

# RIVENDELL BICYCLE WORKS

∞ FALL - WINTER '02 ∞

WOOL, PARTS, & ACCESSORIES



## Please Read This First

WE'RE AN 8-GOING-ON-9-YEAR OLD BIKE MAKER AND MAIL-ORDER PLACE for bike riders who prefer smart, practical, beautiful bikes, parts, and accessories to today's super-charged, high-tech fare. We aren't pipe-clenching curmudgeons who hate all modern bike gear out of hand, and the word "retro" isn't a good fit, either. *Retro* means backward, and the gear we like is the last thing in the world from that.

Without exception 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—some of it has roots in the past, but it is as relevant today as it was then, and you can glom onto it now and ride it for the rest of your life in complete satisfaction.

Little of what we offer is available at your local bike shop, and that may make you wonder—who's right, and who's wrong?

Nobody, of course. We couldn't survive carrying the normal trendy gear normal bike shops offer, and normal bike shops that rely on local customers couldn't survive carrying the sorts of things we offer.

We offer gear for cyclers who don't wholehog follow trends, but tend to select their gear based on their own reality—whether it's brevets, long distance tours, commuting 3 miles in Seattle's winter, riding the neighborhood streets for exercise, or seeking out the only dog-free road in a muggy southern swamp town.

We list the country of origin our goods, because catalogues that just say "imported," make you wonder—Sweden or Somalia? 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. Often that's the only way we can get it.

Bikes are mechanical objects, and we think the best ones are simple to operate, maintain, and understand. That's why we like bicycles that allow your input—*manual* bicycles. We don't see automatic shifting as a high goal, something to look forward to, because flipping levers is easy enough. Over the years our stance on indexing has softened, not because we've seen the light, but because whether or not a bike indexes is not all that significant in the big picture, and we know some nice people who won't ride without it.

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 is a gentle, fun, and healthy sport. It's also an equipment-intensive one. The right gear is part of the fun, and our mission is to find, create, and provide it. When you buy from us, you keep us going so we can do that. Thank you!

—Grant

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## WoolyWarm 100% Wool Jerseys

Every year or two lab-dwellers develop more ways of weaving or knitting plastic. They sponsor expeditions, buy endorsements, and tell you how much better it is than it's predecessors. All of these fabrics have certain common elements. They're soft and weirdly weightless. They wick, dry fast, and stink to high heaven the day after you sweat in them. Jersey makers sew them and screen them with the most garish bad art you've ever seen, and there's your modern cycling jersey.

Wool, on the other hand, has evolved over hundreds of thousands of years in the sleety slopes of Scotland, the blistering wastelands of Afghanistan, and the bitter cold deserts of Mongolia. So naturally it regulates body heat much better than plastic. Wool has an authentic feel that's comfortable on warm days, and cozy on cool ones. Plus, it doesn't stink when it's sweaty, so you can wear it many times before you need to wash it. From a purely technical point of view, the structure of a wool fiber is far more complex and impressive than that of any synthetic fiber. This structure gives wool its superior "moisture management" qualities (to steal a term from the synthetics). And if that's not enough, wool is self-cleaning and fireproof.

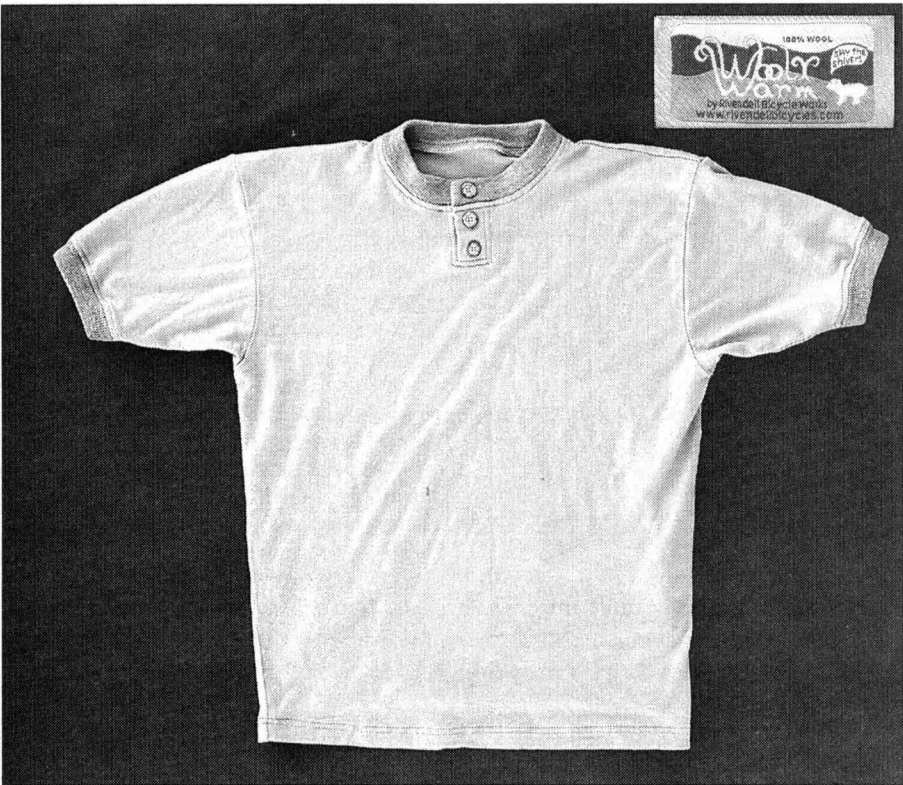
You may wonder—if wool's so great, why don't the pros ride it? Why do other jersey makers eschew it? Well. Pros don't ride in it any more because their jerseys have to be billboards for their sponsors. The billboard effect is best accomplished with a printing process called sublimation, which is far more advanced than mere silkscreening, and light years ahead of embroidery or flocking—the two choices for wool. Most jersey makers prefer plastic because it's cheaper by far and easier to sew with; and they like to be able to sublimate it with geckos, mean clowns, post-9/11 American flags, Disney art, the club sponsors, event names, and so on.

WoolyWarm jerseys have buttons rather than a zipper. Zippers are faster, but buttons are nice too, and are easy to work one-handed. A buttoning neck is our alternative to a loud logo, that's all. There are three buttoned pockets in back, and no other notable features.

Each size is cut slightly on the full side. I/Grant am 5-10 x 183lb, and the large fits me loosely. The looseness aids air circulation, so you stay cooler in warm weather, and you don't have hot fabric clinging to you. This is a jersey you won't be dying to get out of after the ride. It's a jersey you may even wear to the mall, or out to dinner, if the restaurant isn't too fancy.

Every couple of months we'll introduce a new color. The first two colors, Gold and Blue, have sold out already. In early September we got Green in SS, men's and women's. Next is Red LS, then Grey LS. We'd planned to list specific jerseys and model numbers here in this catalogue, but they're selling too fast (partly because our volume is too low) to make that smart, so we'll ask you to call instead, or better yet, visit [www.woolywarm.com](http://www.woolywarm.com) for the current jersey colors and availability and ordering information.

SS jerseys are \$65. LS jerseys are \$85.



### WoollyWarm Jersey Sizing

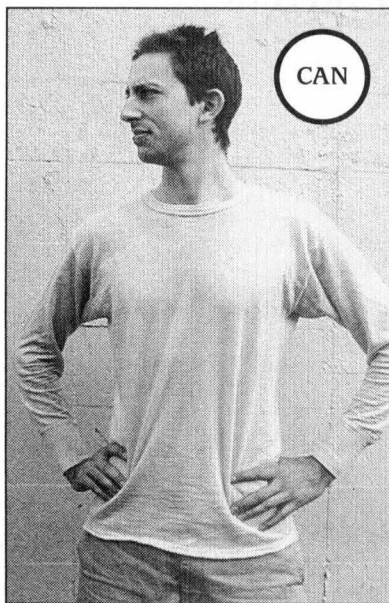
It's cut fuller than other cycling jerseys, and although it's washable wool, it's still "shrink-a-bit-to-fit," so don't buy up a size just to get a relaxed fit. You can easily tailor the shrinkage and lock it in. We include instructions, but it's basically a matter of how much agitation and heat you subject it to. Start with a cold & gentle wash, and air dry (standard for wool). If it's still too big, add either agitation (wash it on normal, instead of gentle cycle) or heat (warm instead of cold); or dry it on cool in the dryer. When it's right, go back to the cold, gentle wash and air dry. You don't have to do that with plastic ... but you have to wash plastic after every ride, and the WoollyWarm jersey you can wash every 5 or 6 rides, and it still won't smell. This will be the jersey you grab for over all your others.

Size	Typ. Ht.	Typ. Wt.	Typ. Chest
S	5'2-5'4	100-135	34 to 35
M	5'5-5'11	135-160	36 to 38
L	5'8-6'3	180-250	41 to 45
XL	5'11-6'5	210-250	44 to 48
XXL	6'1-6'6	225-270	46 to 50

For current availability, call (925) 933-7304,  
or just as good and with color photos, go to:

**[www.woollywarm.com](http://www.woollywarm.com)**

From there, you can get to our website and order.



## LS Wooly

Most of us here live in these from late October through early April. They're great any way you wear them—alone, under other things, on top of some other things, while sitting around in a chair, riding a bike, hiking, or sleeping. Soft, light, cozy and warm; you won't overheat, and having one on just about guarantees that you won't freeze, no matter what. They work great piled one on top of another; you trap a lot of air and strip layers off as you get too hot. Year after year these are our most popular garments, and many of our customers have three of them. When you wear them every day, why not? One's good for about 5 days straight, easy. They don't stink.

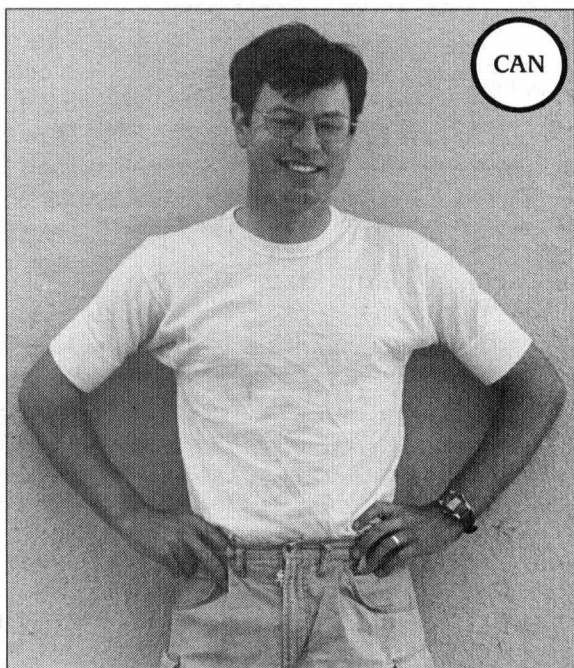
\$ 30

- |                  |           |           |            |
|------------------|-----------|-----------|------------|
| CREAM: S: 21-123 | M: 21-124 | L: 21-125 | XL: 21-126 |
| GREEN: S: 22-218 | M: 22-219 | L: 22-220 | XL: 22-221 |



## 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, and air dried overnight. It's easy.



\$ 28

- |                 |           |           |            |
|-----------------|-----------|-----------|------------|
| CREAM S: 21-117 | M: 21-118 | L: 21-119 | XL: 21-120 |
| GREEN S: 22-215 | M: 22-216 | L: 22-217 | XL: 22-252 |

## Wear What Grows

If a space monster came here today and was sitting around reading 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 just how long animals have survived without any 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. It makes otherwise sane folks wonder: 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. The benefits of plastics and technology may exceed any real or conjured up psychic or emotional drawbacks. But if you don't stay on top of it, you'll wake up one fine morning and find a closet full of plastic outdoor gear.

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 trade names borrowed from nature, but it's plastic, in one of its many forms.

The thing is, in 2002 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



A Rambouillet. Fine wool, tasty mutton!

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?*

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 is not *entirely* arbitrary.

For instance, on packs we avoid zippers unless anything else would just not work. 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 sacks, but can't stand nylon bags.

We have higher standards for wool content in underwear than we do in socks. (100 percent wool underwear is much easier to find than are high-wool socks; and some nylon in the toes does seem to make them last longer.)

We're still looking for the perfect all-around cycling sock. "Cycling sock" to most people, implies something thin and foot-hugging, that you stretch on over your foot and snap into place. That is the typical cycling sock. But those kinds of socks are no fun to put on, and no good for wearing except when you're riding or being athletic. Socks are special things, and we'd sort of like to find a cozier one for cycling. It's not on the front burner by any stretch, but in time we'll find it or have it made. Meanwhile, we'll continue to sell our favorite ankle sock, which as of this writing, is the SmartWool low-cut hiker.

It's cushier than "cycling" socks, but isn't super thick, and soaks up sweat better. We sell the greyish ones.

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 your birthday, 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 toplayer, if you can find one. Natural materials and fabrics work well, and are more fun than synthetics.

## Wool is Easy to Wash

Most wool garment makers and sellers encourage dry-cleaning, with gentle washing by hand in the sink a distant second. Those methods may be practical for cashmere-wearing opera-goers, but sweating cyclers need a more practical method. Here's our way:

**Machine wash it.** Gentle cycle, cold water, Ivory Snow detergent. Cool rinse. After the spin cycle, most of the water will be out of it.

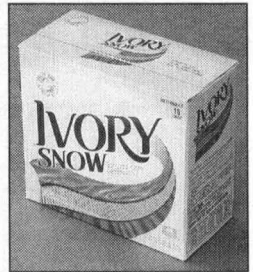
**Air dry it.** Hang it over the shower curtain rod, or something slightly more supportive than a wire coat hanger; or lay it on a towel. But see below.

Your WoollyWarm garment is cut full and should be too big when new. It's made from washable wool, but we still consider it a shrink-to-fit garment. If after the first washing it's still too big, wash it again—but this time on warm, or regular (not gentle), or dry it on cool (which isn't actually cool) in the dryer for 5 to 15 minutes. Heat and agitation shrink it, and so long as you understand that, you can fine-tune its sizing. Then go back to cold wash, air dry. It's easy.

### How often should I wash it?

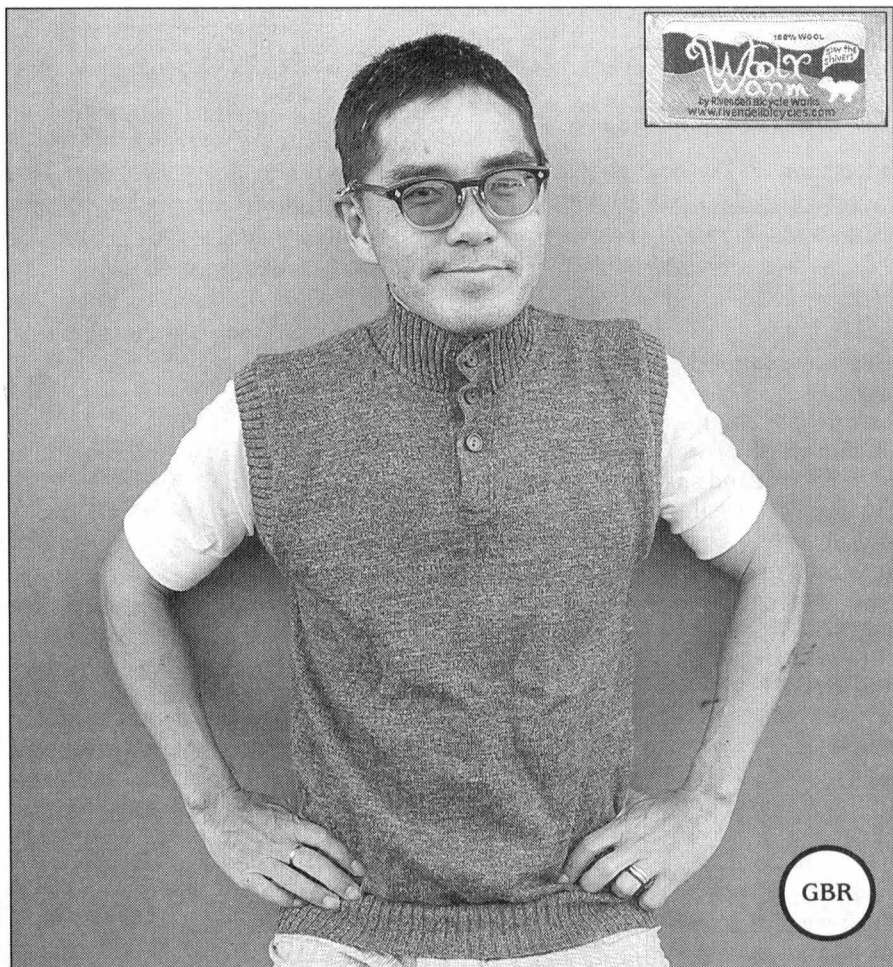
When the armpits start to smell, or you just feel like washing. Wool doesn't retain odors, so you don't need to wash it as often. Here's a good guide:

- Next-to-your-skin garments: After 10 sweaty hours, or 20 casual hours;
- Outer garments: After 20 sweaty hours, or every 35 casual.
- Sox: Every two rides, but try to not wear the same pair two days straight.





• Fall-Winter 2002 •



## WoollyWarm Tweed Vest

This is the most versatile and comfortable outer garment you, as a cyclist, can own. It warms your torso, but not your arms. It lets excess heat escape during strenuous exercise. For cold weather, button it up to the top and seal out the wind.

A single buttoned rear pocket holds a wallet, repair kit, hat, gloves, or a small book, pocket camera, or binoculars.

The gorgeous derby tweed never looks too neat or messy or dirty. Its blend of brown, amber, green, grey, and blue looks striking under a 14x loupe, and when it gets moist or wet with fog, rain, or sweat, it exudes a wonderful, subtle smell that nobody will notice but you. It's one of the best smells out there.

This was conceived for cycling in cool to cold weather, and it just so happens to be so comfortable and good-looking that you'll like wearing it off the bike, too. Wash it before you even wear it; it furs up nicely and feels great.

\$ 68

XS: 22-112

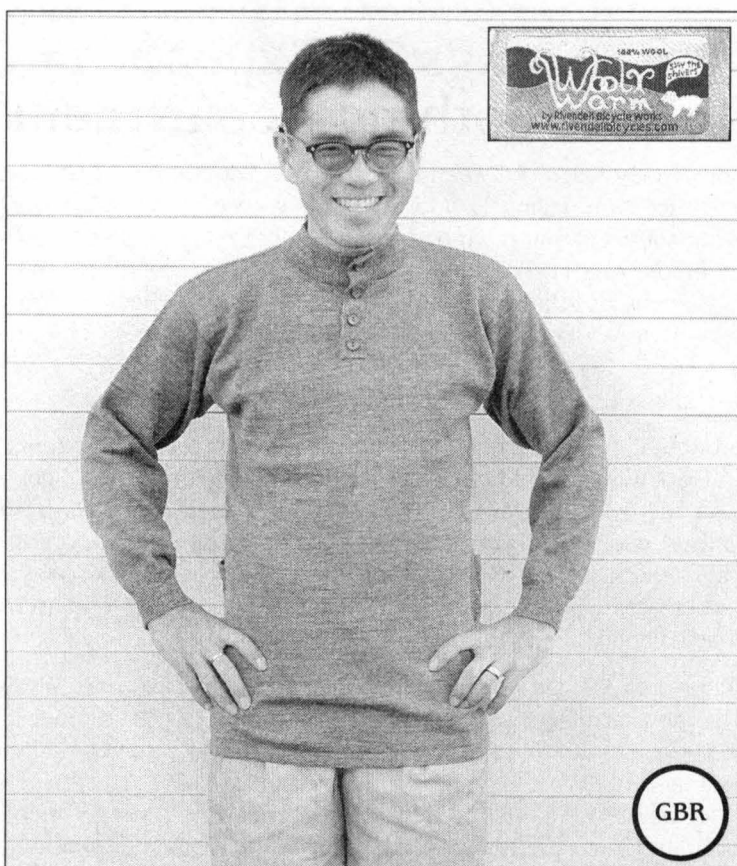
S: 22-113

M: 22-114

L: 22-115

XL: 22-116

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## WoollyWarm Tweed Rider's Sweater

The same great tweed as our vest, but with sleeves, and three rear pockets. It's cut full to fit over other layers, which is why we call it a sweater, not a jersey (even though it IS a jersey). The wool is scratchier than merino, but that's what you get from sheep that roam the crags of Scotland. Wash it before you wear it, and it gets soft and furry-like. But wear it over another layer, just for the heck of it.

This the garment most of us here wear all through Winter and into early Spring, both on on the bike and here in the chilly Works, where morning temps are in the low 40s. It feels so good, works so well, and looks fantastic anywhere. If you're at all sensitive to blending in with the natural colors, this is the ultimate outer garment. The heathery mix of grey, olive, copper, and black make you invisible in the forest, and make you look rich in the billiard room. For general wet and cold riding, you just can't beat it. You can head out in a downpour and come back damp but warm enough, and actually glad you didn't have to wear a rain jacket.

Made to our specifications right over there in England, by a small family-owned business specializing in traditional British woolens. It's a versatile garment, and in fancy stores, would cost \$190 easily (and wouldn't have the rear pockets).

\$ 95

S: 22-108

M: 22-109

L: 22-110

XL: 22-111

## Things To Expect In the Clothing Department

Lots more WoolyWarm. Between August 1. and September 12, I/Grant spent way too much time trying to find a reliable source of washable wool knits, because our source-to-that-point had—well, long story, but it sort of evaporated and left us begging like morons in a closed off world with no options. No offense to anybody, or any group, but things there for a while were quite dreary, with nothing bright on the horizon. This, even though I sat at home every night scratching my head over what the heck happens to all the wool that Australia grows. It must go somewhere.

Then around about September 15, things started to happen. Letters I'd sent three weeks earlier, and old emails, were starting to get returned. I got a 4 am. telephone call from Australia. I got normal-time telephone calls from Ohio, Canada, and two more from Australia. Sample fabrics started arriving, and within a week our larder was full of prospects eager to provide us wonderful wool, in assorted weights, any color we like, and in minimum quantities that we can actually do.

This space, on this page, was originally going to show two more WoolyWarm products, but we couldn't get the wool then. Now we can get the wool, but it's too late to get proper samples in, and we're weighing our options. So please, if you want to be kept up to date on things like arm and leg warmers, neck gaiters, tights, sweat bands, and new variants of current items, every once in a while click into [www.woolywarm.com](http://www.woolywarm.com), or read the Reader.

We're also increasing our stress with a new line of outerwear (wind and rain shells); and then some riding shorts, too. As soon as we settle on a nice name, we'll show you the prototypes and ramp on up, or whatever the expression is, for an early Spring introduction-like thing. It won't be plastic, either. —Grant



### The Best Bike Sock

These are SmartWool hiking socks, but they aren't super thick, just thick enough to fit into cycling shoes and soak up some foot sweat. SmartWool calls them grey, but they're black and white striped (if you look closely); they look grey. They have terry loops inside. Eighty-percent wool, the rest plastic. If you can get over the hiking sock label and the fact that they aren't white, you'll be liking life with these, the best we've worn.

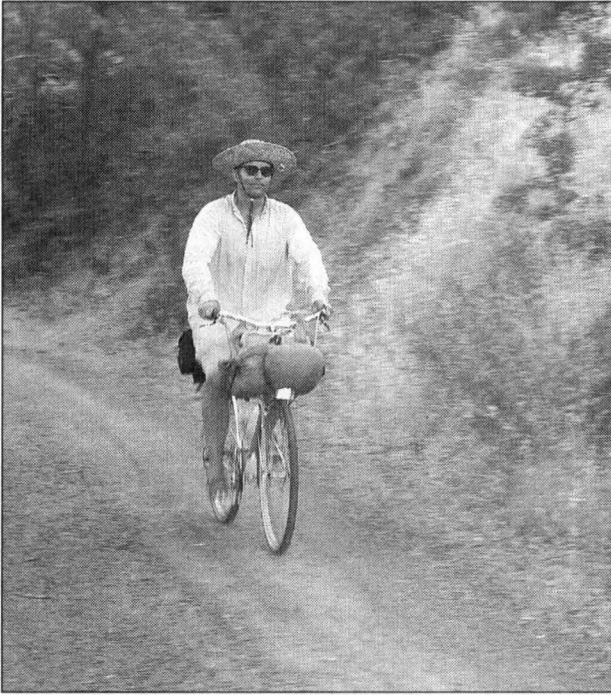
\$ 12

M: 22-152

L: 22-153

XL: 22-154

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## Three Arguments in Favor of Blowing Off Aerodynamics

**1. The benefits don't kick in at real-world, typical riding speeds—below about 23mph.** Outside of a race, even super fast riders rarely average 21 mph; and in a race, most of the time your aerodynamicism comes from riding within the shelter of the pack.

**2. An aerodynamic position makes it harder to see, and often causes back and neck pain.** A more upright, less aerodynamic position is easy to maintain because it's more comfortable. It's easier to see traffic or scenery when you're not as aero.

**3. Tight, aerodynamic clothing makes you hotter.** The sun heats the fabric, which presses hot against your skin.

Loose clothing is usually more comfortable, and since it gently flaps, it helps keep you cooler. In hot weather, nothing beats a loose-fitting seersucker shirt (no, we don't sell them!). The

wind sneaks in the sleeves and neck, puffing out the jersey away from your skin, so you're essentially riding under a parasol of shade.

We aren't blanketly against aerodynamics, or suggesting you may as well try and catch the wind. But few riders are comfortable in a low-aerodynamic position, and even fewer look and feel good in tight plastic clothing.



It's normal to sort of like to get dressed up ritualistically for your sport, and to follow the lead of pros and other role models. There's nothing so terrible in all that. But those guys don't particularly think about you at night, so it makes more sense to find your own comfortable position and your own comfortable way to dress. It doesn't have to be *our* way, or their way... but it ought to be comfortable to you.

## Bags, and Baggins in Particular

An old approach makes superior sacks.

The obvious and most important function of a bag is to carry something, protect it, and be able to have at it without a lot of hassle, and nylon does that well. Today's plastic, one-touch hardware is fast and convenient and clever; you can't argue that. But once you get a step past the basics, there's nothing there to actually like about nylon bags with plastic hardware.

