you're the first, the world will know of it! All orders shipped to California get charged your local sales tax.

Shipping/Handling Charges

Domestic Orders

Standard: \$7 per order, delivered Priority Mail or UPS, our choice (unless you have a P.O. Box, in which case it won't be UPS). Allow 7-10 days for delivery.

3-Day Select: \$12

2-Day Air: \$20

Next Day: \$35, delivered the next afternoon.

All 3-2-1-day orders must be received by 12:00 Pacific time. If you're on the east coast, fax it in to 1(877-269-5847). We'll bust our behind for you, but cannot guarantee delivery.

Back Orders: \$2 per item, up to a maximum of \$6.

Wheels: \$15 per wheel, unless it's part of a bike.

Frames: \$35, shipped UPS ground. \$50 for 3-day Select.

Bikes: \$50 (lower 48; other, call) , shipped UPS ground.

International

UPS only

Ground to Canada: \$25

Air to Canada: \$50

Int'l Air: \$50

Frames & Bikes: Call

PRICING

Catalogue prices are member prices.

Non-members pay \$5 more per item. Ninety percent of the time that's still a good deal, but it pays to join, and we hope you do.



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