It's completely different when the bag is made with the best quality natural materials and metal, though. A bag like that feels good to get your hands on, makes you want to go places, and is the kind of thing you want to keep forever.

Baggins bags aren't the last word in luggage, but are hard to beat as bike bags. They look nice because they're made with waxed cotton, brass, and leather. They last because they're well-made. They're a pleasure to use because they're well-designed.

Baggins designs are simple, because simple bags are easier to use and less confusing when you're packing or unpacking hurriedly or in the dark, or in the rain, or any nasty combination of those things. You want to know *if it's here at all, that flashlight's got to be in pouch A or pocket B, not which the heck pocket is the flashlight in?*

Packing for the return trip is usually harder than packing for the outbound, because you just aren't as

fastidious about folding, rolling, and stuffing as you were before you left. On your way back, things are dirty, wet, and you may be dealing with them in an altered and bulkier state; so being able to pack by cramming was high on the list of features we worked into the Baggins line.



We went all over looking for the right fabric and hardware, and settled on a 15- to 16oz waxed cotton fabric, supplied by Herbert Rice. The buckles are brass. The leather is

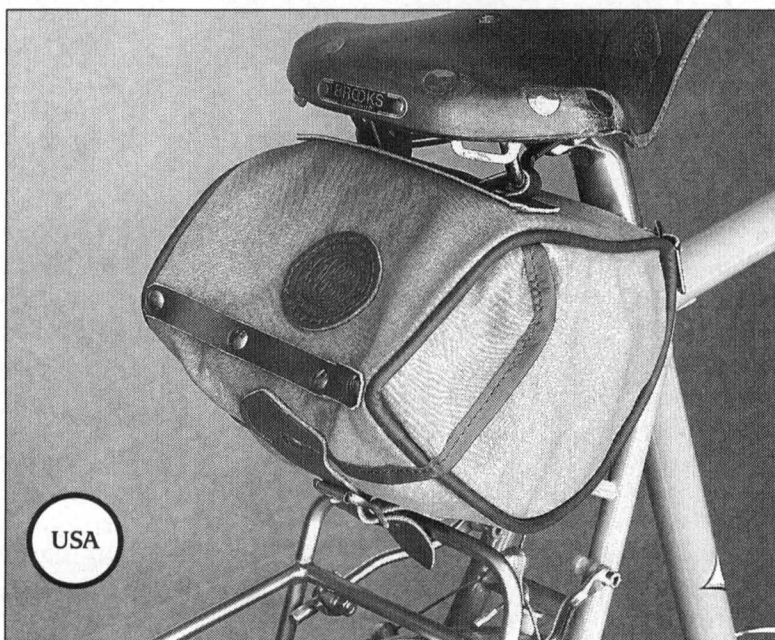
fine, and the workmanship is top-notch.

We can't guarantee this year's Hobo bag will be a perfect cosmetic match for next year's Hoss. The materials are purchased in small (affordable) quantities, and that combined with natural variations in, yes, dye lots, means we've got to be flexible. The alternative is being our vendors' worst nightmare customers, and we don't want to do that at all.

Too bad this catalogue is in black and white, because these Baggins bags are a really nice, but kind of hard to describe shade of greenish khaki. They're close to the color of a slug, but if that doesn't bring up any images to you, look online. We'll have more photos of them there, anyway.

—GP

• Fall-Winter 2002 •



## 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.

Member and Professor Benson Tongue mounts one on the front of his handlebars, around the stem. There it serves as a camera bag, suitable for anything up to a small 35mm camera and a zoom lens.

The Baggins Banana is the best small seat bag you'll ever use, and by far our most popular model. We sell about 300 of them per year (one year, 444). It's a good one!

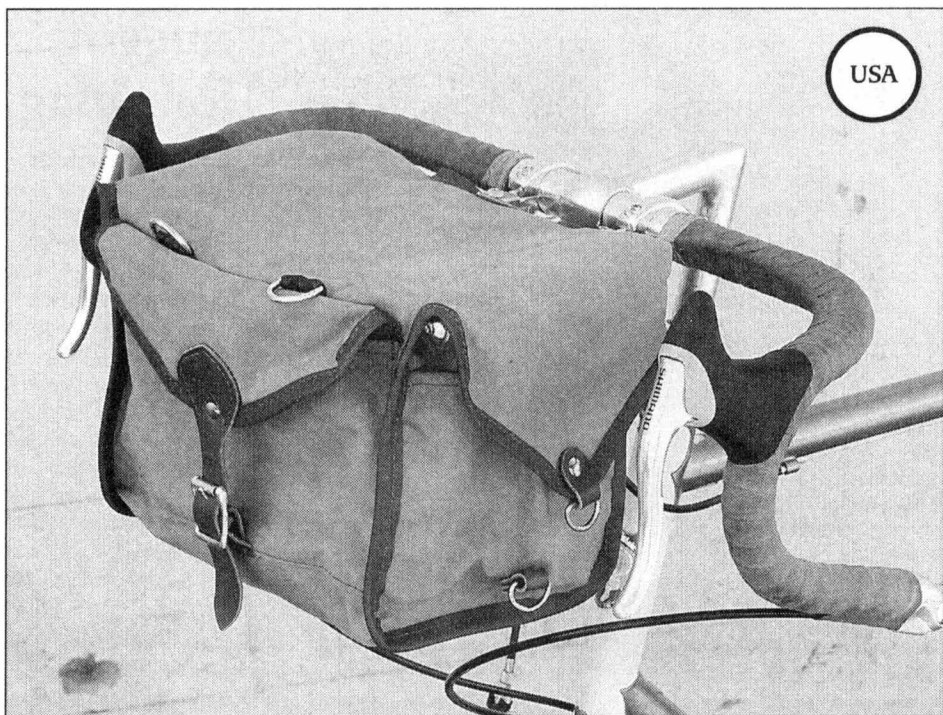
### What Fits In It?

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 straps 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.

Banana: 20-082

\$ 78



## Baggins Boxy Bag

Handlebar bags are a delight on any long ride, and this is the best one we've used. It has a main compartment, three internal sleeve-like pockets, two external side pockets, and one front buckled pocket.

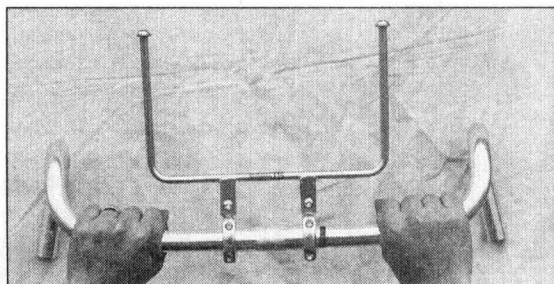
The lid is tailored so that you get full coverage of your load even without it cinched down. In fact, probably the only time you'll want to fully batten down the hatches is during a strong wind or rain; or if you've got a Leica in there and you're bouncing down the trail.

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, below. The combination is expensive—\$138—but it is the most convenient, easy-to-use handlebar bag we've tried.

**Boxy Bag: 20-083**  
\$ 96

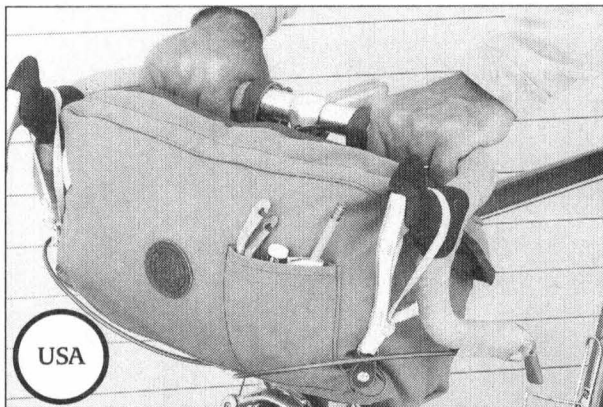


## Boxy Bag Rack!

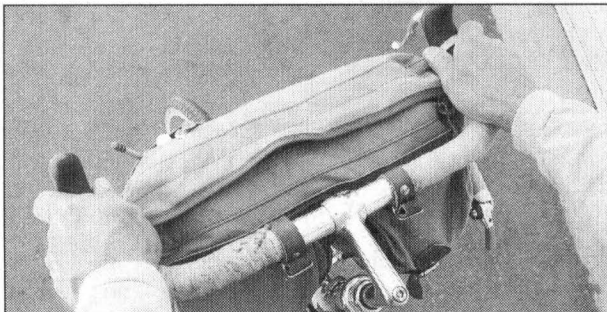
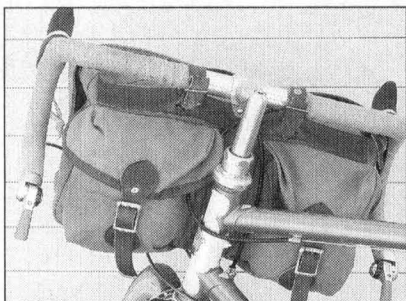
For the Baggins or Carradice Boxy bags. Stupendously made by Nitto, clamps on any Road H'bar, holds securely, doesn't scratch. Nickel-plated tubular CrMo.

**Boxy Bag Rack: 20-031**  
\$ 45

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Plenty of pockets (three inside, all easy to access). Lots of hand room. The Hobo is a pleasure to use and handy as can be. Easily carries notebooks sideways. Reports are, it even works with STI levers.

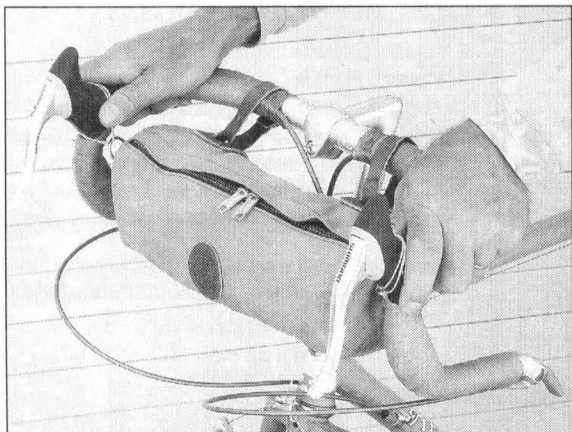


## Baggins Hobo Bag

This fills the gap between a Candy Bar bag and a Boxy Bag. It holds about as much as the Boxy, has almost as many pockets, costs a lot less, and you don't need a rack for it. Deep enough to hold magazines, files, and small clipboards sideways, and there are two big slash pockets inside (for wallet or sandwiches), and a skinny little one for a pen. The main pouch easily holds plenty of spare clothing and food for a long ride in iffy weather, and the whole thing is light, mounts easily, and doesn't interfere with your grip as you ride. If you've got several bikes, surely one of them can use the Hobo Bag. Put it on, you'll leave it there, because it's just a good and useful bag to have on any bike.

Hobo Bag: 20-081  
\$ 75

## Baggins Candy Bar Bag



The lightest, smallest bar bag out there. It's easy to mount, and carries enough candy bars for a long day ride, with room left over for gloves, wallet, keys, pocket camera and another thin layer. This basic design originated in the '70s in America, so naturally it's not very stylish, but our version is a classed-up version that goes well on any bike and improves its look, too. A sagey greenish khaki with leather trim and a real brass zipper with a two-way slider. Strap it onto the bar, loop some loops over the brake levers, and you're all set. Instructions included.

Candy Bar Bag: 20-085  
\$ 35





This bag here is a prototype, and we've changed about 10 things about it, but the current versions are at the maker's now, so no photo. Go online for current view.

## The Baggins HOSS, ADAM...

The HOSS is comparable in size to the Carradice Camper, meaning it's about as big as a saddlebag can get, and ought to be your choice for overnights or any kind of touring or commuting when the load is less than humongous and you don't want to carry panniers. Supplemented with a Hobo or Boxy bag up front and a bunch of last minute extras tied on the outside to make you look like a bum before you even start, and you'll do fine.

The ADAM is your bag if you don't need quite as much room, because you're more often using your saddlebag for commuting, light shopping, and long rides that don't require you to bring sleeping gear. It's more like the Carradice Nelson in that way.

These are both stunning bags. They aren't boutiquey in the Dourney & Bourke or Ghurka sense, but they're a bit more refined than a Carradice. The main thing, though, is that they've got a great design, smart details, are made to last, and look terrific.

THE BAGGINS HOSS: 20-078  
\$ 115

THE BAGGINS ADAM: 20-079  
\$110

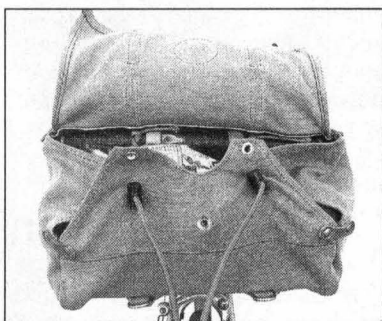
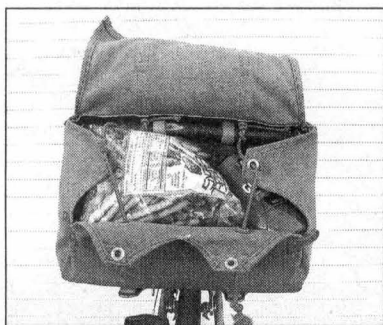
### Want a Carradice?

We still try to stock them. You can call in your order or go online to see what we have at any given time. Here are the part numbers and prices:

Camper Longflap: 20-006, \$75  
Nelson Longflap: 20-010, \$75  
LowSaddle Longflap: 20-009, \$70

Other Carradice sources: [PeterWhiteCycles.com](http://PeterWhiteCycles.com); [Wallbike.com](http://Wallbike.com)

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## ...and LITTLE JOE

Little Joe Cartwright is the neatest little seat bag you'll ever see, use, or wish you had bought if you don't, and for some reason it becomes unavailable when you finally wake up. It holds about 3x as much as a Banana Bag holds, but is still significantly smaller than the Adam (or Carradice Lowsaddle Longflap). So think of it as that perfect size in between the big saddlebags and the Banana bag.

It holds all you'll need for a multi-hour ride in iffy weather with uncertain food-buying opportunities. A helmet fits in it nicely, so even though you're supposed to wear the helmet, we've seen you on those long hot climbs, hanging your helmet so unfashionably and wiggly off the handlebar—well, if you're going to do that anyway, you might as well put it in Little Joe. It also holds lots of food and a spare bulky sweater. Heck, buy it for its cuteness, and you'll find out later just how useful this size is.

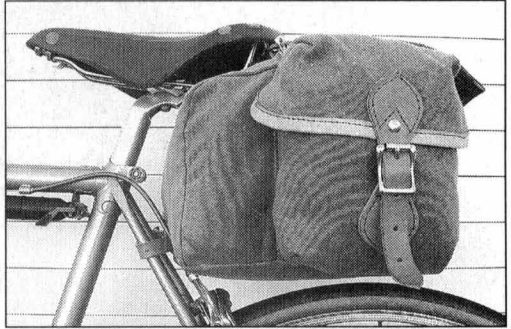
Two sleeve pockets inside let you separate your wallet, pocket camera, and tools from the main load. Our new, Einstein-would-love-it support system with grommets and lace assures no tire rubbing, and no spilling the load out the back, even if you forget to buckle down the flap. Plenty of tie-on points let you carry the occasional weird-shaped goody, or expand the Little Joe's use to include record-setting overnight camping minimalism. All in all, the Little Joe is a lovely bag, a jewel in canvas, brass, and thickish leather.

THE BAGGINS LITTLE JOE: 20-080

\$ 85

## A Saddlebag Breakthrough

The brand new Baggins line of saddlebags—in descending order of size, the Hoss, Adam, and Little Joe, and collectively known as the Cartwright series—include small but fundamental design details that ought to make saddlebag fans worldwide jerk to attention. Now, it would be downright unnatural to talk about these details without referencing Carradice saddlebags, being that the Carradice Camper, Nelson, and Lowsaddle models are virtually the only other saddlebags out there and everybody in the universe who knows what a saddlebag is knows these models. But please don't take our explanations as criticisms. Bear in mind that Carradice bags were virtually unknown in the U.S. and were not being imported before we took them on in 1995. We've sold zillions of them since, still offer them on line, and still like them. But there are differences, and if you're in the market for a saddlebag, you might want to know about them, so here they are:



**Load support.** Carradice bags sag when they're loaded carelessly, and if they aren't high enough above the rear tire, they'll droop down and drag on it. You can

solve this with a Nitto Uplift or Saddlebag Support, and then all's well. But we invented some simple magic to prevent sagging. It is called a Piece of Cardboard. You put it in the bottom of any Cartwright bag to preventing sag. You can do this with a Carradice, too—and ought to—but the shape of the Cartwrights is ideal for it.

**Angle of Carriage.** A Carradice swings forward and grabs onto the seat post, and as it does that, the back (or mouth) tilts and becomes sort of horizontal. *How* horizontal depends on a number of things, but in the worst case, it almost spills your load. You have to use your brain in packing, and far be it from us to criticize the bags for that; but a more vertical opening is a good thing, and the Cartwright series has it.

**Use of available space.** Where the Carradice bags are more or less square when seen from the sides, and have to swing in to the seat post (which causes tilting, see above), the Cartwrights borrow an old idea from another, now defunct British saddlebag (Karrimor). Rather than being square and tilting, the lower portion of the bag itself shoots forward to the seat post, which avoids tilting and increases capacity.

**Load control.** A Carradice has no way of compressing, so when it's not full, the load is loose. It's not a big deal, and the obvious solution is to choose a bag that's sized appropriately for your load. But the load compression features we've put into the Cartwrights (strategically placed grommets) let you snug up an under-sized load so it doesn't slide around; not a bad thing. But that's not all.

When you cinch the load up using the cord and grommets, you lift the bottom of the bag higher, away from the tire. As long as you have a stiffener in the bottom, it pulls the bag up and off your tire, so you can use a huge bag, like a Hoss, on a smaller bike that otherwise wouldn't allow it. That doesn't mean you should automatically get the Hoss, but it does bring it into contention on bikes that would never be able to carry a Carradice Camper or Nelson, for instance. Finally, this same cord & grommet system lets you contain many loads without even lashing down the strap.

These features are refinements, not epoch-making improvements; and they are not intended to smite Carradice. Carradice remains the original and genuine British saddlebag, and if you want the classic, you plain get a Carradice. If you're a real saddlebagger, you'll no doubt end up with both brands, and that'll be fine, too.

More details and pictures online—[www.rivendellbicycles.com](http://www.rivendellbicycles.com). By Halloween we'll have a Baggins site, too. Try [www.bagginsbags.com](http://www.bagginsbags.com).



## Saddlebag Uplift

This carries a Carradice saddlebag higher and more vertically than the direct-through-da-loops attachment, so you can carry a bigger model with it than without it. Mounts on seat posts between 26.8 and 27.2mm. Comes with instructions and tape (you'll need it). Beautifully made by Nitto of tubular, nickel-plated CrMo. This is more for Carradice bags than for Baggins, which have a different shape.

**Uplift: 20-036**  
\$ 34



## Saddlebag Support

It clamps onto your seat post and seat stays, and in between it's a mini-rear rack you can tie stuff onto (we've carried HUGE loads on ours), or use to prevent your saddlebag from dragging. It also lets you carry a saddlebag more vertically, if you strap it to the rack instead of the post. All in all, it's a neat thing for any load carrier who doesn't want or need a full-sized rear rack. Useful with a Carradice or Baggins saddlebag, and just the ticket if you want to carry a big bag and your saddle is kind of close to the tire. It prevents rubbing and adds stability.

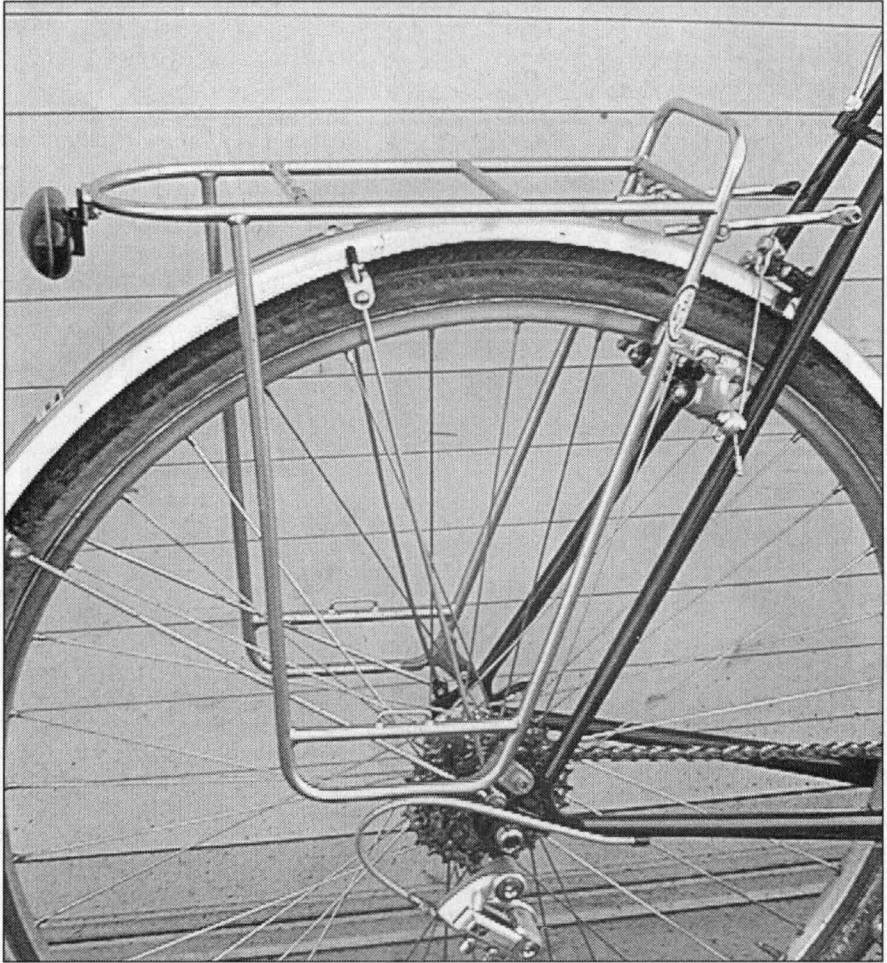
**Saddlebag Support: 20-029**  
\$ 62

### More Pictures on our Website

Many of the items you see here, and especially the little racks and assorted bags, can be used in more ways than we're able to show here. For instance, the Banana Bag works great as a front-mount camera bag, even with a zoom lens. The two smaller Carradice longflaps (Lowsaddle and Nelson) make decent handlebar bags. There are ways to use the saddlebags and racks in tandem that let you increase your carrying capacity even more than what's apparent from the text and photos you see here.

We all use this gear, have for years, and know it well. Most or all of what we know comes from personal experience and tips from other users, who frequently discover things we didn't know about.

Can you carry 6-foot tall stalks of corn in a Carradice? Of course you can. You just have to think outside the bag!



## 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 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 pounds on it, but it is best suited to loads of 45 pounds or less. The shape is ideal for stabilizing panniers. 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  $\varnothing$  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. If your bike has twin seat stays (as opposed to a unicrown-style rear end), this rack will fit it.

Also available: A matching front rack.

Medium: 20-022  
\$ 128

Large: 20-021  
\$ 128

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## Nitto Front Rack

### Racks Need Squarish Sides

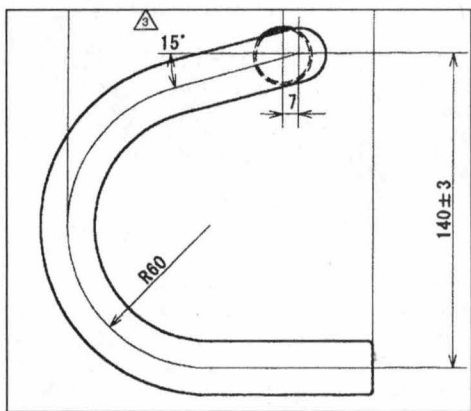
All of the racks we sell have broad, supportive, sort of squarish sides (as opposed to triangular or V-shaped). That's because squarish sides support bags better. They help prevent wobbles, and they make it easier to strap stuffsacks directly to the rack, without using panniers at all. You can tour without square-sided racks, but if you're on the hunt for a rack, look for squarish sides.

This rack is the product of 6 years of thought, lots of experimenting, half a dozen prototypes, and a lot of experience. We've yet to see a normal-type fork it won't mount on. It's strong, beautiful, versatile. You can carry a load on top, or on the highest horizontal bar, or on the lower horizontal bar. It's not a low-rider. Low-riders are fine, but overrated, and in any case are not desirable for off-road touring, where rocks can jump up and attack your load.

You'll have no problem carrying weight with this front rack. It carries well, and offers plenty of space to tie on pads, bags, or anything else you want to carry. Tubular CrMo, nickel plated for long lasting beauty and durability. Made fine, by Nitto. Two models, to fit all normal wheels.

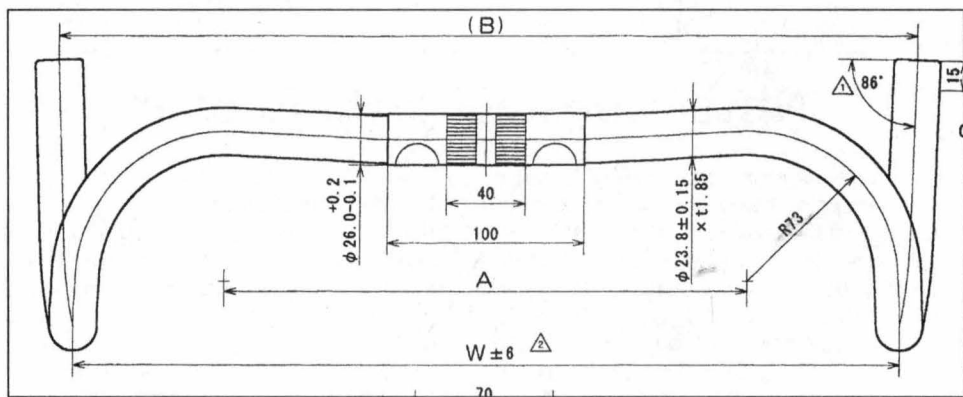
For 26-inch wheels or 700c up to 700x35: 20-075  
\$ 128

For 700c wheels up to 700x47: 20-076:  
\$ 128



How To Read These Drawings  
 Left: Side view, showing the flat 15-degree ramp, the semigenous 55mm radius in the curve, and the fairly normal 142mm or so drop.

Bottom: Top view of the Noodle Bar, showing the swept-back tops (also 15-degrees, coincidentally) and the 4-degree flare. Now, if you're a handlebar maker and can read all the other details, you can copy it exactly, but you'll never equal Nitto's quality.



## Nitto Noodle Bar

The most pleasant drop bar out there.

Subtle tweaks make this bar special. The top portion sweeps back toward you slightly bringing the bar closer. The slight angle there feels good. But the main thing with the Noodle bar is the ramp (the portion of the bar just behind where the brake lever goes. The ramp is an important part of a drop bar because it's where you rest your hands so much of the time. If it's too steep, the support isn't there and your hands slide forward and down. To keep them there requires effort. We aren't talking push-the-boulder-up-the-mountain effort, but effort nonetheless, and it's unnecessary effort at that.

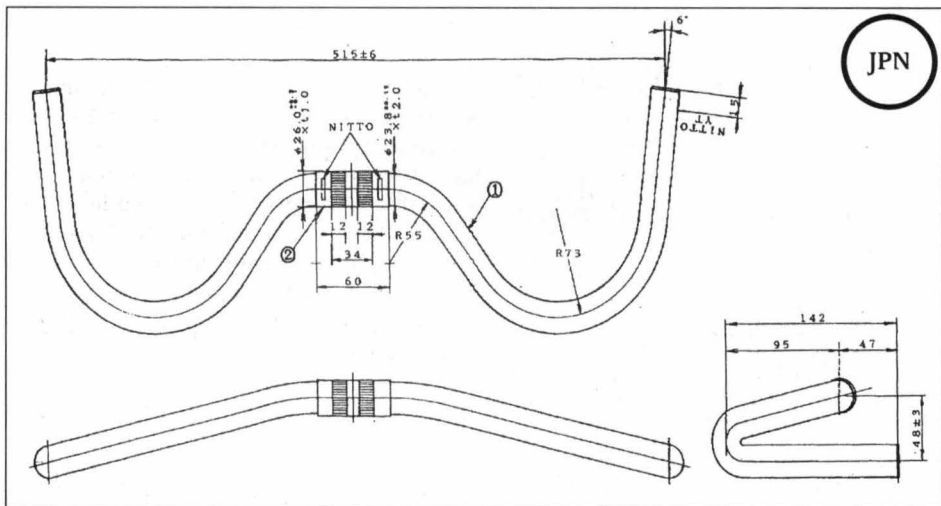
On most bars the ramp is about 24 to 32 degrees, which is fine. But on the Noodle Bar, it's a much flatter 15-degrees, which means your hands stay put and are well-supported. You don't need to hold on to stop sliding. Then on top of that, when you rotate the bars up about 10-degrees (normal and proper with any drop bar), that 15-degrees turns into 5-degrees, and that's just heaven.

The ends flare 4-degrees for additional wrist clearance. This has quickly become our most popular drop bar, and some folks have grumbled that now they have to get one on all of their bikes. That's going too far, but one or two is nice.

41cm: 16-111  
 \$ 42

44cm: 16-112  
 \$ 42

46cm (HEAT TREATED): 16-113  
 \$ 52



## 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 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 mountainbikery 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 DirtDrop is ideal, and the shorter Nitto Technomic Deluxes work well, too.

\$ 52

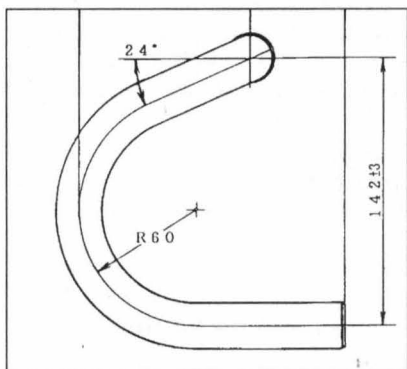
26mm clamp: 16-028

25.4mm clamp: 16-027

### With Which Style of Brake Lever?

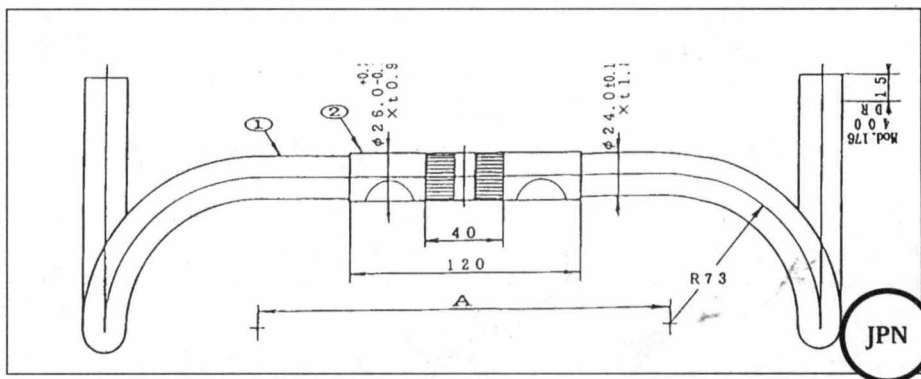
Either aero or non-aero road levers work, and when your hands are on the sideways brake levers, you'll find the pressure on your hand is distributed over three times as much area as it is on a drop bar, and it feels great. Position the tips of the levers (where the cables come out on non-aero models)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





The Dream Bar  
 Left: Side view. It's quite like the Noodle Bar, the main difference being the 24-degree ramp. Compared to the Noodle Bar's 15-degree ramp, it's steep—but some riders prefer the traditional feel of it, and when you rotate it up 10-degrees as you ought to, it ends up being (24 minus 10) about 14-degrees.

Bottom: No swept-back top portion, and a 1-degree flare at the ends.



## Nitto Dream Bar

Four years ago we sent Nitto specs for a “dream handlebar,” and a month later the prototype came, labeled “dream bar.” Then, in keeping with its preferred numbering system, Nitto assigned the dream bar No. 176, so that's its official name, but around here it's still the Dream Bar. It combines the large, roomy radius of a deep drop bar, and the relatively flat, hand-supporting upper curve of the DirtDrop. A wonderful all-round road drop that's hard not to love, and we have customers who won't ride anything else. That's a little extreme, but it's a testimony to the all-around goodness of its undramatic, but well thought-out design. Most riders think it just feels perfect. The 46cm model is heat treated, so it costs more than the others. 26mm clamp diameter.

### Setting Up a Drop Bar

Rotate the handlebar in the stem so that the end of the bar is aimed right about at the rear brake. This makes the ramp—the portion of the handlebar immediately behind the brake lever, more horizontal (flatter), and that's what you're after. A flatter ramp is a comfortable place for your hands, because they aren't sliding forward and off of it as much as they do when it's steep. Flatten that ramp, pal!

Next, the brake lever: For most riding, a good location for them is as high as possible on the curve, while still being able to access them from the drops. On stock bikes, they're about a centimeter too low. Move them up, and see how you like it.

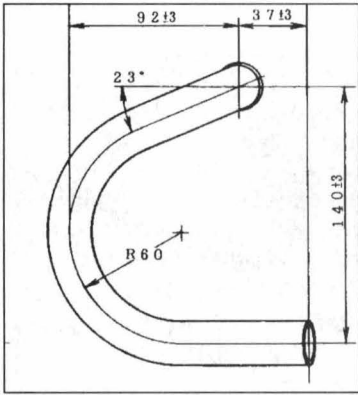
To avoid creaks, lube the contact area between the stem and bar, and the stem's bar clamp bolt, and cinch everything snug. Then, it should be quiet.

42: 16-081  
 \$ 42

44: 16-082  
 \$ 42

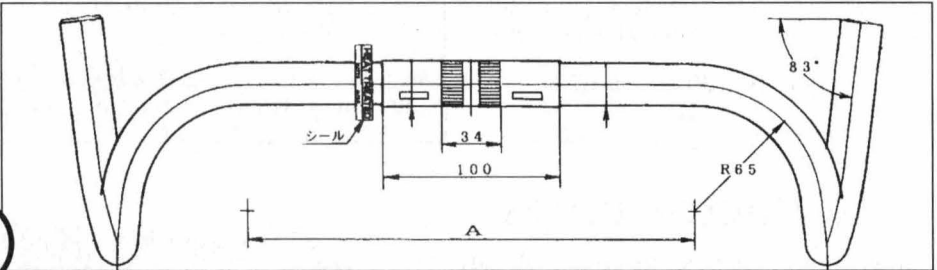
46cm (HEAT TREATED): 16-097  
 \$ 52

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The DirtDrop Bar  
 Left: Nothing radical here, just normal specs, with a medium, 140mm drop, a 92mm or so reach, and a 23-degree ramp.

Bottom: Here you can see the 7-degree flare, originally designed for wrist clearance while climbing on the drops (common for mountain bike riding). Although it looks extreme here, it feels quite normal. The DirtDrop is about 47cm wide between the forward curves.



## Nitto DirtDrop Handlebar

This is the widest bar we offer, and another of our own design. It's a wider version of a handlebar originally designed for the 1987 Bstone MB-1, but it is tops for tandems and feels great on any road bike, too. The 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.

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.

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.

DirtDrop Handlebar: 16-005

\$ 52

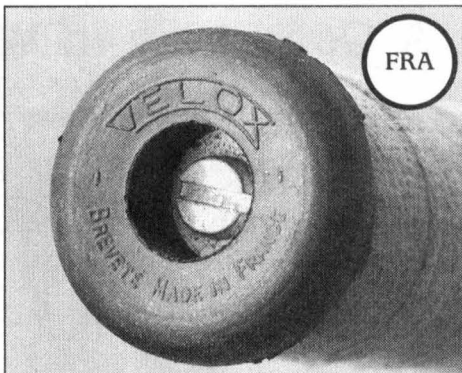
### How Wide Should Your Handlebars Be?

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 you 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. Once you ride a widey, you'll never go back.

## 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.

**Velox Bar Plugs: 16-077**  
\$ 6



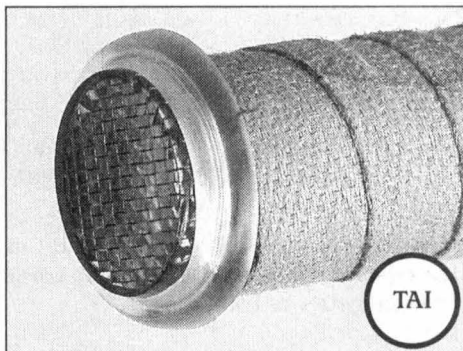
**Can't spare \$6, but you drink a lot of wine?**

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

## Reflector Plugs

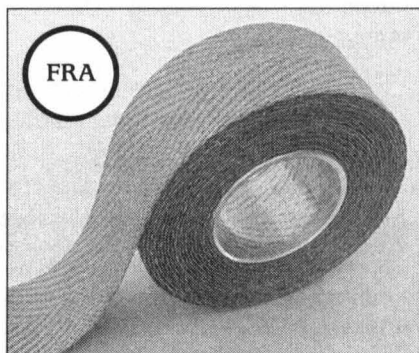
If your drop handlebars aren't already plugged with bar-end shifters, and you ride at night and are fed up with getting rear-ended, and you either don't have any other lights or reflectors, or you figure you can't have too many, then step up and worship at the altar of the reflector bar plug—a good idea if there ever was one. The reflector is amber, and the outer part is clearish rubbery plastic. Handlebar IDs vary, but these fit most drop bars. If they flop around in yours, that suggests your bars are too thin anyway. In that case, either get some new handlebars, or shim the plug or bar with a piece of bar tape, to shrink the ID. They look nice, weigh nothing, and make you easier to see at night. Not compatible with bar-end shifters. Boo-hoo!

**Reflector Plugs: 16-115**  
\$ 3



## French Cloth Tape

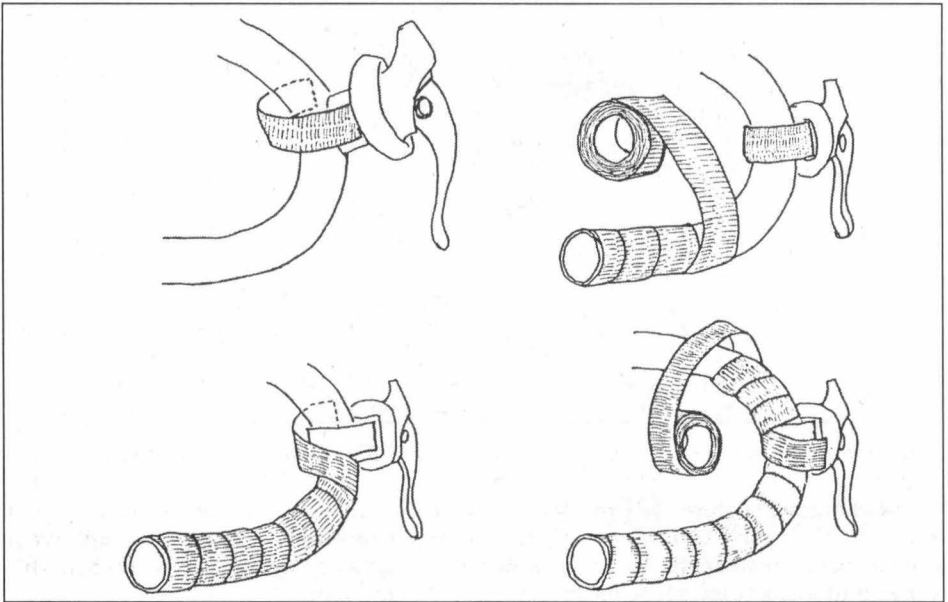
French cotton bar tape is the classy and comfortable wrap for any nice bike. Use it natural or coat it with shellac (another natural product). It always looks good, ages well, adds character, and shows its history as it ages. For longer wear, shellac it. Two rolls required per bar, but three will make 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!



\$ 4

- |                 |               |                   |                |
|-----------------|---------------|-------------------|----------------|
| White: 16-074   | Red: 16-073   | Dark Blue: 16-069 | Orange: 16-072 |
| Lt Blue: 16-076 | Black: 16-068 | Brown: 16-114     | Yellow: 16-075 |

## A Good 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!

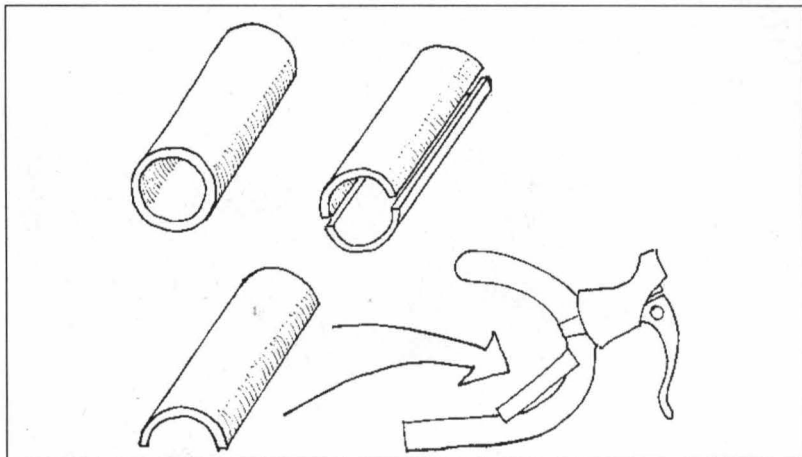
### Handlebar Thoughts & Opinions

**Weight.** A handlebar that breaks can reshape your life in four seconds, so it's dumb to shop handlebars by weight. Nitto handlebars are light enough for any riding, but more importantly, they're the strongest in the world. They have to pass Nitto's own, in-house tests, which are considerably tougher than industry-standard tests. If you want the best, strongest, safest, and most beautiful handlebars in the world, you plain get Nitto.

**Variety.** It's nice to have different bars on different bikes. You may end up preferring one bend for rough roads and trails, another for smooth roads, but more likely, you'll figure out that variety is fun. The differences among the models we sell are subtle, and they're all general purpose models. All of us here prefer wider bars, and most of our bar customers do as well, once they try them.

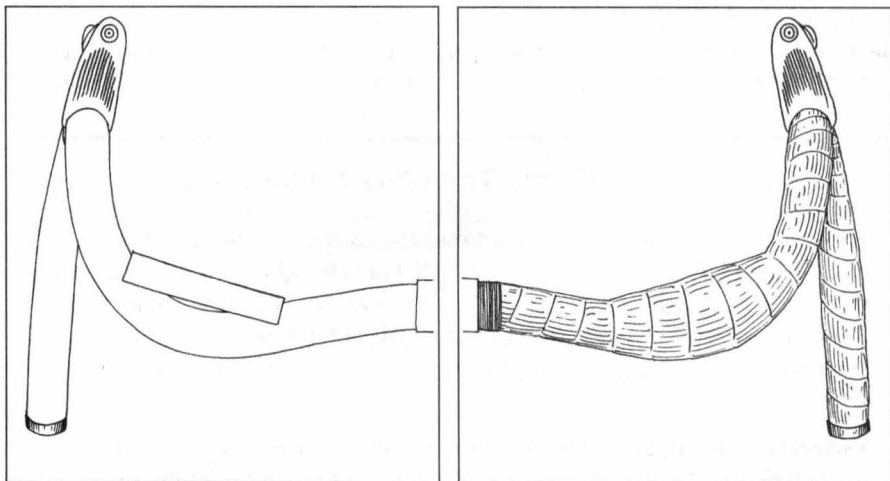
**Looking Good.** Wrap drop bars with a color that contrasts with the color of the brake hoods. Light-colored bikes usually look nice with light to medium-colored bar tape. Grey tape goes with everything; and brown's a close second. Blue tape looks good on orange, silver, or gold bikes. White looks good all the time, but if it starts getting dirty in one area, smear it with mud to even it out—then you'll have a nice grey. The ends of drop bars should be roughly 10-deg down from horizontal.

## 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 1-inch diameter "schedule 25" PVC tubing, available at some hardware stores. It's really light, so some don't stock it. Get some and 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 notches into the ends so it lays closer to the bar. This works and looks better than the factory-ergo'd bars.

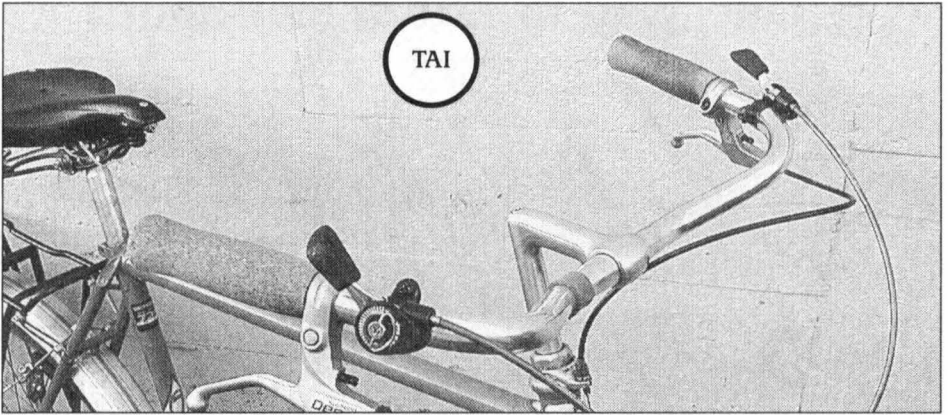
## Another Place to Add a Flat Spot



Cheap PVC tubing lets you customize and sometimes improve your handlebar. Try cutting in half a 2- to 4-inch section of schedule 125 tubing (really thin, go to a good hardware store and ask for it). Then put it between the tops and the upper radius of the bar, as shown here on this Noodle Bar. It does two good things.

First, it gives your hands a bigger resting spot when you're riding on the tops. Second, it provides a natural, angled-in grip for when you're climbing seated, with your elbows sticking out and your hands on the outer part of the tops. There's not a night-&-day difference between normal bars and modified bars, but it's noticeable.

You can go your whole cycling life without this, but if you try it, you'll probably like it and do it to other bikes, too. It works well, and is cheap, easy, and undo-able.



## Le Bar Falconi

Formerly named the Priest bar, but now we'd like to distance it from that whole mess, so we were going to call it the Falcon bar, since the shape of the bar, when viewed from above, looks similar to the way a falcon might fold its wings back in a dive. Then the whole model name change seemed ridiculous, so we went all out with Le Bar Falconi. When you order it, if you say the Falcon Bar, we'll know what you mean.

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. Mated with a tall stem (regular Technomic is ideal), you're guaranteed comfort. Put it on a mountain bike that you ride on roads, and see how much better it feels. The center bulge is 25.4mm, so you'll need either a stem with that size clamp, or a 26mm stem clamp with a shim.

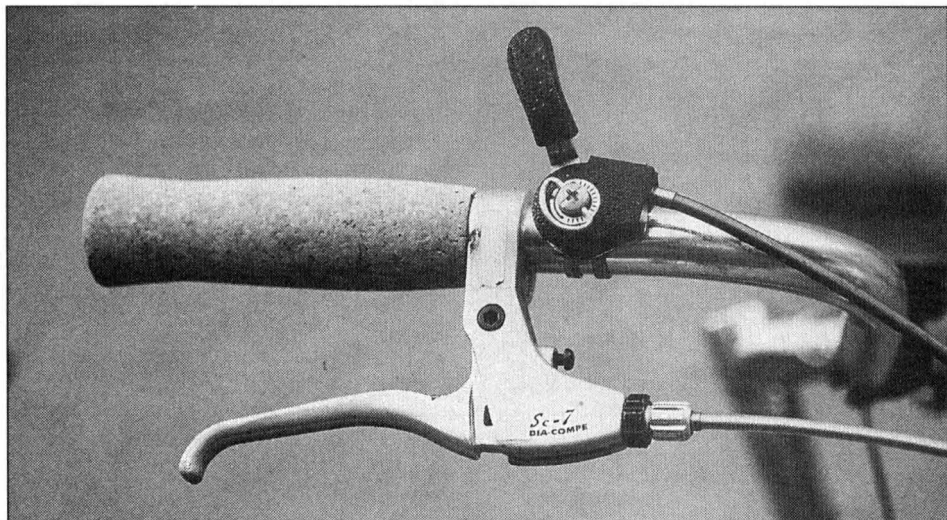
Falcon Bar: 16-056  
\$ 18

### Why Handlebar Curves Are Good

Curves give you more places to put your hands, and changing hand positions is key to being comfortable, efficient, and pain-free on longer rides. The nearly straight bars you see on mountain bikes are desirable only for going downhill—they put bar in front of your hand, so you don't tend to slide forward on super bumpy and wild downhills. For general riding, most people will much prefer a bar with curves.

Wrist position is a big issue, too. When you stand around normally, your arms hang down and your wrists more or less face you. That's their natural position, so it makes some sense that the same wrist-inward orientation works so well for handlebar grips, too. The typical mountain bike bar puts your hands in a wrist-down orientation, akin to walking with your wrists to the rear. It does work—obviously—but it's not as natural or as comfortable as it could be. For off-the-saddle climbing, the wrist-down position on a straight bar is downright awkward. Aftermarket "bar-ends" attest to that.

Every handlebar in this catalogue has curves and offers a good, ergonomic, wrist-in position. If you have a bike with flat/straight handlebars and you're always shifting your hands about searching for another more comfortable position, you might try a different bar.



## Cork Grips, Cheap Thumbshifters, and Mountain-Style Brake Levers

—Just What You Need To Convert a Bike You Don't Ride Anymore Into a Fun, Useful, Short-Ride, Getaround Bike

**Cork Grips.** Once you use cork grips, you'll never go back to high-tech rubber. These feel as good as they look. Slightly spongy, just like cork. They're never cold in freezing temperatures, and they don't get sticky in hot weather, as rubbery grips so often do. In time they'll pick up dirt, but they wash up easily with pine tar soap on a Scotchbrite pad. You have to glue them on. Use Permatex or 3M Spray Adhesive. Don't get them if you can't glue them on. Test before riding. Don't do a lousy job and then pull them off, crash, and sue. Please, just glue them on securely. Made by a company you ain't heard of.

**Cheap Thumbshifters.** Beneath their cheap-as-all-get-out exterior is enough function and reliability for anybody. They are friction shifters with a slight ratchet noise that doesn't feel like a true ratchet, but might be, anyway. Once you get past the cheap look—which comes mostly by way of the stamped metal clamp and red thing on the dial—you'll warm up to them really fast, because they work great and won't crap out on you. Being friction, they work with all chains, cassettes, freewheels, and derailleurs ever made. Since they cost so little, you won't hesitate to use them even on crummy bikes, but we here ride them on good ones, too. Made by SunRace.

**Mountainy Brake Levers.** Road levers don't work on 22.2mm diameter handlebars (like the bars to the left, and all mountain and BMX and cruiser bars), so you need a lever like this. The woods are full of them, and we picked this one because it works well enough, has useful features (reach adjuster, barrel adjuster), and works with both cantilevers and V-brakes (it has two modes). Made by Dia-Tech.

**Cork Grips:** 16-103  
\$ 15

**Cheap Shifters:** 17-097  
\$ 12

**Mountainy Levers:** 15-033  
\$ 23

### Need downtube cable stops?

If your frame has brazed-on shifter bosses but no stops, order part no. 17-045 (\$14) later on in this book. If it has no brazed-on bosses, get part no. 17-095 (\$5) back on the same page. They're sized for a 28.6mm (1 1/8-inch) downtube, but you can usually manage to finagle them onto a 31.8 (1 1/4) inch. You may need a longer bolt, and for that you're on your own (hardware store, M5 x20)

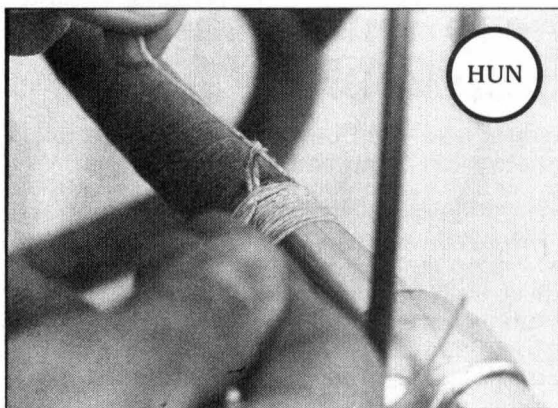
• Fall-Winter 2002 •

## 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.

We're taking a break from selling it this Summer, but you can go to a hardware store and get Bullseye/Zinsser brand shellac in a can. It's cheap, easy, and get a cheap brush, too. Get the Clear kind if you want white tape to turn light cinnamon brown. Let it evaporate a lot if you want it darker. Use many coats.

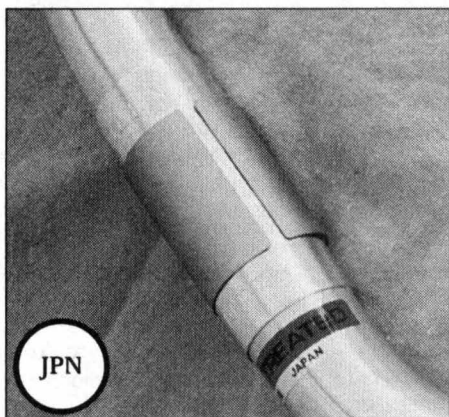


## Hemp Twine

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 shellack over the twine (do the shellacking all at once, after twining); or use waterproof contact cement to maintain the twine's natural color. One ball does about 90 handlebars.

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

Hemp Twine: 16-086  
\$ 5



## 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.

Shim: 16-095  
\$ 6



## Higher Handlebars

If You Don't Read Anything Else All Year, Read This Page

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

### WHY HIGH?

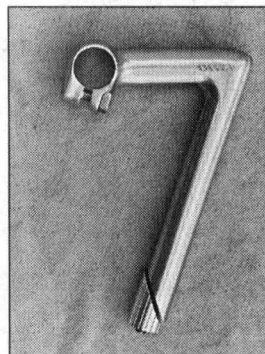
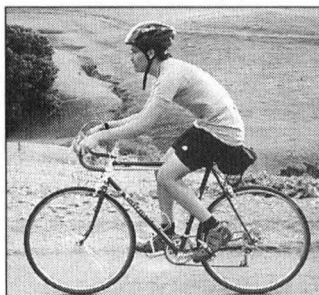
**1. Relaxed, comfortable position.** Higher handlebars sit you more upright and take weight off your hands and arms. Your triceps don't tense up, and your hands don't go numb. With your arms relaxed, you can easily absorb road and trail shocks almost intuitively, by letting your body flex at the joints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

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.

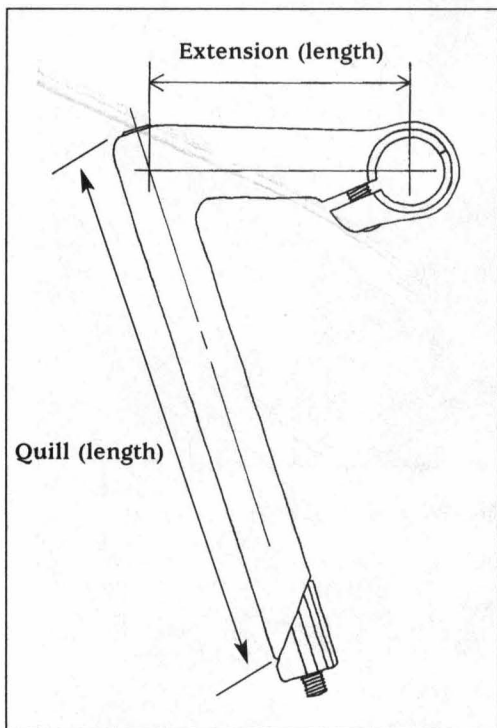
2. A quill-style stem that rises, such as the Nitto DirtDrop.

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, don't convince yourself, or let anybody convince you, that only one position will work for you.

# 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.

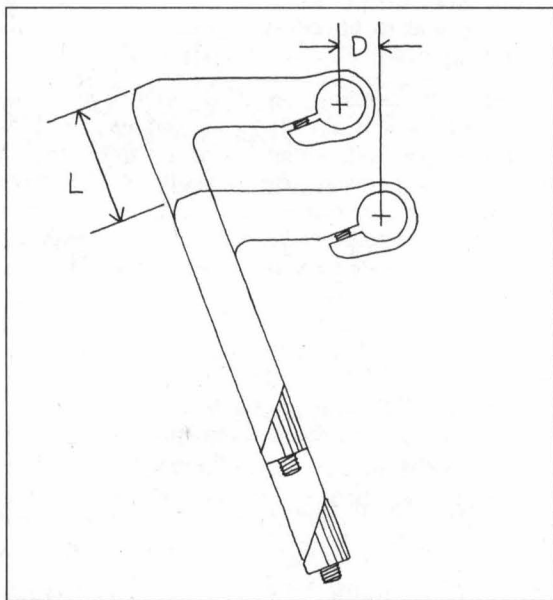
## What Happens When You Raise Your Stem?

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  $\vartheta$  = 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.



## 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 Rivendell Atlantis and Rambouillet bicycles.

It has so much going for it. The quill is 190mm 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). 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.

\$ 40

7cm: 16-044

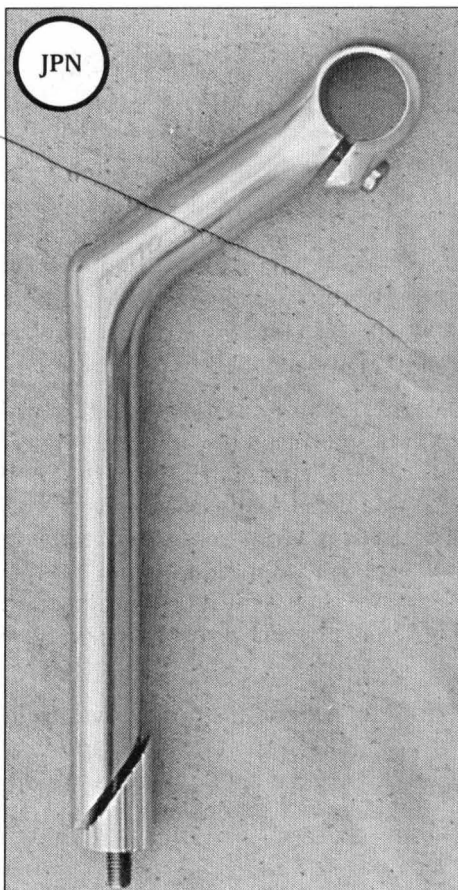
9cm: 16-046

11cm: 16-041

8cm: 16-045

10cm: 16-040

12cm: 16-042



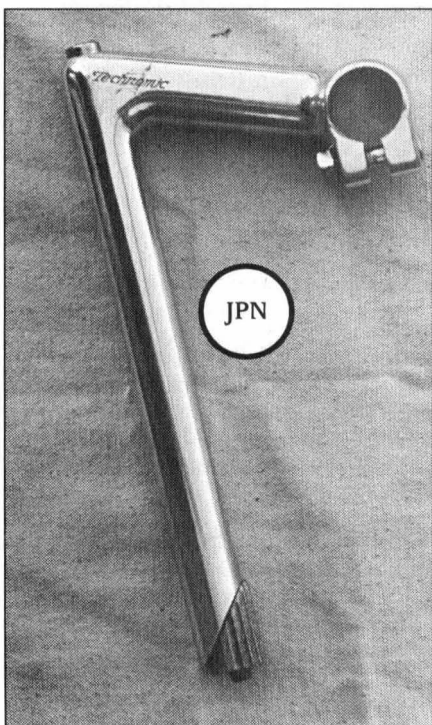
## Nitto DirtDrop

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 68-inch tall woman who has been trying to get comfortable on a new and expensive 52cm road bike. This DirtDrop stem is the best stem for any of those uses because it brings the bars back and shoots them to the moon. The transformation will astound you in a *good way*.

Like all our stems, it is made in Tokyo by Nitto. The quill is 22.2mm, and fits normal, 1-inch threaded steerers. The clamp is 26mm, to fit most roadish bars made today. 10cm only, until Fall.

10cm: 16-100

\$ 48



## Nitto Technomic

This is the classic backsaver that's been around for decades. It's a gravity cast stem, not forged like the other Nittos, 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 get the 10cm DirtDrop stem instead. The finish isn't as smooth as it is on the other stems, but it still scores a solid B+.

The quill is a periscopic 225mm. We offer this in 9cm only, but now in both 25.4 (for Falcon bars, for instance) and 26.0 (for the other bars in this catalogue, and most modern drop bars)..

Nitto Technomic 9cm

\$ 38

25.4cm: 16-047    26.0cm: 16-120

## Easy Living with Leather Saddles

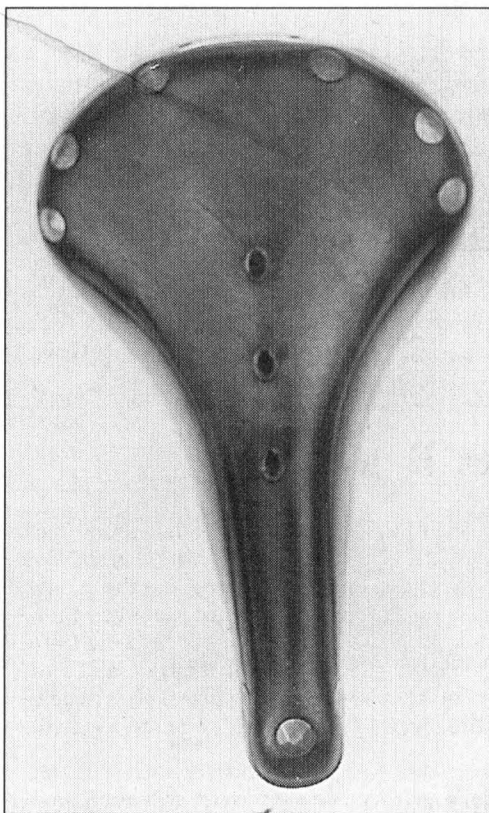
There are reasons experienced riders happily pay \$90 to \$150 for a relatively heavy saddle. Some do it just because leather saddles are far and away the best looking saddles out there, but most do it for comfort. Being leather doesn't guarantee comfort in a saddle any more than a lugged and steel bicycle guarantees a comfortable position. There are lots of uncomfortable leather saddles. But it just so happens that the best-designed, most universally appealing and comfortable saddle out there ... is leather.

Although the leather saddle makers talk about leather's breatheability and how that keeps things cooler down there in in your crotch—and how that in turn reduces all kinds of problems—we feel the main contribution that any saddle can make, is its shape. The shape could just as easily be achieved with plastic and foam, but it usually isn't. The Avocet Women's Air 02 touring saddle has a good shape, and if you don't want to deal with a leather saddle, it's worth a try even if you aren't a girl. However, if you like the idea of a leather saddle and you don't mind dealing with it, here are some tips on how to do that.

1. **Use goop sparingly.** Whether it's Proofide or Obenauf's, don't overdo it. You'll stretch the leather, and once it's stretched too much, it'll sag and lose its shape and ability to work. Leather saddles have tension bolts in the underside of the nose, and they can tighten things up a bit, but tensioning alone can't reshape a big floppy saddle.
2. **Never ride it wet.** One wet ride may not kill it, but on the other hand, it may. Wet leather stretches easily, and if you're a big guy pounding down the road on a saturated saddle, that saddle will likely suffer damage that you won't be able to fix. Leather saddles are for year-round riding, but only if you protect them from getting soaked. Plastic bags or saddle bonnets are the way to go in the wet.
3. **If it gets wet, let it dry slowly,** at room temperature.
4. **Don't store your bike outside for weeks at a time;** or cover it if you do. You wouldn't sunbathe yourself for that long, and your saddle is just skin, and there's no cow to take care of it anymore.
5. **If the side flaps start to flare out, drill 5 to 6 holes** in the lower part of each flap, and then lace the sides together with a shoe lace or zip ties.

That's all there is to it. Don't be scared. All natural products require more care than does plastic, but it's not a hassle. A couple of catalogues ago, I suggested that you could expect a good leather saddle to last 15,000 miles. I was deluged with claims of two and three times that. I still think that's optimistic, but whatever it is, leather saddles are a bargain, and we're all lucky that they're still being made. They seem so unlikely, don't they?

## Three Things to Seek in Saddles



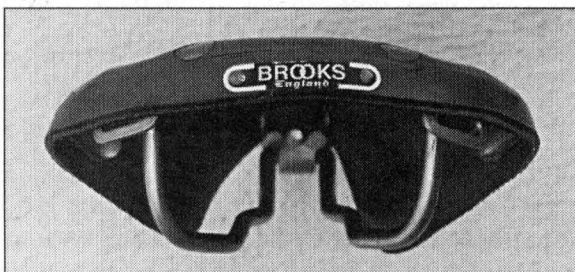
### ONE: ENOUGH WIDTH

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.

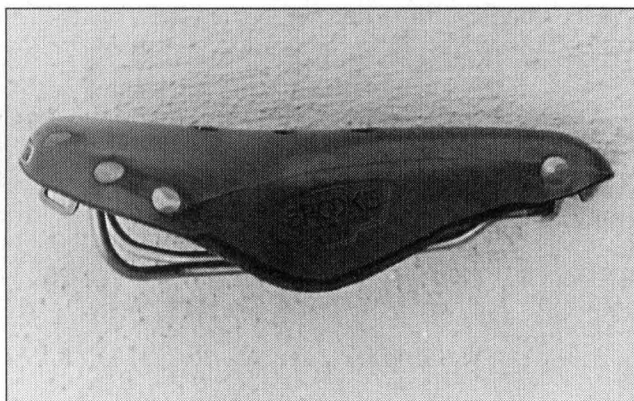
### TWO: A FLATTISH REAR

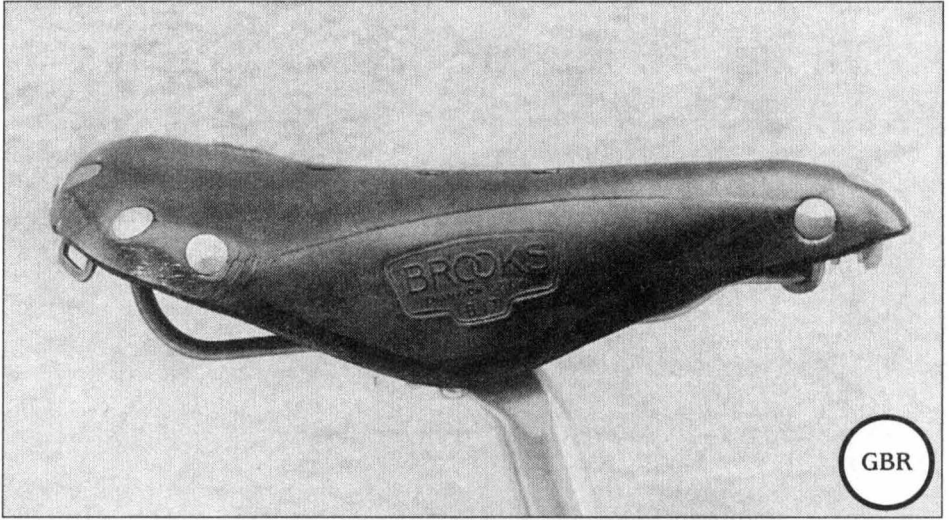
That's so your sit bones don't try to slide off it. If they do that, there's upward pressure on your genitals, and forget it. If you look closely at this saddle, you'll see indentations made by sit bones.



### THREE: A HIGHER REAR THAN MIDDLE

See how the rear part of the saddle, where your sit bones rest, is a bit higher than the middle, where your genitals are? It makes a big difference. It reduces pressure on your genitals. Make sure the rear is higher than the middle.





## 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.

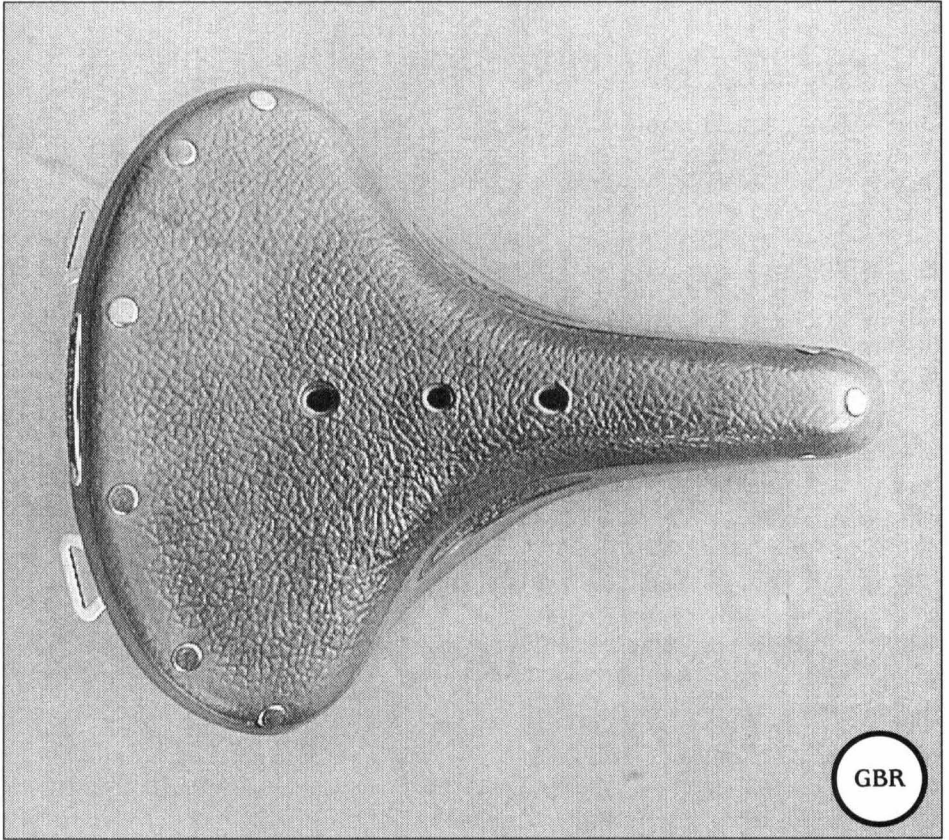
There is a rumor, perpetuated by those who have never ridden a B.17, that leather saddles are uncomfortable and take forever to break in. When the new crop of cyclists sees one on a bike, he or she will often remark, "Hey, retro, cool, but isn't it uncomfortable?" It's like they want to high-five you 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.67

A new model based on the old B.66, the only difference being that the B.67 works with a normal seat post, instead of requiring the cheap kind. There was nothing wrong with that kind, it went on for years and continues, but we're stocking this one now, because it's easier to sell a saddle that works with a normal post.

For upright riding on light- and middleweight bicycles, this is our first choice. It is as comfortable as a saddle gets, and looks so nice on any bike. The springs help soak up bumps; the width (about 8-inches, or 205mm) is comfortable for all bottoms. If you can't get comfortable on a Brooks B.66, it really is time to get a recumbent.

We stock only the honey brown model. It darkens with time and use.

### How To Make A Fine Leather Saddle Last

1. Sparingly treat it with either Obenauf's or Proofide. Leather is skin, and needs some moisture in it to prevent drying out.
2. In the rain or on long, hot, sweaty rides, use a saddle cover (p. 38). Consider even putting a plastic produce bag under it, if the bike will sit in the rain for long periods. If can't afford \$15 for a saddle cover, improvise.

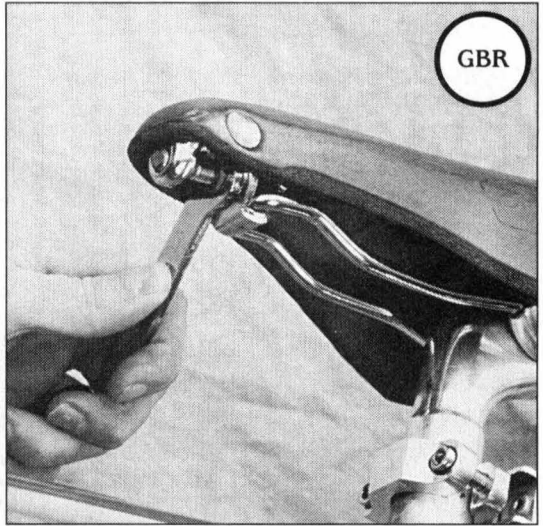
Brooks B.67: 11-043

\$ 70

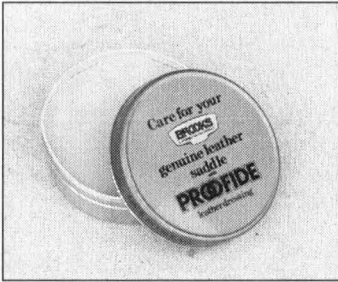


## Brooks Spanner

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.



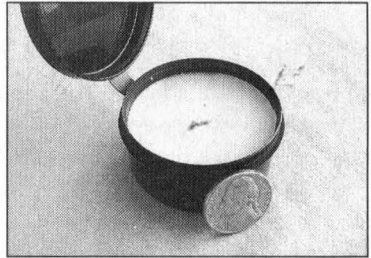
**Brooks Spanner: 19-013**  
\$ 6



**Proofide: 11-005**  
\$ 6

## Brooks Proofide

This specially made for and approved by Brooks as the only stuff to put onto Brooks saddles. It works fine so long as you don't overdo it; and it comes in a neat tin.



**Obenauf's: 31-243**  
\$ 3

## Obenauf's

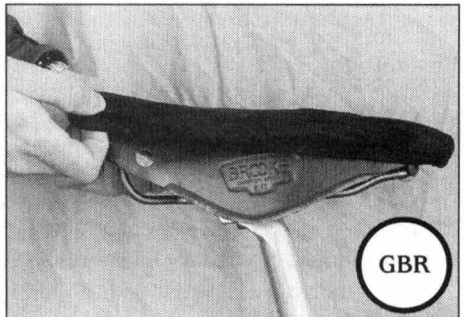
This is the stuff we prefer over all others for saddles, shoes, belts ... anything leather. Made with beeswax and propolis, for firefighters. Get it.

## 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.

**Bonnet: 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.

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### Seat Post Story

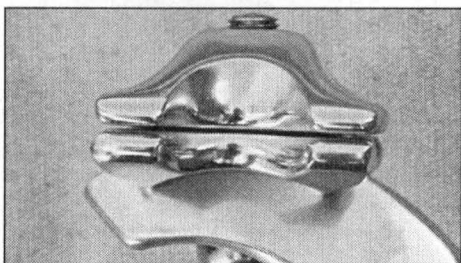
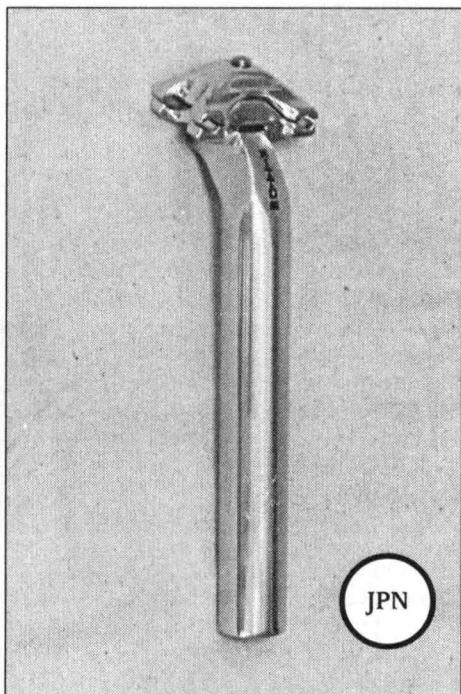
Despite the occasional story you hear about a seat post breaking, in general, seat posts are one of the best places to cheap out without risking life, limb, or just making your bike ugly.

But despite *that*, we sell only Nitto posts, made in Tokyo, Japan, and the best in the world. They ought to be the most expensive as well, but they aren't. Nitto, founded in 1923, seems to operate with a different set of standards than does the rest of the manufacturing world. Nitto's stems, handlebars, seat posts, bottle cages, and odd bits of bicycle accessories and tools, combine strength, beauty, and light weight without compromise, and are the most thoroughly tested parts of their kind in the world.

You can get—and we certainly could offer—seat posts that look a lot like Nitto from 10 feet away and won't give you a lick of trouble for 10 years, but our loyalties to Nitto go beyond the quality of its parts. From our start as a two-person company in a leaky garage to our current 8-person staff and a sheet-metal building in the low-rent section of Walnut Creek, Nitto has treated us like kings.

Nitto used to make private label posts for lots of other companies, and they were spec'd on lots of bikes as original equipment. That was in the days when the Yen was super weak, and the familiar names in the bike industry still sourced good parts in Japan. As the Yen strengthened and the dollar weakened, most of Nitto's good customers moved from Nitto to Taiwan, and now to China, where costs are much lower.

Nitto is hanging in there, doing okay, and still makes the best metal parts in the world. If you want the most for the least, you won't find it in Nitto. But if you want the best regardless of price, get a Nitto.



## Nitto Crystal Fellow

This seat post has a curious name, 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 glitters 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.

Crystal Fellow: 11-031

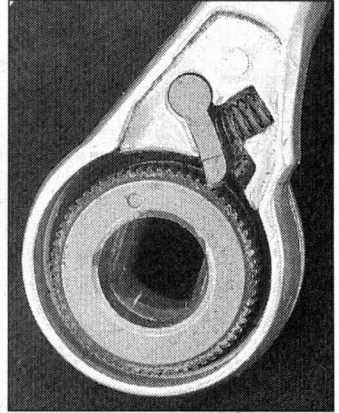
\$ 55

## A Short History of the Power Ratchet, and Thoughts on Friction Shifting in General

The best shifting mechanism ever invented is SunTour's Power Ratchet. SunTour introduced it in the late '70s in a cheap thumbshifter called the Mighty. It sold for about \$7 per shifter (per side), and was largely ignored until it became the shifter on the early top-notch mountain bikes—the Ritcheys, Breezers, Trailmasters, and so on. Even then, it was seen as too crummy for the bike it was going on, but it was the only thumb shifter available, and it *did* work well.

As the name suggests, there's a ratchet inside. The ratchet lets you set the wind-up tension light without the shifter slipping under the tension of the derailleur springs. Without this feature, you'd have to set the tension high enough for friction alone to prevent the derailleur from slipping out of gear, and the amount of friction necessary to do that would make shifting itself harder than necessary. That's the way it is on pure friction shifters, like the old Campagnolo ones all the pros and most enthusiasts rode on pro-level bikes around that same time.

In about 1977, SunTour put a Power Ratchet in its first handlebar-end shifter, used on virtually every good touring bike in that touring bike heyday. It became far and away the most popular and widely used bar-end shifter ever made. The same mechanism also made its way into many great-shifting, inexpensive SunTour shifters in the early '80s.



That original version of the Power Ratchet worked fine, but in the 1986 model year (meaning it was developed in 1985), SunTour introduced a new version, with a lighter action, finer ratchet, and used it in its Sprint and Superbe Pro models. This next version improved on something that seemed perfect already. But timing is everything, and just a year later indexing swept over the cycling world.

So there sat SunTour with this perfect shifter, while the market was going ga-ga over indexing. Compared to the narrow, confined working environment of an indexed shifter (gotta use a special chain, derailleur, freewheel, cable housing, and so on), SunTour had a shifter that not only was the lightest, smoothest-action shifter ever made, but it worked with any derailleur, chain, and cogs. It still does. It's unlikely that in our lifetime anybody will ever make a drivetrain that can't be shifted wonderfully with this mechanism. But bad timing is bad timing, and that's what sunk it.

We bought a huge stock of shifters with this mechanism cheap many years ago, sold them like popcorn, and finally ran out a year and a half ago. SunTour didn't want to make them again, but Dia-Tech did, and with SunTour's generous cooperation and technical assistance, Dia-Tech made us the Silver shifter, with the exact mechanism we've been raving about here. Our timing is no better than SunTour's was in 1986, but our needs are smaller. We aren't after the mainstream rider who talks tech and dreams of racing, and we don't have to sell thousands of them. Two hundred per year is fine,

Like any non-indexed shifter (or radio that uses dials, for that matter), it isn't as rookie-friendly as finely tuned indexing. There's a short learning curve with friction (non-indexed) shifting, but my oldest daughter had it mastered in a few days when she was eleven, with virtually no outside feedback or coaching whatsoever.

You'll master it almost immediately, and once you do, you'll shift faster and more quietly. You'll be free of the frustrations of having to match up the drivetrain parts. You can put it on any bike and shift away. It frees you and gives you more control, and many folks find it far more satisfying. Don't fear friction shifting—it's simple and fun!

# Friction Shifting in an Indexing World

## Why, and the Best Way to Learn To Shift Manually

### Why

Friction shifting is freedom and control. It's freedom because it works with every derailleur, freewheel, cassette, and chain made. You can mix and not even match parts from different companies and different eras.

It's control because *you* make the shift. You have a direct link to the movement of the derailleur; and it's both easy and satisfying to do that.

There are riders and riding conditions that are ideally suited to indexing (old folks on bike paths, perhaps even racing, when brainless shifting in a crowded pack at 30 mph is par). But for anything between those extremes—touring, commuting, recreational riding, and adventure riding—manual, or friction shifting is better. It is more tolerant of wear, abuse, and mixed drive train parts, and is quieter once you get good at it.

If you doubt about your ability to shift without indexing, don't. People did it for most of a century, with much worse derailleurs than we have now. Today it's a cinch.

### The Best Way To Learn

1. Find a flat section of road, or a schoolyard or vacant parking lot, and pedal in a medium gear, and a medium to high cadence.

2. Every two or three seconds, shift across the full range of cogs, not even

stopping in between. Do that for a minute or so.

3. This next suggestion sounds wacky, but it works: Try to mis-shift. If you successfully mis-shift, you'll hear the chain clicking and clacking between adjacent cogs. Ordinarily, that's not what you want, but for now, try to do that. You'll discover that it's a lot easier to shift the chain smack onto a cog (to shift well) than it is to get it between two cogs; and you'll get practice correcting it ("trimming"), so when it happens on a real ride, you won't flip out.

When you are between cogs, the chain will click and clack. Then all you do is move the lever a little bit forward or back, to either center the derailleur on the cog the chain is already on, or to move it completely off that cog onto the next one. That's called "trimming," and you'll soon do it without thinking, just like swatting a mosquito.

### Shifting on hills

This is slightly harder, but not much. The key is to shift before your pedaling gets really slow. That's a difference between shifting in friction and indexing. With indexing, you can wait too long, pedal too slowly and the shift still takes. Whether you consider this a technological advancement or a quick way to learn bad habits depends upon your approach to life, but in

any case, friction shifting is not as brainless as indexing is.

If you're heading up a hill and find yourself going too slow and you still have to shift, here's how: Point your bike across the road to lessen the slope, pedal hard for a stroke to get up speed, then, with pedals still moving, ease off the pressure almost entirely while you shift. It requires a small amount of skill, and that'll come with experience. You can't avoid it—the skill will be yours if you put in a minimal amount of time, and then you'll have it for the rest of your riding life.

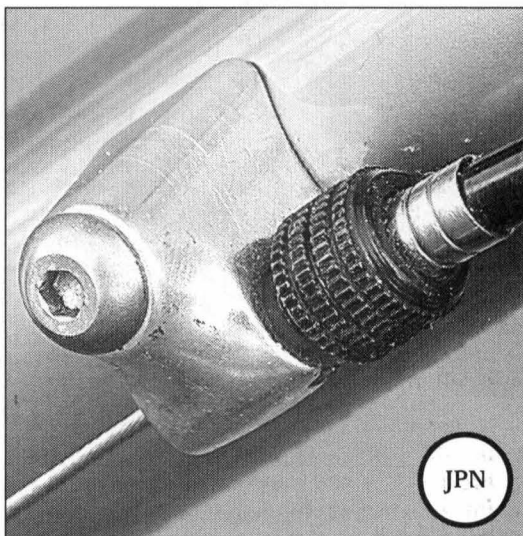
Once in a while you'll blow a shift, but nothing bad happens. At worst you'll have to get off your bike, shift as you pedal by hand (guaranteeing no load on the chain), and then get back on. If you ride with others and are easily embarrassed, that might sound dreadful. You should ride by yourself or with friends who won't laugh at you!

Friction shifting is not like learning to play the violin. It's more like learning to tie your own shoelaces. It's liberating, it's satisfying, and it's easy. Practice as we've suggested here. You'll get a feel for it right away if you follow the suggestions we've included here (shift constantly on level ground, gradually work your way to the hills). Expertise comes quick and lasts forever.

## 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.

DT Cable Stops: 17-045  
\$ 14

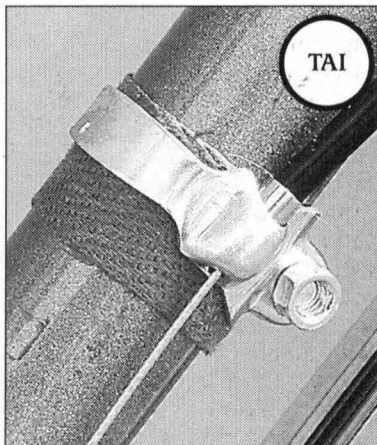


## Clamp-On Downtube Cable Stops

You want to use bar-end shifter or thumb shifters or something else, but your frame won't accept the stops above because it doesn't have shifter boss braze-ons? And is the downtube 28.6mm Ø? Probably is if it lacks the braze-ons. Then this is what you need, and we've got plenty of 'em.

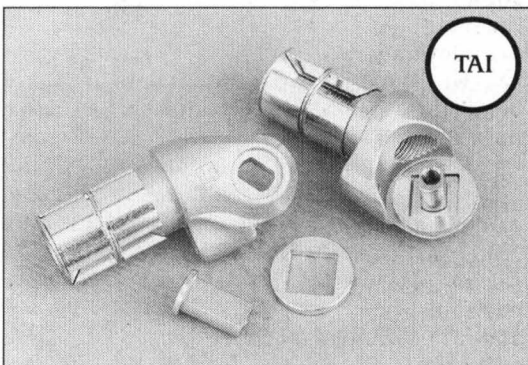
If your tube is 25.4mm (old standard top tube, for instance), then you can build up the diameter with bar tape, about 3 wraps. A single layer of tape, in any case, protects against scratches.

DT Cable Stops: 17-095  
\$ 5

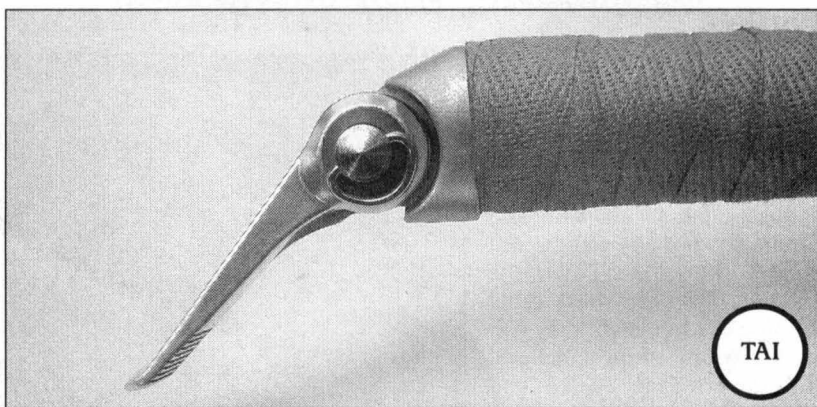


## Silver Pods!

Aha! We and others discovered long ago that you could take Shimano bar-end shifter pods and mount most any downtube shifter to 'em, to make your own bar-end shifters. But you can't get the Shimano pods separately from the levers, so we had these made, and they work the same. There may be some shifters they don't work with, but most work. They're part of our Silver Bar-End shifter. If you already have Silver DT shifters, or SunTour Sprints, you'll need these to convert them to bar-end shifters. These are neat and smart, and ours alone.



Silver Shifter Pods: 17-068  
\$ 25

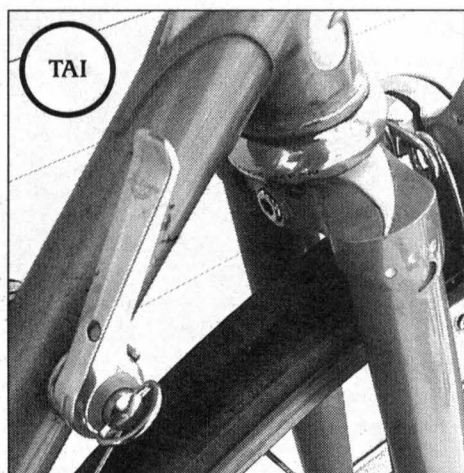


## Silver Bar-End Shifters

These are the best bar-end shifters you'll ever set a hand on. Their magic is the Power Ratchet inside, which we tell you all about on page 40. The shifting is smooth, light, and precise, and it makes indexing, in comparison, seem raucous and archaic. They work with all drivetrains. Any derailleur, and freewheel, cassette, chain, etc. When you buy these shifters, you also get cables, housing, end-caps, shifter boss adapters—all you need to get set up with bar-end shifters. Don't forget the bar-tape, though.

**Silver Bar-End Shifters: 17-089**

**\$ 75**



## Silver DT Shifters

Most riders who use downtube shifters wouldn't think of using anything else. They're light, out of the way, accessible enough, and they clean up the handlebar area, making bar-stem-tape-brake lever switches quick and easy. Moreover, they're the least distracting of all shifters—they don't tempt you to shift every time the slope increases ever so slightly. These are the best downtube shifters ever made. At only \$38 per pair with cables, they're the biggest bargain on the Shifter Peninsula. If you try and can't handle downtube shifting, convert these to bar-ends with the pods on the previous page, part no. 17-068.

**Silver DT Shifters: 17-101**

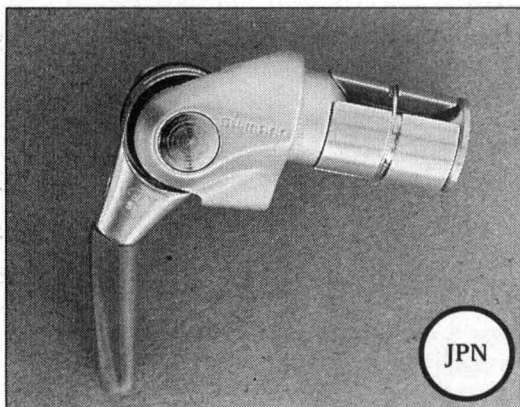
**\$ 38**

## Shimano Bar-End Shifters

Shimano's best bar-end shifters, indexable with 8 or 9 speed cassettes, and with a friction mode, too. If later on you want to get Power Ratchet shifters, you can just bolt them on to these and be happy. No need to buy any additional hardware. Great for touring, commuting, anything.

**Shimano Bar-End: 17-049:**

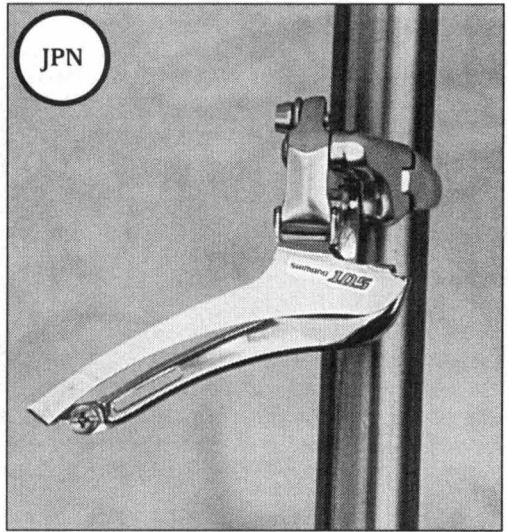
**\$ 68**



## Shimano 105 Front/2 rings

This is a masterpiece of value. Shimano's derailleur team is as crack-jack 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.

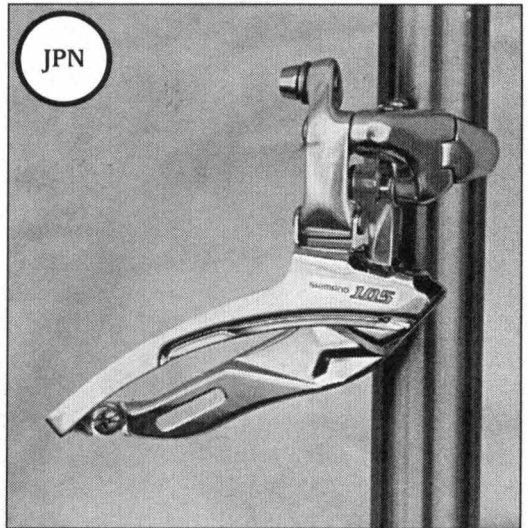
Shimano 105 F. Der: 17-083  
\$ 38



## Shimano 105 Front/3 rings

The same grade 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, but it works equally well on 26-inch wheel bikes with chainrings with 46t big rings.

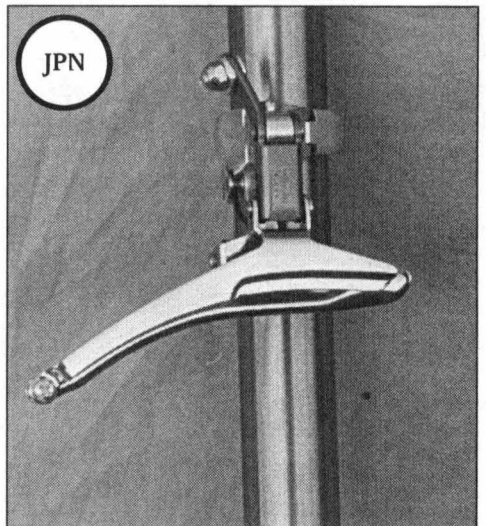
105/3 F. Der: 17-082  
\$ 38



## 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.

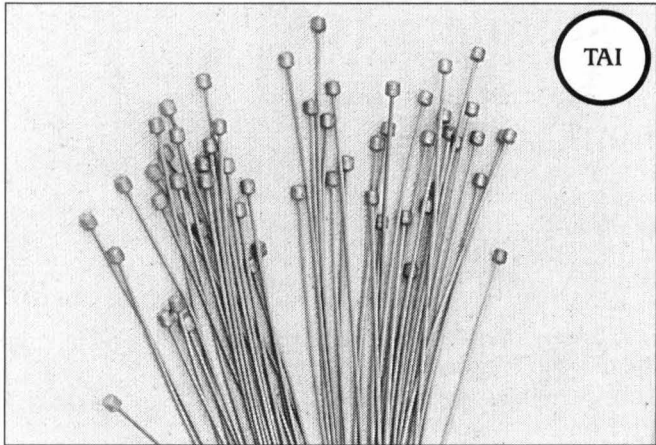
SunTour Lite F. Der: 17-034  
\$ 10



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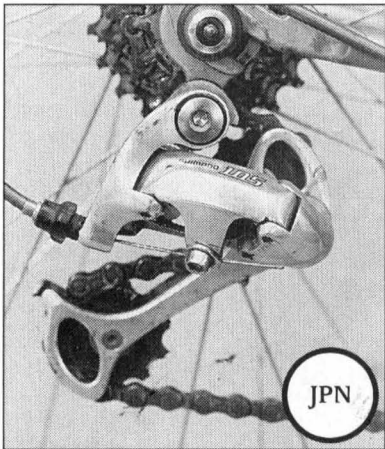
## Derailleur Cables

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. Sold singly. Always have a few of these around.



TAI

Derailleur cables: 17-090  
\$ 4

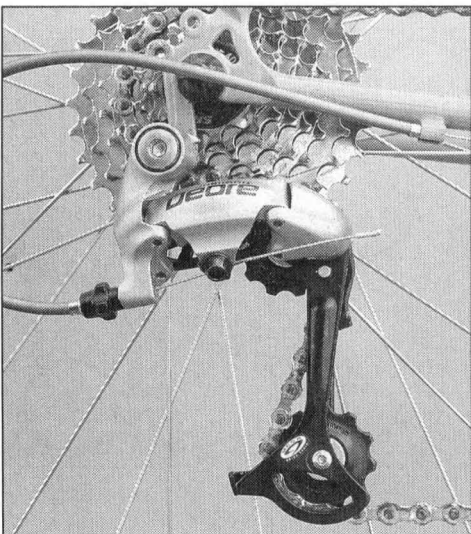


JPN

## Shimano 105 Triple

For three chainrings 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.

Shimano 105 R. Triple: 17-059  
\$ 46



## 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.

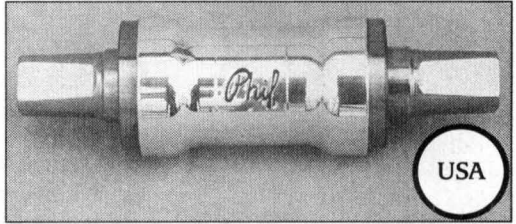
This is the model we put on most Rivendell All-Rounders and all Atlantis bikes when we do full assemblies, and many of us have it on our personal bikes, as well. Shimano derailleurs always work, and this one on your bike eliminates the derailleur as an excuse.

Shimano Deore: 17-088  
\$ 46



## 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. Other sizes available on special order. Call first.



**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.

\$ 125

108: 12-045

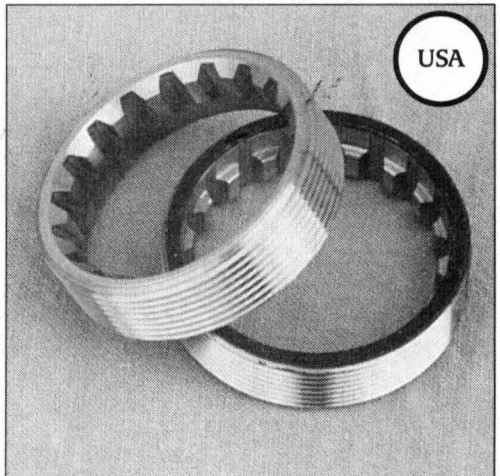
119: 12-050

123: 12-051

125: 12-140

## Phil Wood 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. French and Italians cost more, yes.



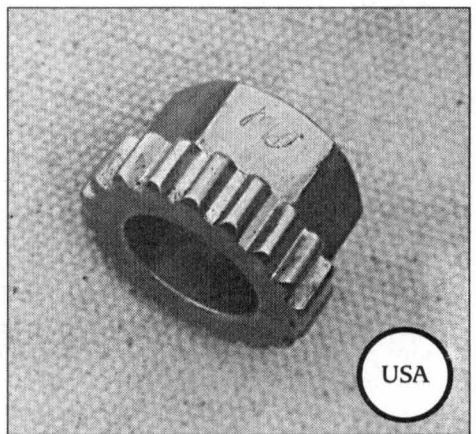
French \$30: 12-052

British \$20: 12-053

Italian \$20: 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 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.

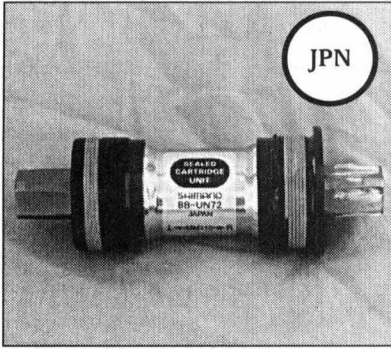


\$ 9

19-035

(you should get two)

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## Shimano or Tange

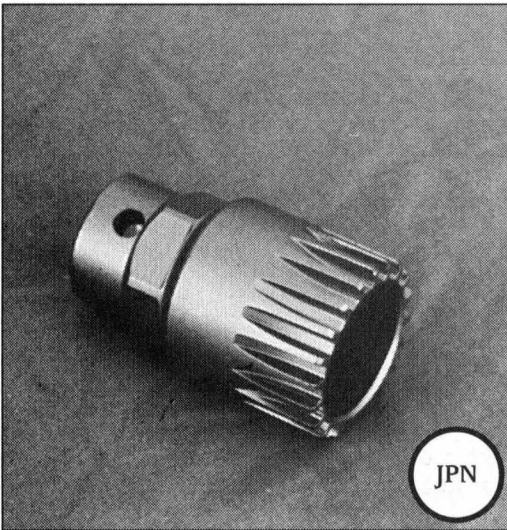
An excellent, trouble-free bottom bracket and a great value. When it finally gives up the ghost, you have to throw it out, but most riders will get close to 20 thousand miles on one, so that's not such a terrible thing. It installs easily with the tool below. It's sealed, like a Phil. The 115mm is likely to be marked Tange. It's for the new Sugino XD2 crank (with 46 x 36 x 24 rings). The 122.5mm works on the TA Zephyr for road bikes or our bikes, with 46x36x24 grannies. The 107: Old Sugino XD cranks, or old (pre-1999) Ritchey Logic doubles.

\$ 40

107: 12-191

115: 12-217

122.5: 12-213



## BB Tool for Shimano

This tool here fits into the recessed splines of the UN-72 and 52 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 one of them.

BB Tool4Shimano: 19-055

\$ 10

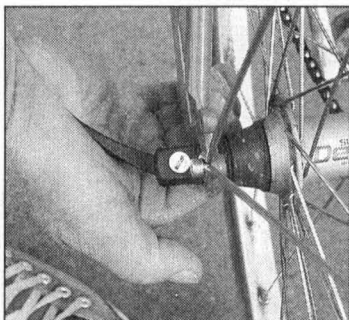
## Cheap Facts about Bottom Brackets

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, just an abused crank!

## Three Things You Need To Know

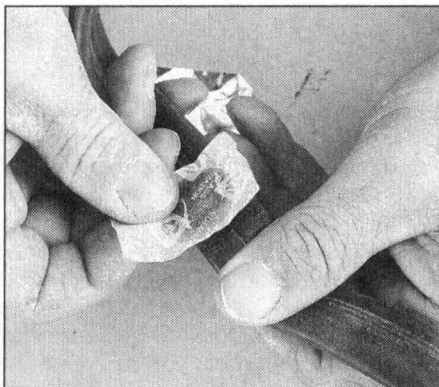
### 1. HOW TO CLOSE A QUICK-RELEASE.

The quick-release, which holds the wheel securely to the frame, was invented in 1927, and works on the same "overlocking taper" principle as the Vise-Grip, which guarantees that if it is properly closed, it cannot vibrate or otherwise work its way open. It is easy to use, yet every year riders get injured because the front wheel falls out of the fork; and then they sue everybody in sight. Don't ride your bike without knowing how to close a quick-release. Learn from a friend or from a bike shop. Anybody at a bike shop knows how important it is to know this, and will be happy to show you how.



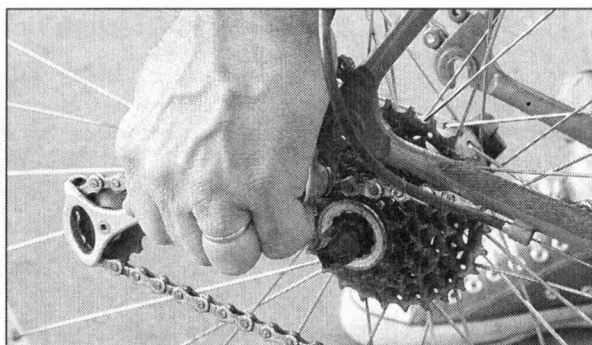
### 2. HOW TO FIX A FLAT.

It isn't enough to know how to replace a punctured inner tube, because one of these days you'll forget to replace a punctured one with a good one, and you'll find yourself using the bad tube as a spare. Many riders haven't ever repaired a tube, and that's a shame. It's not a crying shame, just somewhat sad that so many riders with expensive bikes leapfrogged this fundamental step in their evolution as cyclers. The basic steps are: Locate the hole, abrade the surrounding area, apply glue and let it dry, put on the patch and rub it on hard. Understanding the theory is not the same as being able to do it, though. For detailed instructions, ask for a copy of RR26.



### 3. HOW TO INSTALL A REAR WHEEL.

The only way to learn it is hands-on, and if you've never done it before, expect it to take you 15 attempts before you're comfortable. Have somebody who knows how teach you, but you do all the work.



Once you can do those three things, then it's time to move on to repair, maintenance, and set up. Bikes are easy to work on. Fifty dollars in tools will go a long way, and three times that will set you up really fine.

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## TA Zephyr Cranksets and Arms

By our standards, this is the best crank made. The Zephyr is beautiful—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 get the itch to, 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. We sell bare crank arms by the set, or complete cranksets (arms with rings mounted; you still need the bottom bracket). Cranks with rings come with 46x36x26t only, with TA rings. The complete set is a great value, quite low in price for a crank of this quality. Consider getting a 24t inner if you tour or have huge hills.

### Cranksets without chainrings: \$ 215

165: 12-173

170: 12-122

172.5: 12-123

175: 12-124

### Cranksets with 46x36x26 chainrings: \$ 275

165: 12-222

170: 12-219

172.5: 12-220

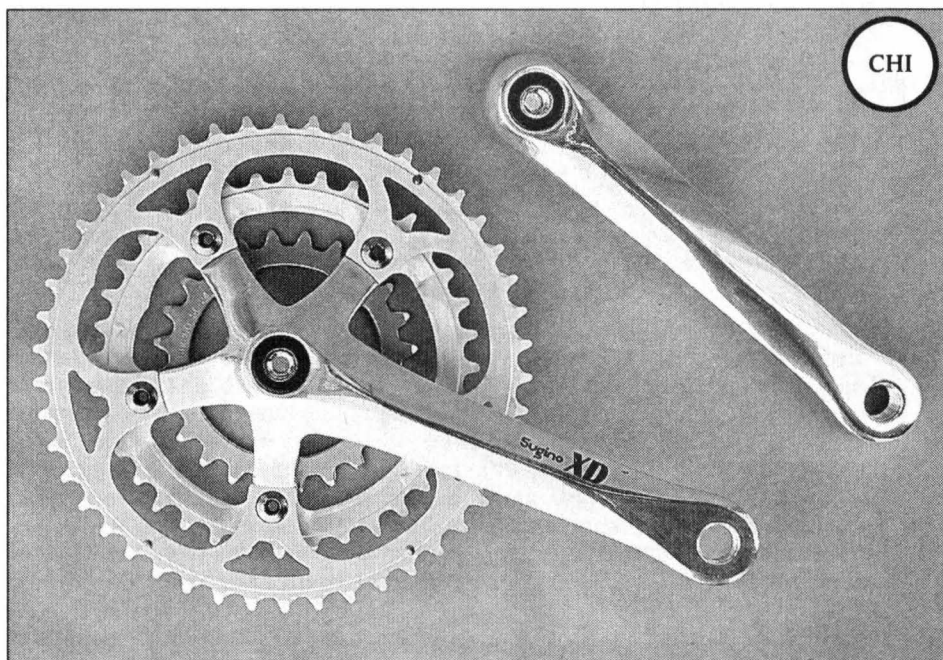
175: 12-221

## 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 XD2 Triple

This is one of fewer than three or four cranks still being made with the terrific and sensible 110/74 bolt circle diameter. (To see what that means, see page 52). And, of those three or four cranks, it is the only one you can get for anywhere near \$100. The TA Zephyr is the shiniest, and it's a great crank, but if \$200+ is out of the question, get this one here and don't even look back, because it's a good one.

It has about a 163mm Q Factor, which in the old days was wide, but by modern standards is smack dab medium. It lacks the fine polish of a TA, but it's good enough for a fine working bike, even a Rivendell.

New this year is a 165mm arm length. It'll be here in mid to late Summer, but we'll take back orders on it now, if you can be patient.

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).

\$ 100

165mm: 12-231

170mm: 12-167

175mm: 12-190

### How Long the Cranks?

In the pre-mountain bike days, no crank maker in the world would think of NOT offering cranks in lengths down to 165mm; and 2.5mm crank length increments were standard on better cranks. Today, probably 90 percent of the cranks available come in 170mm and 175mm only, and those large makers in a position to demand a wider range don't see the need. They should be ashamed. You might think that the crank makers would offer it, but they don't make what there's no demand for. What's involved in another crank length? Not much. A new mold costs about \$10,000, and the same mold can work for a 5mm to 10mm difference in length, just by drilling the pedal hole in a different spot. It wouldn't be right to whine without noting the exceptions: Campagnolo, Shimano Ultegra and Dura-Ace, TA, and this Sugino come to mind. It's unlikely that the unlikely shortage of shorter cranks will continue. Common sense ought to win sometime!

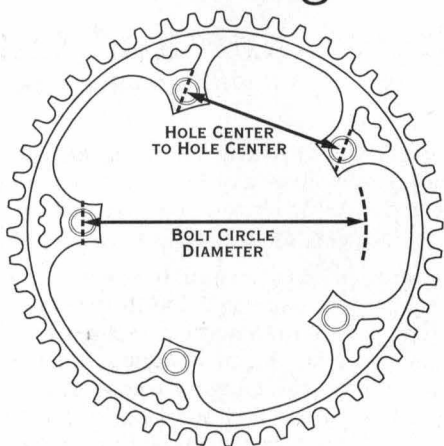
## Try Smaller Middle and Outer Rings

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 adjacent gears, so you'll find them more usable. This is especially noticeable on rolling hills. With a normal "racing triple"—52x42x30—you have no prayer of staying in the big ring on a slight uphill. But when your big ring is a 46 (or even 48), it's not so hard. Likewise when you're in the middle ring. Many racing triples have 23t large rear cogs, and a 42x23 is still a pretty big 49-inch gear. A 36x23 gives a 42-inch gear, and you'll often find that the difference between having to shift to the granny, and being able to ride it out in the middle ring. The benefits of a 46x36x24 "compact" racing triple are numerous, and we've found no drawbacks whatsoever. At the least, it's worth a try.
- 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.
- Scientific bicycle studiers point out, correctly, that going to smaller rear cogs and chainwheels increases drivetrain friction, which slows you down. It has been calculated that riding the same 25 mile time trial (all-out effort) in a 71 x 19 gear will make you go 10.9 seconds faster than you'd go in a 52 x 14, and a whopping 33.5 seconds faster than you'd go in a 34 x 9 (all calculate out to a 100-inch gear). True or not, we suggest it's hair-splitting. It's interesting, but shoot, who but a racer cares? And if you want to split hairs, what about the weight difference of the larger cogs and longer chain?

# 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. This list works for 5-hole cranks.

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

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

## The Selection

**135 bcd - New Campy road.** \$ 30.  
 #12-095 135 x 49 outer

**130 bcd. Modern road standard (all except Campy)** \$ 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
- #12-212 110 x 46t middle
- #12-016 110 x 46t outer
- #12-017 110 x 48t outer
- #12-120 110 x 50t outer

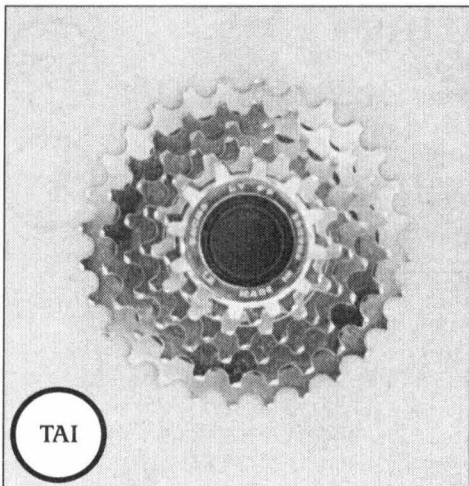
**74 bcd - classic mountain granny.**  
 \$ 20 each

- #12-027 74 x 24t inner
- #12-028 74 x 26t inner

### We Don't Always Have the Only Perfect One

We focus on the useful and hard-to-find rings. 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.

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## 7-sp Freewheel

This \$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 13t top gear yields a 96-inch gear with a 46t ring, which is big enough for solo rides or any ride not in a racing-style pack. This is a measly, pitiful freewheel selection, but in fact this is the only one we can get easily, and it's good.

SunRace 13x28: 13-029

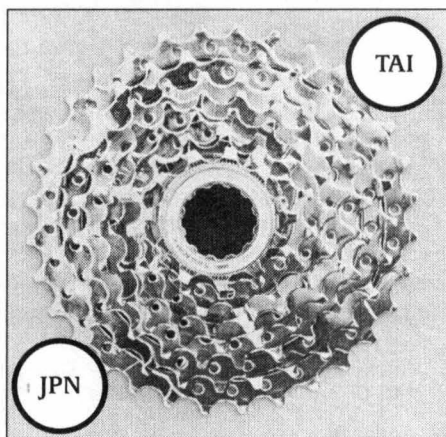
\$ 20

## 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 too many threaded hubs out there for manufacturers to quit making freewheels. There are factories in India that make 10,000 freewheels per *day*. SRAM bought Sachs a couple of years ago and stopped making them. 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. Bummer about SRAM stopping, though, isn't it?

## Cassettes

Cassettes are more available than are freewheels, and come in more ratios; and it's easier to find cassette hubs, too. 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 they're available—SRAM, SunRace, and Shimano. They're all good!



\$ 30

12x24 8sp: 13-048

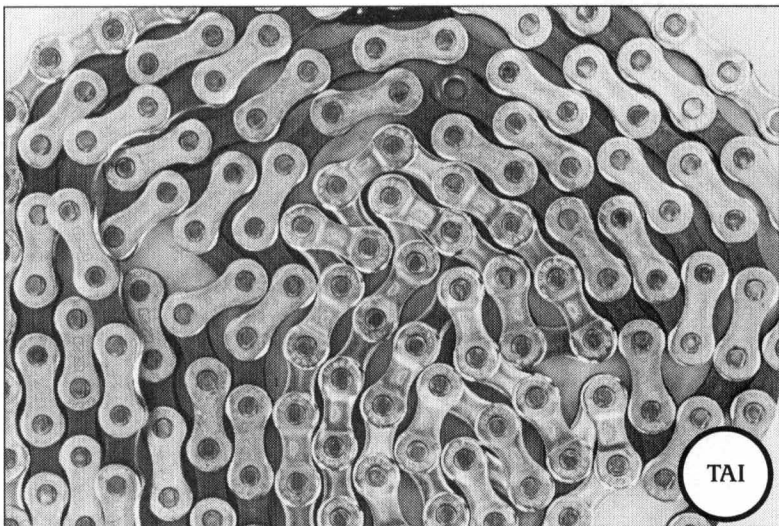
11x28 8sp: 13-049

11x32 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.





## 7/8 Speed Chains

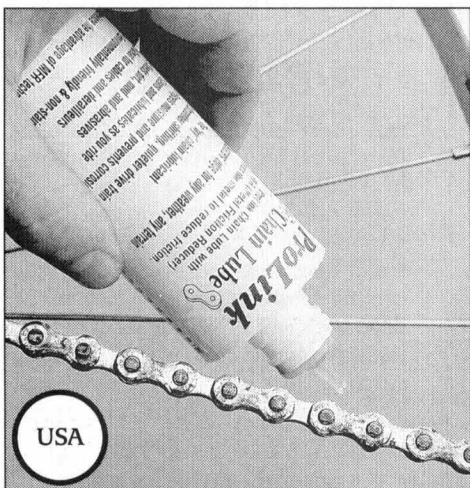
We offer just one chain, made by SunRace. Chains are a drag to buy, no fun to install, and about as unexciting as a bike part gets (not that they aren't mechanical wonders); and so what counts is reliability, serviceability, reasonable weight, and if you get all that and it's silver, so much the better.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

SunRace: 13-031

\$ 12

### 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.



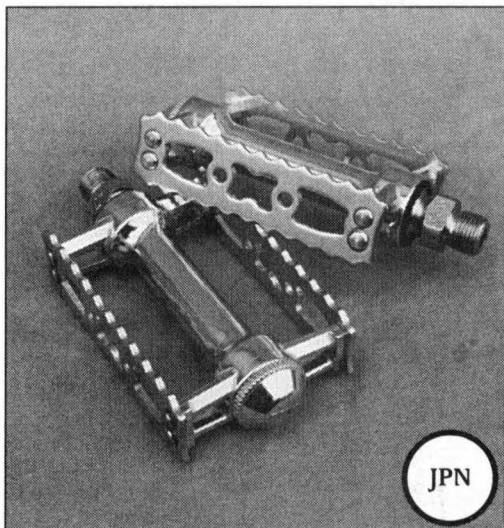
## The Holy Grail

When used right, it is the best ointment you can put on your chain. Start with a reasonably clean chain. Wipe it dry. Coat it with this, wasting much in the process, but try to aim it between the plates. Wipe off the excess. Ride your bike immediately to nestle it in there. Repeat whenever you can stand to, or when the mood hits, or when you think you ought to. You won't find anything better, and if it's not the best you've used, you're doing it wrong. That's all we're going to say about it, but it's true.

ProLink Chain Stuff: 13-051

\$ 6

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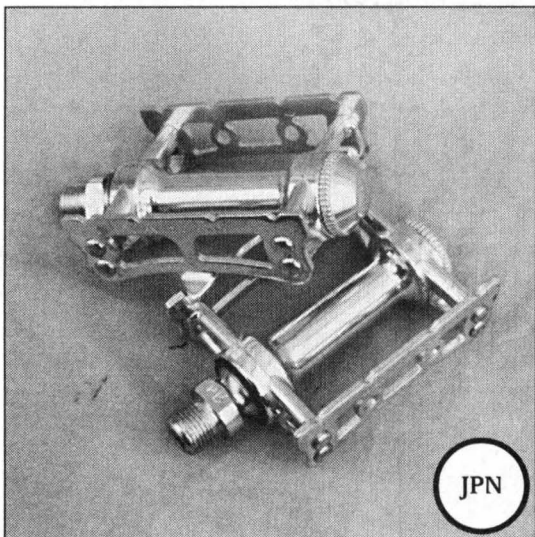


JPN

## MKS Touring

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 for steep climbs with flimsy-soled sneakers, or road racing, but great for everything else. We love it.

**MKS Touring: 14-020**  
\$ 38

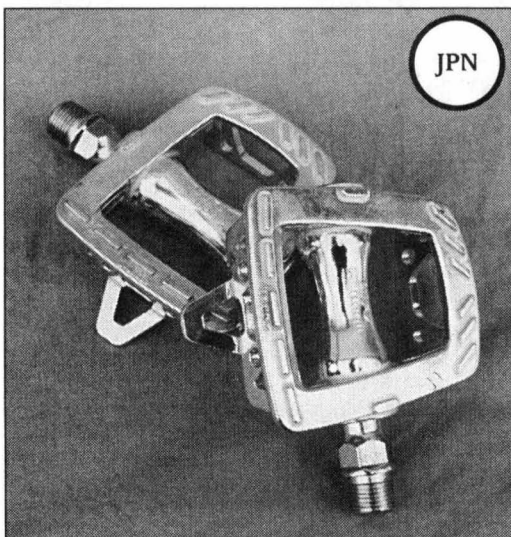


JPN

## MKS Track

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.

**MKS Track: 14-021**  
\$ 41



JPN

## MKS Platform

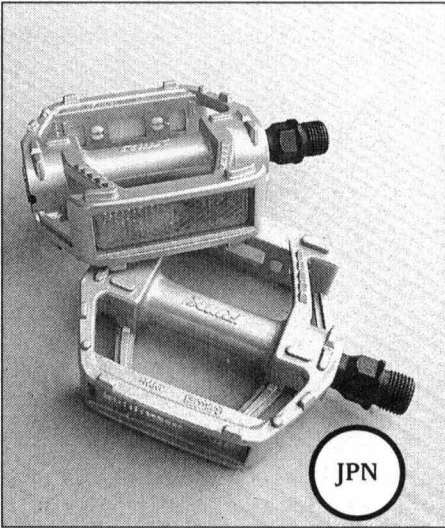
Our most popular pedal. The platform provides plenty of support and distributes the pedal pressure, so you'll ride comfortably up steep hills and over long miles in anything from Acorn slippers to bona fide cycling shoes. They're made to be used with toe clips (not shown), and the low back side makes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

**MKS Platform: 14-030**  
\$ 30

## MKS Sneaker Pedals

These are made as BMX pedals, but if we call them that, you might not give them the time of day; and the fact is, we ride them with sneakers and find them unbeatable. They're really supportive, lots of area beneath your foot. They have little knobs to discourage slipping (BMX riders wouldn't tolerate slippery). And, clever pedals that they are, they have integral reflectors. Most of us here have them on one bike or another, and we think they're fantastic. What a bargain, too. Try them!

MKS Sneaker Pedals: 14-047  
\$ 20



## Going Clipless (Rivendell Style)

don't knock it until you've tried it—on a nice bike

Most of the time, having your foot attached to the pedal is no real benefit. It's said to be more efficient, and all I can say to that is: Maybe a little, but so what? Certainly, if pedaling connected made a difference of five minutes per hour of riding, then for certain types of riding (including long commutes) that alone would pay its way. But my hunch, based on my own tests, is that it makes no more than a few seconds difference. On alternating days riding up a 6.5 mile, 2000-foot climb, I'll ride 35:55 in sandals on one day, a 36:02 in clips the next. Sometimes the other way around. It's not a difference in fitness, or rest, or the bike, or mental toughness. In more than 20 timed rides, I can't tell a difference.

On short, steep climbs, a solid connection can help you turn the pedals over, to get them through the difficult spot between 10:30 and 1:30 in your stroke, when you about lose all your momentum. A solid connection can be a benefit during aggressive riding in wet weather, because it keeps your foot from slipping off the pedal (remember, it's wet and you're thrashing). For most people, that constitutes about 10 percent of the riding, maximum. (I used to think it was an aid on bumps, but now that I've ridden both ways a lot, I don't think it matters.)

Pedaling free works great for most riding. You can mount and dismount more easily, whether on a steep climb or downtown. You can choose your shoes for the weather, not the pedals. You can walk into a store like a normal person. You can shift your foot on the pedal to call to action different leg muscles.

That last one's a biggie, and Bullseye Cycle's Roger Durham pointed it out to me, after I'd already experienced it. When you pedal with the ball of your foot over the center of the pedal, you're using what Roger (never the physiologist) calls "toe muscles," or the muscles you use when you stand on your toes. Not just the foot and calf muscles, but the thigh muscles, too. Roger goes on to say, and I now agree, that on sustained climbs, it's a benefit to be able to shift your foot forward on the pedal, to relax the toe muscles and put the load onto others for a while. It helps to have a fairly rigid sole for this. Not woody; a Teva sandal is good enough, or a court shoe.

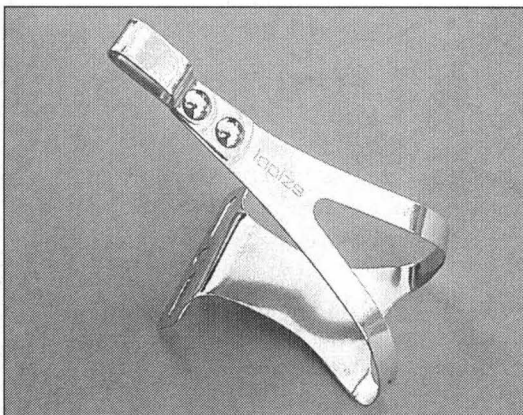
Forget what you've read or been told. Forget even this. Just try it and see how it works for you. You don't have to discard your rigid plastic shoes, or your toe clips and straps. Just try pedaling free again—on a good bike, so it's a fair test—and you'll likely find a place for it somewhere in your riding. If you've got more than one good bike, keep double-sided pedals on one of them, and see how often you end up grabbing that one as you head out the door.

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## Steel Toe Clips

Christophe of France finally quit making chromed steel toe clips, but ALE of Italy still does; and MKS in Japan, too. They're all good, and we'll get what we can get.

Bend the upper part to fit your instep, and you're all set for toe clips for the next 20 years or so. They ain't gonna break. Most of our bikes have these same clips on them. It's not a bad habit at all.



\$ 9

S: 14-015

M: 14-014

L: 14-013

XL: 14-016

## ALE Toe Straps

ALE, an old Italian company, recently re-designed its buckle and we're up to our knees in two of its fine models. They both come with buckle pad, to increase comfort just slightly if you have them cinched too tight; and to add classy looks and protect classy shoes. The Fancy has an infinitesimally groovier buckle with a metal roller instead of a plastic one (plastic is fine here); and has a layer of nylon between two layers of leather. The nylon reduces stretch, especially if the strap gets wet. Non-competitive cyclers have no reason to ever pull the straps tight enough to stretch even the plain leather ones, but if the all-metal buckle on the fancy one grabs you, or you prefer black to blue, that's enough reason to pop for the extra \$5.



The buckle belongs high, at about 2:00. Don't tuck in the end, or you won't be able to adjust them. Black or blue, but usually blue.

Plain: 14-044

Fancy: 14-045

\$ 10

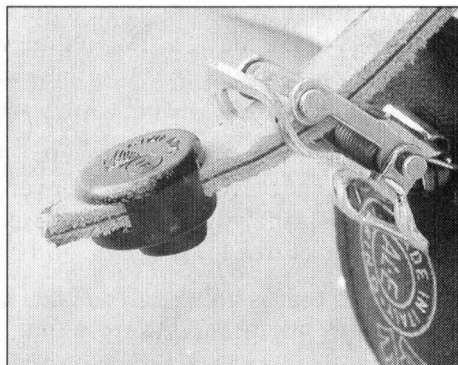
\$ 15

## Toe-Strap Buttons

These screw onto the ends of your toe straps, so's you can grab them more easily. They're plastic, usually black, but now and then they might be colored. They fit all toe straps, are not essential or expensive. If you're still using toe straps, go all the way ...

Toe-Strap Buttons: 14-035

\$ 1



When You're Talking About Brakes ...

## How Good is Plenty?

It seems like a dumb question, because brakes keep you from running into buildings, and off cliffs, so it seems like the better they are, the safer you'll be. The thing is, all modern ones are already good enough, and the safety aspect is about 81 percent judgment and 18 percent skill.

Way more accidents are caused by over-braking than by underbraking, and yet more braking power continues to be a selling point.

Modulation is over-played, too. Some brakes have a lighter action than others, and those are the

ones usually said to be easier to modulate. But that's true only if your hands are really, extremely weak (or cold, or tired). Modulation is knowing how much hand force your brakes require, and then providing it. It comes from you, not the brakes.

It is customary to buy equipment for extreme situations, for "just in case" circumstance, and some of today's brakes seem designed to stop you when the rims are drenched in oil and you're hurtling downhill at 40 mph. A brake that'll stop you then won't outperform a normal brake when you're trying to scrub some speed before a corner, or make a panic stop safely just before smacking into a car.

The chap in the picture here (circa 1902 or so) is coasting down a hill on a fixed gear bicycle, his feet conveniently resting on pegs by the fork crown. His brake is a small tree. His skill came in selecting the right-sized and type of tree for the road, and tying it on securely.

Modern brakes are better, but skill and judgement continue to be, by far, the most important aspects of braking on a bicycle. Learn how to use your brakes, and even more important, how not to use them.

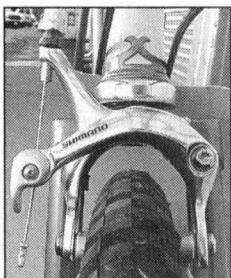


## Sidepull, Cantilever, V-Brake, or Disc? You Won't Make a Bad Choice

There may be some kinds of riding that favor one over the others, but world cyclo-cross championships have been won with sidepulls, and the most grueling mountain bike races and expeditions have been won and completed, problem-free and too many times to count, with cantilevers, U-brakes, V-brakes, and disc brakes.

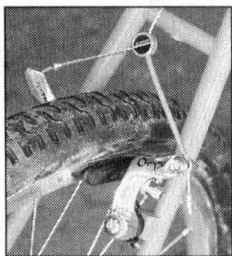
But there are fundamental differences you ought to be aware of.

**SIDEPULLS** start to make sense on tires smaller than 35mm wide. They're powerful enough for most riding (including steep descents off road), & they're the easiest to work on. They don't offer much room for fenders, but fender clearance also depends a lot on the frame design. On our bikes, they're fine.

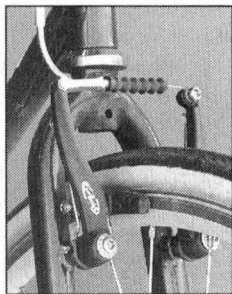


If you're heavy or have weak hands, use dual-pivot models. They're good for light riders with strong hands, too, though.

**CANTILEVERS** are good for traditional frame designs (no odd-ball cable routing) and when larger tires are the norm, and especially when fenders are required even with the bigger tires. Also, they're best for most applications that use road brake levers, as opposed to mountain-style levers. Unlike the other styles discussed here, cantilevers require brake cable housing stops be mounted or brazed onto the frame. That's a bugaboo with most modern, far-out mountain bike frame designs, and since that's where the market is, there's almost no market for cantilevers. Except on cyclo-cross bikes, but there aren't enough of those to make brake manufacturers put much effort into cantilevers.

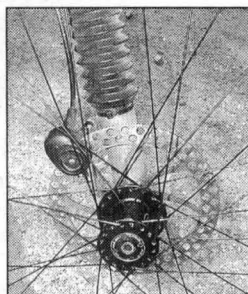


**V-BRAKES** don't require separate housing stops, so frame manufacturers like them. Also, they're really powerful and sensitive—more so than cantilevers, for the most part; and what's more, they're easy to set up, so original equipment makers and bike mechanics like them, too. Since they're newer than cantilevers, the media loves them.



We didn't used to like V-brakes, but we've come around ... sort of. They still have issues (thin pads wear fast; and they don't work with road levers unless you use a special adapter; and they don't look as nice as cantilevers). A good mechanic following Keith Bontrager's instructions can set up cantilevers to equal and maybe even overpower V-brakes, but most new mechanics get confounded by cantilevers and prefer Vs.

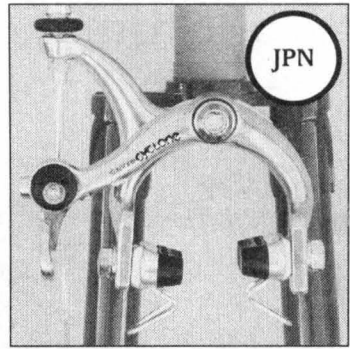
**DISC BRAKES** proponents like to talk about how all rim brakes are archaic, that rim design is compromised because the rim has to both hold the tire and serve as a brake surface. It sounds convincing on paper to a novice. Disc brakes are undoubtedly better in wet conditions, but the difference isn't night & day. Their best use is on tandems, where rim brakes can overheat rims and cause blowouts. Front disc brakes require super stout forks, because they stress forks more than do rim brakes. If your riding is so wet, so slimy, and so fast that disc brakes make sense for you, get them. But for general riding on relatively lightweight, non-tandem sporty bikes in all but the slimiest conditions, a good rim brake is plenty fine.



## SunTour Cyclone

These were made in the mid 1980s, 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—smart and simple. Reach is 50mm. Allen mount.

**Suntour Cyclone: 15-026**  
\$ 45

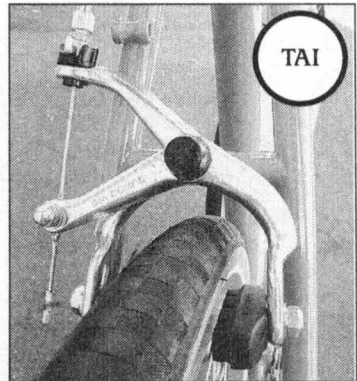


## Dia-Compe 505Q

These standard reach sidepulls are hands-down the best value in a brake today. They're not finely finished by any stretch, and it's hard to warm up to that black plastic cap on the centerbolt, and the brake shoes are about as ugly as brake shoes get—but they feel good, work great, have nice features (quick-release and barrel adjuster), and a shape that makes fendering easy.

They're only \$24 per bikesworth, for heaven's sake. That's less than a cheap date, and as brakes go, they're really fine. We ride them on fast road corners, and steep, loose, trail descents where you've got to be as sensitive as a snail's antenna or you'll lock the wheel and go down. It's not often, in any field, that so little buys so much. Finally, if the black cap and brake shoes bother you, get a chromed acorn nut at a hardware store, and new brake shoes.

**Dia-Compe 505Q: 15-081**  
\$ 24

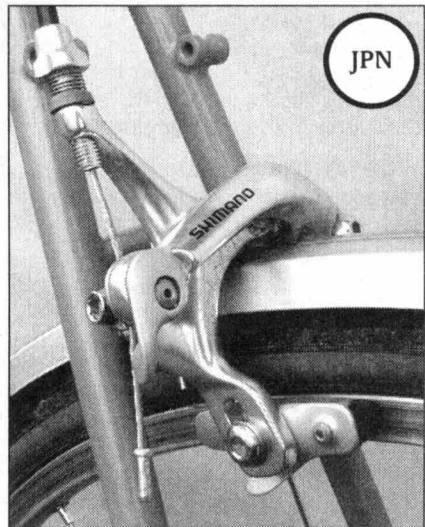


## Shimano Ultegra Standard Reach!

Despite our claims and strong beliefs that there are more important things about brakes than surface finish and mechanical superiority, these brakes have plenty of both, and we're thrilled that Shimano makes them. These are, in fact, the brakes that go on most Rivendell road frames, because they're a good cosmetic complement to the frames.

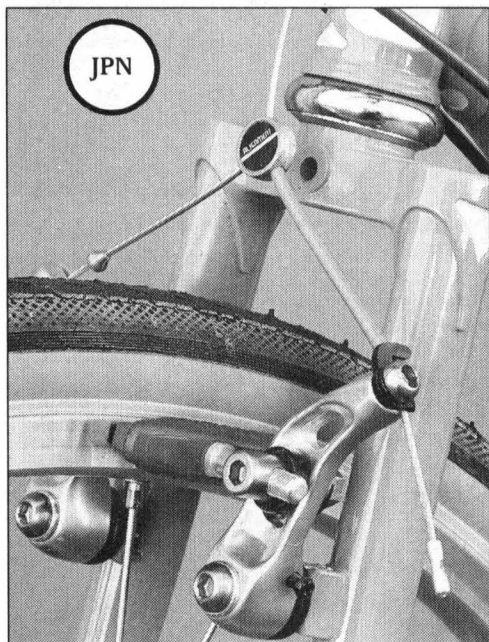
The dual-pivot design is smart, too. Yes, even though you don't need it, there's nothing not to like about how it feels. And, compared to the \$24 Dia-Compes, these have a nicer quick-release and barrel adjuster; and the brake pads aren't as clunky looking. If you're looking to equip a nice standard reach road bike with really nice looking and working brakes, these are our top choice. Works best with sprung (like Shimano) levers.

**Ultegra Standard Reach: 15-094**  
\$ 115



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## Shimano STX Cantilevers with Kool-Stop Salmon Pads



You won't find a better-working or nicer-looking set of cantilevers than this; and you won't find these around for more than about 4 more months, either, because Shimano no longer makes this model. It has a beautiful silver finish, all polish, no paint, and the nice and familiar styling of all Shimano's recent cantilevers. We wish it had a spring tensioner on both brakes, but it's just on one side, and it's fine. There's never a problem centering. Set up is a cinch as cantilevers go; and especially with the Kool Stop pads, which have a built-in toe-in guide. They're also made from the same super compound as Mathausers. This is the cantilever we install on all Rivendell and Atlantis complete builds.

Shimano STX Cantilevers: 15-092

\$ 65

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### Brake Squeal Causes and Solutions

Squeal is just vibration resulting from the shoes alternately gripping and slipping. When the pads grab the rim under hard pressure, the rear of the pad gets pulled in hard onto the rim (gripping hard) as the front of the pad raises up off of it (slipping). To eliminate the source of gripping/slipping:

1. Toe in the brake shoes. Make sure the front edge contacts before the rear edge. When you squeeze the brakes lightly, it usually works to have a 2-3mm gap at the rear of the pad. Make sure all the hardware is tight. If that doesn't work, then ...
2. Sand the pad with sandpaper or a file. A file's probably better. Sometimes a glaze builds up on the brake shoes, and sometimes foreign sticky-stuff gets on it, messing things up. Just sand or file the shoe down to pure shoe-material. If that doesn't work ...
3. Sand the rim with fine sandpaper. Sometimes junk gets stuck on the rim, and that'll interfere with the brake shoe/rim interface. This helps even on new rims, so get into the *sand-rim-before-mount-tire* habit. If that doesn't work ...
4. Try another wheel, just to eliminate the rim as the source of the vibration. You probably should do that first. And, if that doesn't work ...
5. Try other brake shoes.

Some combination of the above eliminates squeal 90 percent of the time.  
Ten percent of the time, you just have to live with it.

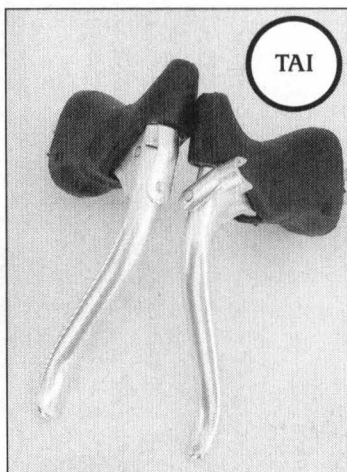


## Dia-Compe 204Q

A new lever, but a resurrected style that was resurrected (and improved upon) due to demand from the Japanese traditionalist market. It's a **non-aero lever** with a quick-release built into the lever.

Before you say "so what, I've seen it before," listen: It means you can use an inflated chubby tire on a relatively skinny rim, and still open up the levers far enough to remove and install a wheel. It gives you another 5mm of clearance at the brake shoes. You don't have to take the air out to mount your bike onto your roof rack, and you can fix a flat and inflate the tire off the bike, too. The lever feels good in the hand, looks fine, and is dirt cheap. A great deal!

Dia-Compe 204Q: 15-096  
\$ 30

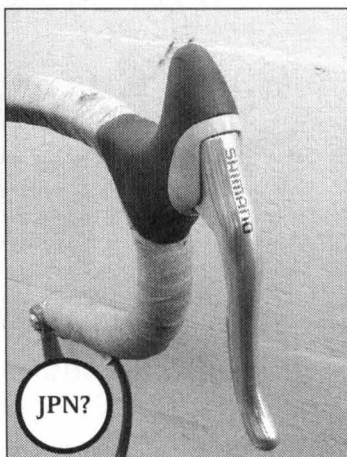


**Brown hoods!**

## Shimano Tiagra Lever

This lever has 90 percent of the looks and quality of the aero Dura-Ace model, but costs 60 percent as much. As aero levers come, they don't get any easier than these; and the grip size and shape is eerily perfect for every hand on earth. The only blatantly cheap thing is the plastic whatchamacallit between the rubber hood and the lever. It doesn't do any harm, and it doesn't look bad, but it is plastic nonetheless. Forget about it—if you want a nice aero brake lever that you'll love the instant you put your hands on them, get these.

Shimano Tiagra Lever: 15-091  
\$ 48



## Traditional or Aero Brake Levers? How to Choose

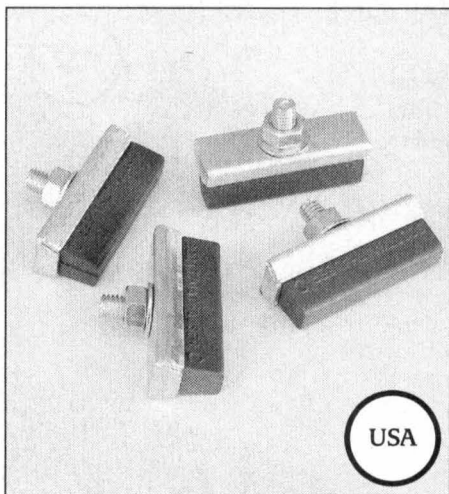
First of all, anybody who tells you one is clearly superior is rather nuts. Mechanics who set them up and people who change bars and stems a lot prefer traditional routing, with cables. Cables look right, too, if you were riding bikes in the '70s and earlier; and the cables (housing) loops are useful for carrying clothing, maps, and other things (usually with the aid of a clothes pin, but sometimes alone). They give you some options that aero routing doesn't. It's not hard to get used to the cable sticking out.

Aero levers hide the cables beneath the bar tape. That frees up some space, makes accessing handlebar bags marginally easier (though ironically, aero-lever fans are less likely to use a handlebar bag than are traditional-lever fans). Since the cable doesn't exit the lever, you can use more of the lever for a hand perch, too. The only real pain with aero levers is setting them up or moving them once they're set up. It's not that bad, really, but it's not as free, easy, straightforward, and out-in-the-open as setting up traditional levers. You probably have more than one bike, so try both ways before you lock in to one of them.

## Four Mathauser Road Shoes

These are the best, but crudest, and most elusive brake shoes on Earth. They're the best because they have the best rubber compound (shared by Kool Stop salmon pads) in the best design: Solid block, no grooves to let in water. They're the crudest because it looks like your neighbor made them in his backyard shop, using available hardware. They're the most elusive because Mathauser's Michael's office is a cell phone, and he ain't in much. If your braking needs are high, get these, period.

**Mathauser Road shoes: 15-093**  
**\$ 20/4 shoes (a bikesworth)**

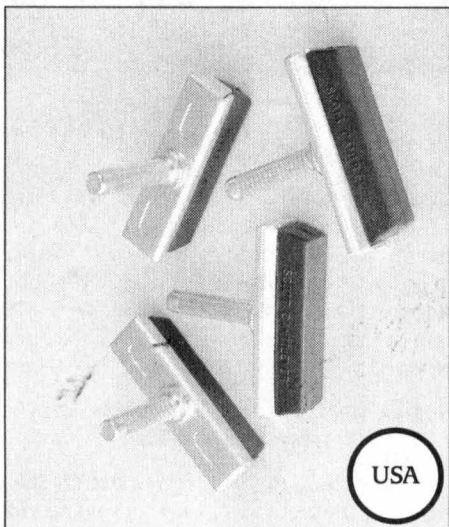


## Four Mathauser Cantilever Shoes

Mathausers are hard to get, but we've got them, and there is no better cantilever brake shoe made. Ironically maybe, they don't fit the Oryx brakes we sell, because they take V-brake style pads. But they fit most cantilevers, and if they fit yours and you're looking for replacement pads, you can't do any better than these.

They're orange-ish, simple-looking, and the solid, grooveless shoes are smart.

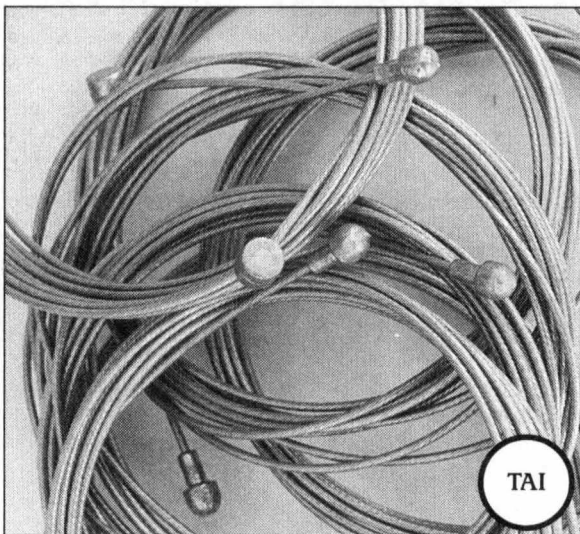
**Mathauser Canti Shoes: 15-095**  
**\$ 25/4shoes(bikesworth)**

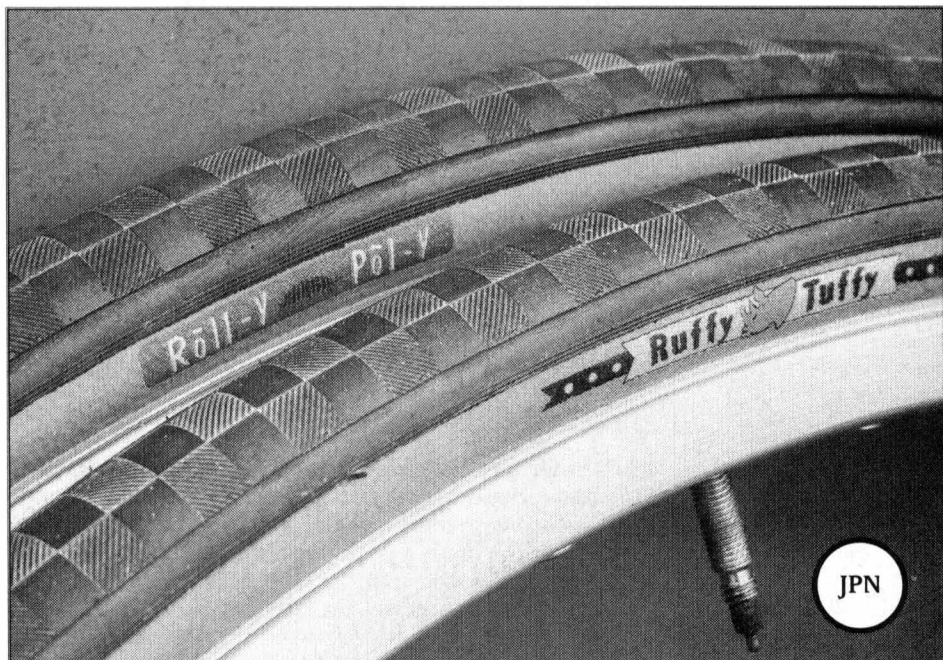


## Brake Cables

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.

**Brake Cables: 15-072**  
**\$ 3**





## The Roll-y Pol-y & the Ruffy Tuffy

These are the best-riding, straightest-mounting, smartest road tires we've ridden, which is a good thing, since they're our designs. We got into the tire-designing business reluctantly, and only because we couldn't find or convince other tire makers to make the tires we wanted. First came the Roll-y Pol-y (2000), and then a rougher, tougher version of it, the Ruffy-Tuffy (2001), with an extra 1mm of rubber and a kevlar belt under the tread, for longer wear and better armor against road junk. Panaracer makes them, and they are perfect for all-around road riding on pavement. **700c only.** Details:

1. THEY'RE 27MM WIDE, THE FATTEST tires that fit 98 percent of the road bikes today. They're rated to 120 psi, but what's the point? At 90 to 105psi, they're cushy and fast.
2. THEY'RE EXTRA ROUND, due in part to a special 3-part mold. Round tires corner better. They don't "dive" when you lean them over hard. These are the best cornering tires we've ridden, and it's safe to say that if you slide out when riding these, it ain't the tire's fault.
3. TOUGH DDT CASING AND SIDEWALLS. Kevlar reinforced from bead to bead, and probably the most expensive casing used on a clincher today. The DDT—deflation detection technology—a tan sidewall makes it's easy to look down and detect a leaking tire.
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.

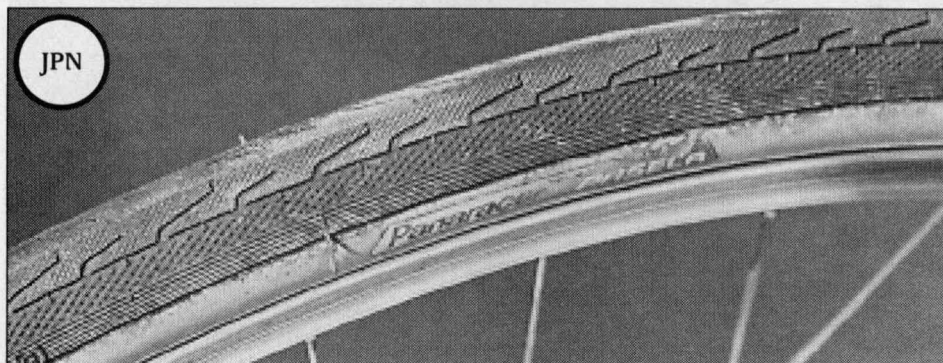
The Roll-y Pol-y and Ruffy-Tuffy have every quality we like in a road clincher, and we've received more raves about the Roll-y Pol-y than nearly anything else we offer. They're expensive because they're made in Japan, not Korea, Taiwan, or Malaysia; but you won't find a better made tire at any price. But they're both really tough tires, due to the special casing and super rubber. Can't decide between them? Ride a Ruffy-Tuffy in back and a Roll-y Pol-y up front. That's a good way to go, anyway.

Approx. weights: RP: Kevlar bead (290g); Ruffy Tuffy (kevlar bead only): 320g

Roll-y Pol-y (700x27): 10-034  
\$ 40

Ruffy-Tuffy (700x27): 10-043  
\$ 43

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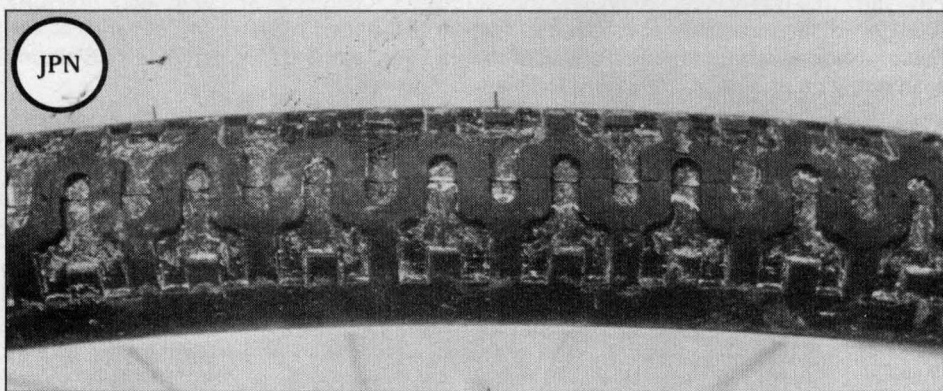


## Panaracer Pasela

This is the best tire we've ridden for touring, mixed road and trail, and commuting. Although we like a rounder tire for extreme, high speed road cornering, when the riding is more straightaway, as it tends to be on tours and just getting from here to there, then a bit more tread on the center of the tire is a good thing. It still corners fine, and is a fantastic do-everything road, tour, and light trail tire. The 700c has a wire bead, weighs 390g. The 26-incher has a wire bead and weighs 320g. If you're after a super versatile, tough, great riding, long wearing, never-have-to-think-about-it road tire, this is the tire for you. Made in Japan, it always mounts tight and rolls straight.

700cx35 Wire: 10-028  
\$ 30

26x1.25 Wire: 10-032  
\$ 30



## Avocet Hardpack 26 x 1.85

Avocet tires have always been a little different, a bit more thought-out than most, and this one is, too. It's designed for hard-packed dirt, but is versatile way beyond that. Being round, like all Avocets, it leans over well, with no sudden dives. The negative tread is key there, too—there are no positive knobs to squirm on pavement. Bhima, our inventory manager, says, "It corners on roads like a Roll-y Pol-y," and you don't go saying things like that around here unless you mean it. It is big enough to cushion all but the harshest blows, and is a great choice for road/trail touring. 26 x 1.85; 570g.

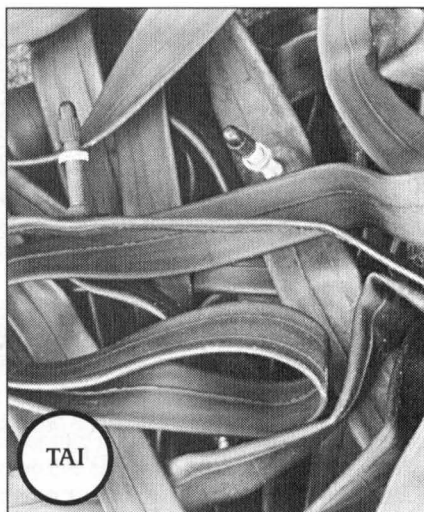
Avocet Hardpack 26x1.85: 10-036  
\$ 30

## 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 & Part Numbers

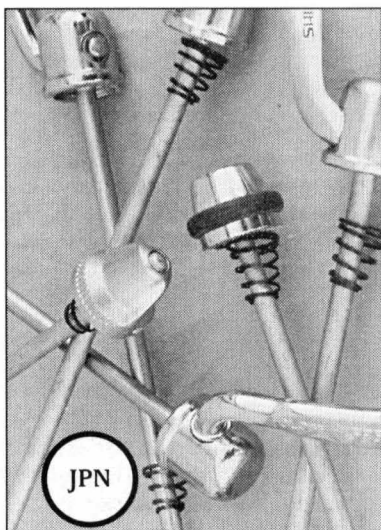
700 Superlight: 67g	.....#10-004	\$ 6
700 Normal: 120g	.....#10-001	\$ 4
700 Super Fat: 160g	.....#10-008	\$ 7
26xSkinny: 119g	.....#10-005	\$ 6
26xMedium: 133g	.....#10-002	\$ 7
26xFat: 200g	.....#10-007	\$ 7



## Rear Q/R Skewers

Japanese made, either SunTour, Shimano, or Specialized brand. The rears fit up to 135mm with steel dropouts, or 130mm with aluminum. No choice in brands. They're all good, and our price is cheap. We're out of fronts, except for complete wheels. We're looking for a good value in fronts, and may offer them again.

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.



R: 18-041  
\$ 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.

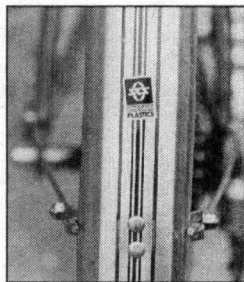
Closing it properly is simple. With the whole quick-release assembly rightly stuck through the hub, move the lever to the open position, so everything is floppy, and put the wheel into the bike, making sure it is seated in the dropouts and centered in the frame. Then, with one hand, move the lever straight 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 until you know how to do this.**

## Fooling Around with Fenders

Fenders can be homemade from milk jugs and held together with hot glue and duct tape, or at the other extreme, hammered aluminum fenders made in Japan or France and costing about \$100 per pair. You can even get wooden fenders made in Denmark and Holland. The fenders we like the most are right in the middle. They're made by SKS (formerly ESGE) in Germany, from recycled plastic and fine stainless steel hardware. They look like aluminum but aren't, weigh next to nothing, are tough enough to survive twisting, crashing, and lots of hot sun, and at \$40 a bikesworth, are affordable enough to put on more than one bike, and even bikes you don't particularly care about but end up riding a lot.



Ninety-eight percent of the road bikes made today can't fit fenders, which makes them not quite useless in the rain. You can still get where you're going, but you and your bike will be a mess when you arrive. Even most mountain bikes are hard to put full fenders on. You can get fenders that look like moto-cross fenders. They're short, stubby, things that mount in five seconds. They're like riding a car in the rain with the windows open.

Front fenders are always too short. You need to add a mudflap. You can make one out of a water bottle, a milk jug, or a piece of hide. Just extend the rear lower portion down another 6 to 8 inches, and attach it to the fender with whatever works for you—zip ties, rivets, hot glue, whatever. Otherwise, your shoes and crank will get sprayed. Some fenders come with mini-flaps, but they aren't long enough, so you're better off making your own.

Anyway, the main thing about fenders is that they make your bike a true all-weather vehicle. Riding in the rain is miserable without fenders, and not bad at all with them. Everybody except southwesterners need at least one bike they can mount fenders on.

### Fender Tips

Wanna mount fenders, but your bike lacks eyelets? On the front, zip-tie or somehow fasten the fender stays to the back of the fork, about 8-inches up from the dropout. Wrap the fork with bar tape to prevent scratching. On the rear, use small rack-style clamps on the seat stays. All good hardware stores sell them. They're dipped in plastic, won't scratch, and work just fine. Build up the stays with tape if you need a perfect fit. Note: If your fenders are slightly twisted before you put them on, they'll probably be fine when mounted. But if you like, you can heat them with a hair dryer, bend them to straightness, and hold as they cool.

## SKS Fenders

These are the fenders we ride six months of the year. They don't come with a mudflap, but you can make your own, and we suggest you do. We have nothing but the highest praise for these, which makes us worry about their future.

### Four Models To Fit 26" and 700c Wheels, Fat and Skinny

For 26-inch tires up to 1.5: 27-002 \$ 38/pr

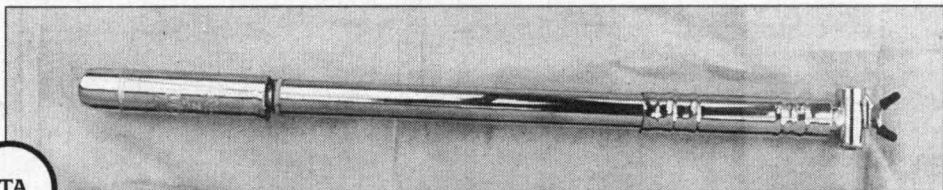
For 26-inch tires up to 2.0: 27-003 \$ 38/pr

For 700c tires up to 700x32: 27-004 \$ 38/pr

For 700c tires up to 700x40: 27-005 \$ 38/pr

Fender stays only: 27-006 \$ 8

Fender stays and all hardware, but no dang fenders: 27-007 \$ 15



ITA

## Silca Impero

\$ 20

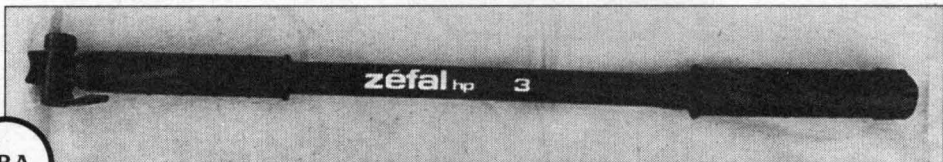
Light (about 5.5oz), reliable, chromed plastic, made in Italy. It doesn't pump the fastest, it's not the toughest, it can't take much abuse, but if you want the lightest, prettiest pump, this is it.

- |            |            |
|------------|------------|
| 43: 28-002 | 47: 28-003 |
| 51: 28-004 | 55: 28-005 |

### Silca Sizing

The number (43, 47 ... ) is the shortest compressed length. Each pump works in gaps as small as it's number and up to 5cm larger. So the 43 fits gaps 43cm to 48cm; the 47 fits 47cm to 52cm, the 51 fits 51cm to 56cm, and the 55 fits 55cm to 60cm. Most riders these days mount the pumps under the top tube, in which case the head goes to the rear, the handle to the front. Many frames have pump pegs on the back of the head tube, to make life good.

When you mount it in front of the seat tube (like we did in the old, one-water bottle days), the head fits down low, the handle up on top, turned to best mate with the frame. In either case, a supplemental pump strap or tape will secure it better, but use your own judgement.



FRA

## Zefal HPX

The Zefal HPX is far and away, hands-down, why-does-anybody-else-even-try?, the best frame pump made. Nobody tries it and goes back to anything else, and if you ride enough, it is the pump you will eventually end up with. It is not light and attractive, like the Silca—but the Silca is in a class by itself in Lightness and Looks—and if it didn't work fine, we wouldn't sell it. But all that aside, when you want the pump that makes all others quake in fear and hide in shame and turn brilliant green with pump envy. If you aren't an HPX user already, that's fine, but if you ride enough and live long enough, your epiphany will come.

Fits presta or shreader valves. Easy to use, simple instructions—please read 'em.

\$ 30

- |           |           |
|-----------|-----------|
| 3: 28-013 | 4: 28-014 |
|-----------|-----------|

**Rebuild Kit: #28-018 \$ 10**

Contains cap, rubber gasket, rubber plunger, wings, lever. That'll do it.

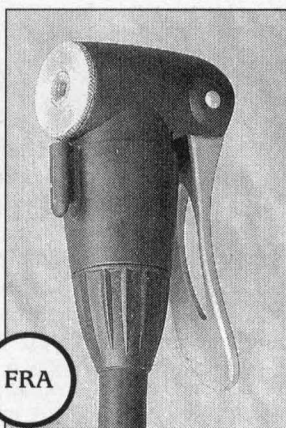
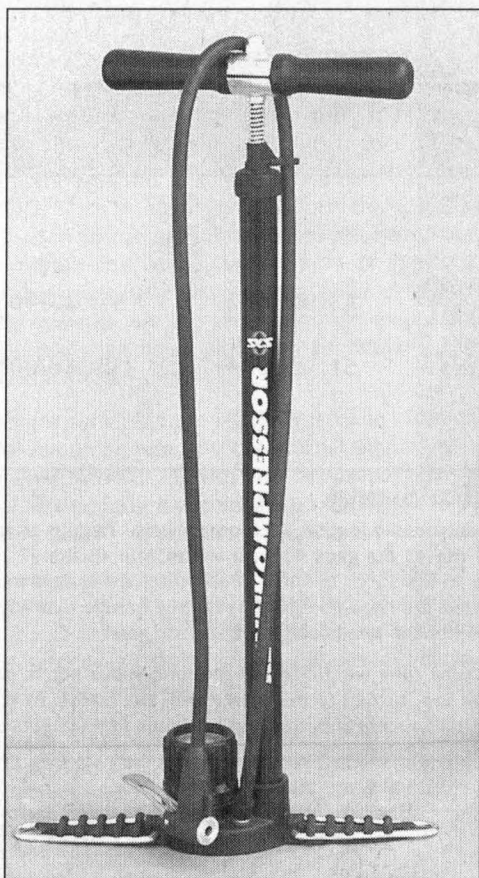
### Zefal Sizing:

Measure the distance between the tubes, not the tube length itself.

Zefal No. 3 fits gaps 46cm to 52cm.

Zefal No. 4 fits gaps 50cm to 56cm.

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Got An Earlier Version Of This Pump? Then consider getting this head and hose combination for it. It's one of those rare cleverish high-tech-looking plastic things that actually works great. Fits presta or schrader heads, no swapping or fiddling. Stays on snug, you won't need a friend to hold it while you pump. This is a good thin, this new head.

## SKS Renkompressor

This pump has been sold under several different brands over the years, including VAR, Zefal 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 one 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.

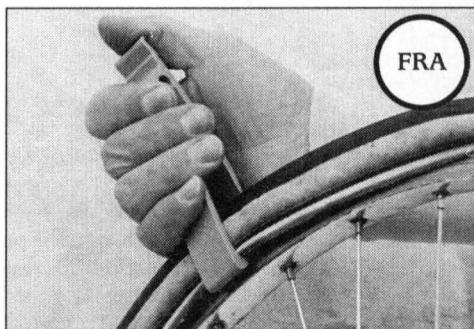
This new version has a neat head that works equally well for presta or schrader valves; and it never, NEVER slips off. If you have an earlier version and are feeling bummed now, don't. Those are great hoses, but if you still can't sleep at night, just order up a new hose, with the new head.

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 if you're offended by a Universal head and don't have any Schrader bikes around, you can get the Presta-only head for it. Attach it using the clamp (included), or with zip-ties or bailing wire.

SKS Pump: 28-015  
\$ 50

Separate head/hose: 28-020  
\$ 8

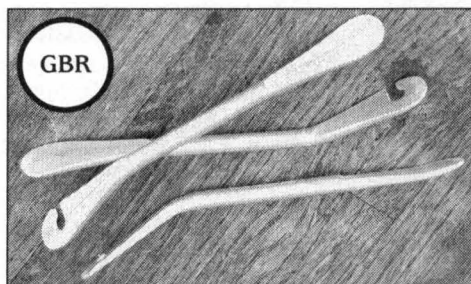




## Ex-Var Lever

Formerly marketed under the VAR name. 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!

Ex Var Lever: 19-045  
\$ 10



## GripFast Lever

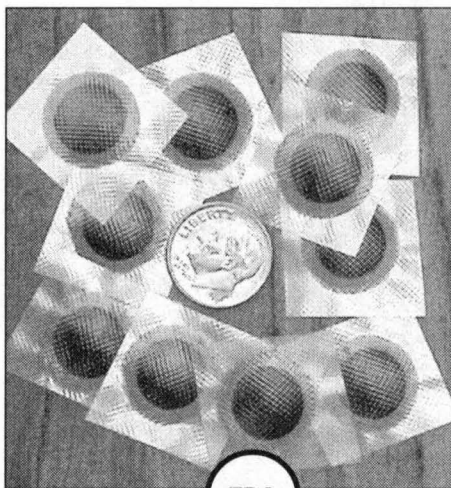
Traditional metal (aluminum) levers from England. For stubborn dismounts, they're unbeatable. The spoke end needs more of an angle if you want to hook it onto the spokes. Whack it with a mallet, in a vise. Lifetime levers!

Gripfast Levers: 19-064  
\$ 4

## Zefal Patch Kit

Each kit has 6 patches (only one biggie, on top there), glue, and a metal abrader. The French have always made good patches, and glue, too. These are every bit as good as Rema patches, and the smaller ones are fairly small, but not as small as they ought to be. So...what you do is, you get the kit here for the glue and abrader and handy box, then you add some mini patches to it, and then rest easy, knowing you're loaded for bear.

10-046: \$ 3



## 10 Mini (16mm) Patches

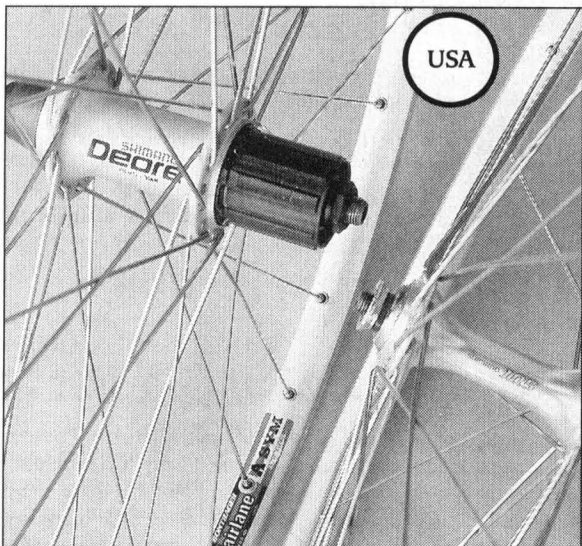
These are made by Velox (of bar plug fame), and they're the smallest patches we've seen—so you don't have to abrade as big an area, and may even be able to avoid patching on a seam! All things considered, they're so fun to use, you'll hope for punctures.

Sold in groups of 10, so they're \$0.30 each. It's one of those rare deals where we make a killing on them, and you save \$3.70 + everytime you use one. Join the Win-Win Brotherhood/Sisterhood!

Dime sold separately, call for price.

10-048: \$ 3

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## Touring Wheels

Totally reliable, problem-free wheels for hard use on bad roads. For all-purpose touring and rough-stuff use, we believe they're the best value in the land. The mismatched hubs shouldn't bother you, the aesthetics are fine. The rear hub is a Shimano Deore cassette hub, sort of a champagne silver-greyish gold. It's smooth, reliable, good for 20,000+ miles. The front hub is a Shimano 105. Both have 36 spokes. The final truing is done by hand.

### 700c

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

**F. Hub:** Shimano Deore (old style), 36H.

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

**Spokes:** DT 14/15 double-buttet gauge stainless with brass nipples, 3-cross.

700F: 18-103 \$ 100  
700R: 18-102 \$ 165

### 26-inch

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

**F. Hub:** SunTour XC9000, 32-H. Sealed.

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

**Spokes:** DT 14/15 double-buttet gauge stainless with brass nipples, 3-cross.

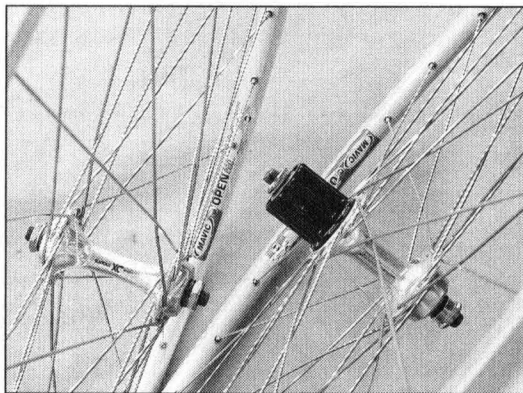
26F: 18-099 \$ 100  
26R: 18-100 \$ 165

## Road Wheels

Smart, strong, lightish wheels for all-purpose road riding with unloaded bikes. As with the Touring wheels, the front hub (SunTour XC9000) and rear hub (Shimano 105) are different, but no matter. The SunTour ought to be a hundred-dollar hub, but we have lots of them, so you make out good.

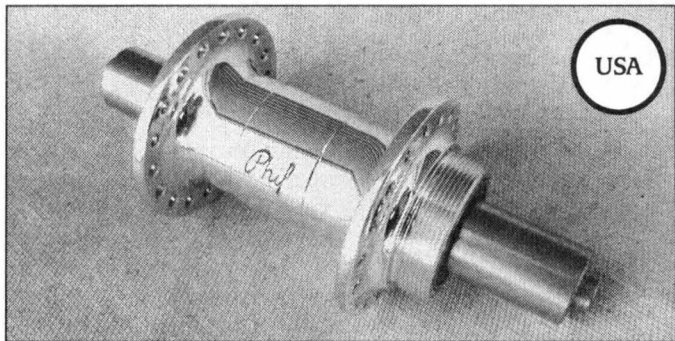
Rims are Mavic Open Pro, 32H front and 32 or 36H rear, depending on availability. If you're pushing 220 or more and still want these road wheels, call and see if we have the 36H rears in. Spokes are DT 14/15 double-buttet gauge with brass nipples.

You can certainly get fancier wheels than these, and far be it for us to make you feel dumb for doing so, but in this wheelset right here, value and quality and smartness are at their peak. For riders up to about 210 lbs, on decent surfaces. Suitable for tires up to 700x35.



F: 18-103  
\$ 125

R: 18-102  
\$ 175



## Phil Hubs

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

You won't bend or break axles. You can change spacing with new endcaps. You can replace the bearings in 5 minutes. Phil hubs last a lifetime, and so are always a bargain.

REAR: \$ 110

130x32°x7sp: 18-035      135x32°x7sp: 18-036

130x36°x7sp: 18-037      135x36°x7sp: 18-038

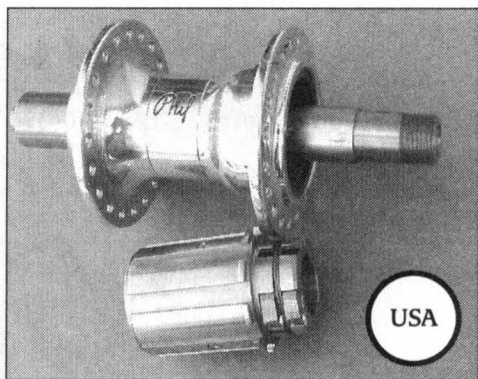
FRONT: \$ 95

32°: 18-033

36°: 18-034

## Phil Cassette 8/9 Speed

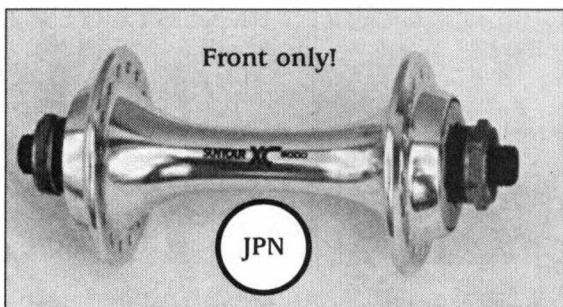
If you're rich or just want the best cassette hub, and are willing to scrimp in other areas, then here you go, pal. How is it better than all others? Well, it has a larger diameter axle, which has to be stronger. It has more pawls, which is absolutely stronger, and it is made to closer tolerances and has a better finish, which costs more. It's made in America by Phil, and everything Phil makes is the best of what it is.



\$ 335

130x36: 18-142

135x36: 18-143



Front only!

JPN

### 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. Request by fax (925) 933-7305 and include your address. Or request it on your order.

## 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. No quick-release comes with them, so borrow one from another wheel.

SunTour XC9000: 18-052

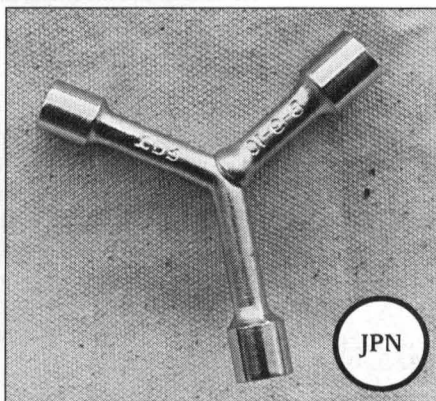
\$ 20

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## 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.

Hozan Y-Wrench: 19-023  
\$ 13

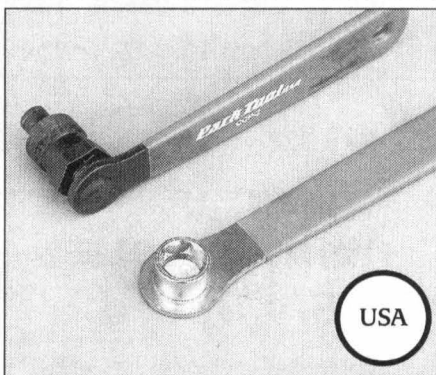


## Puller & Bolt Wrench

The bolt wrench fits 14mm crank bolts (some these days are 8mm allen...), and has a deep socket that won't slip off.

The puller extracts virtually all cranks. If you have a freaky one, you probably know it by now; otherwise, this is the tool. Made in the USA by Park. We use these very tools.

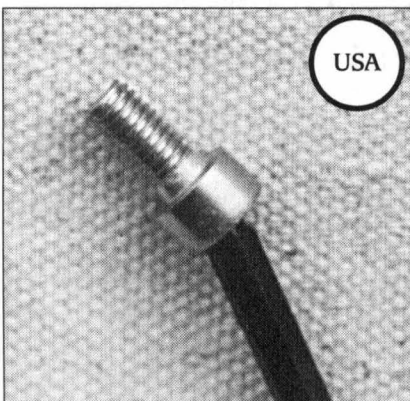
Crank Puller \$18 : 19-060  
14mm Bolt wrench \$12: 19-061



## Eldi No. 61 Pedal Wrench

The best we've ever used, and a true classic. It's long, so you get tons of leverage. So much, in fact, that we recommend holding it amidships for installations, and at the end for removals. Hard, chrome-vanadium steel. German. Tough. There's a 15mm and a 9/16-inch end, and good pedals take the 15.

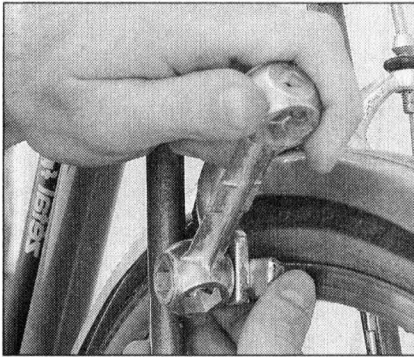
Eldi No. 61: 19-051  
\$ 15



## 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. It is worth the \$6 on the installation of two water bottle cages alone. (Assuming your water bottle bolts are the practical 4mm size.)

4mm Bondus: 19-011  
\$ 6



## The Original Dumbell

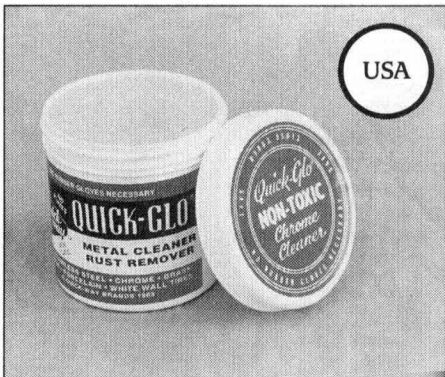
Before allen fittings, this 6mm through 15mm spanner fit most of the bolts on a bike. No more, but we decided to stock it because it's made in England by the original maker; and it's cheap. You'll find the 14 or 15 good for fixed-gear axle bolts. The 8 is good for brake pinch bolts that aren't allen. It's a nice shape and size. If you've got an older bike or a bike with a rear track/fixed gear hub, it'll be as useful as it is cute.

Original Dumbell: 19-063  
\$ 5

## 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.

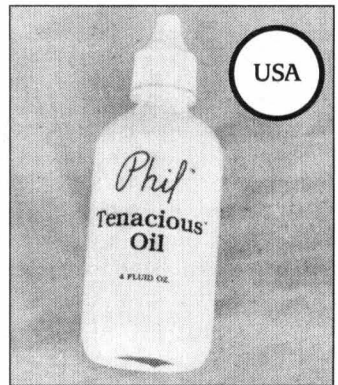
Quick-Glo: 31-015  
\$ 6



## 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!

Phil Oil: 31-013  
\$ 7



## Boeshield T9 Metal Protector & Lube

If you have metal around and you want to protect it from the elements and rust, this is it. Spray the insides of the tubes on steel frames to stop rust. Use it where you might otherwise use WD-40 to stop squeaks in door hinges. It's also a super chain lube—our No. 1 until this ProLube stuff (listed elsewhere) came along. Developed by Boeing to protect airplanes. It's dries dry and waxy, and works great. One can, 12oz., rustproofs 7 frames and lubes probably a dozen chains.

Boeshield T9: 13-034  
\$ 13



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## Sheep Grease!!!

Listen. Forget that you've never heard it recommended for bike use. It works great for all metal-to-metal contacts and threads. Prep for pressing in headsets. Steerer threads. Smells great. The tube makes it easy to use. It's the oil in wool, and it's useful on your bike and your body. The 2oz tube will last a year, easy, and probably four times that long.

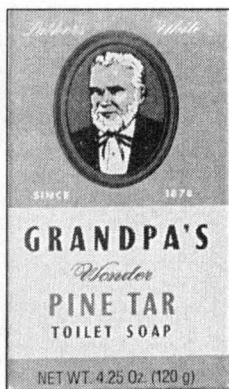


Lanolin: 31-343  
\$ 6

## Pine Tar Soap

This is our most popular item, and almost all who use it have sworn off other soaps except as a last resort. Oddly enough, women tend to hate it. It has a strong piney scent that reminds you (and them) of the woods and maybe that gives them the creeps. But it cuts through armpit stench like no other soap, rinses clean, is a fantastic shampoo (no more plastic bottles, herbal essence, faux French names, and false promises). Try it once and you'll be back. We sell the biggest cake, a full 4.25oz, which is larger than the size you see in progressive natural food stores.

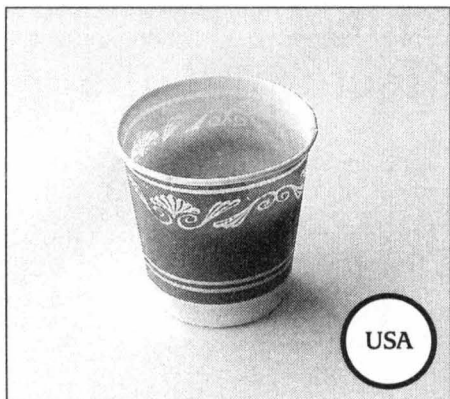
Pine Tar Soap: 25-001  
\$ 4



## 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.

Phil Gritty Brown: 31-038  
\$ 7



## 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.

Beeswax: 31-002  
\$ 4

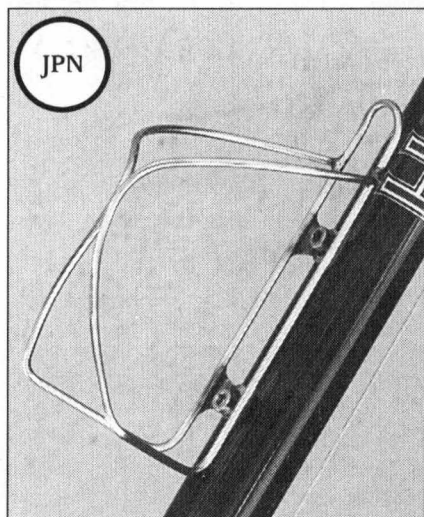


## Water Bottle

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, to match the ink.

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

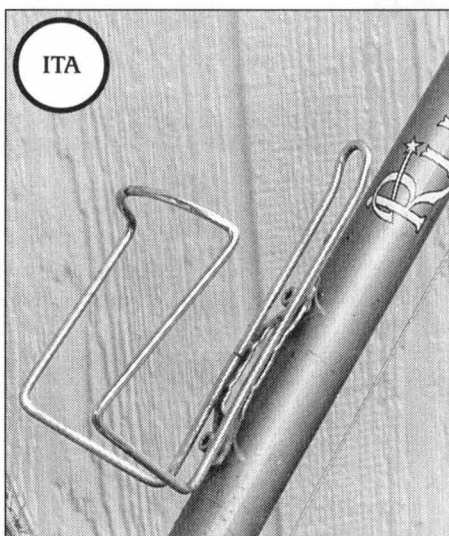
Water Bottle: 24-060  
\$ 4



## 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 Performance laugh, but it's a lot for us. This is Mr. Yoshikawa's own design, and it is unique and simple, smart and beautiful, strong and functional. Whether you want to spend \$35 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.

Nitto Cage: 20-030  
\$ 35



## ALE Steel Cage

This is the best value in a bottle cage. Since it's steel, it plain won't blacken your bottle. Compared to Nitto, it's a little crude, and yours may have chroming over tiny, really micro burs, but this remains a 12-star, super champion value, and heavens to mergatroid, 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. The slight amount of rust it'll acquire over the years just makes it look better. Really!

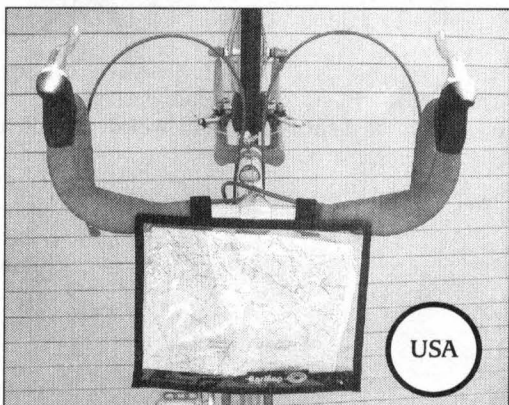
Ale Steel Cage: 29-001  
\$ 10

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## 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, the best we've used, by far.

Map Case: 20-058  
\$ 12



## German Bell

Our Japanese model is harder to get, and this one works as well. Made by Reich, a scary name for a German bell company, but it's a nice, light bell that mounts easily and has a pleasant, non-threatening thring to it. It is not a future eBay bell, nor is it the kind of accessory that'll increase your stock as a first-class-all-the-way fellow, but as a cheap light good bell, it's a champ. Assorted colors—black, blue, red, silver; we don't have a choice, and we pass that on to you! It's a nice bell, and every bike needs one. Featherweight, and it fits onto any 22.2mm diameter thing (like a stem quill).

Reich Bell: 31-244  
\$ 5

## Tombow Eraser

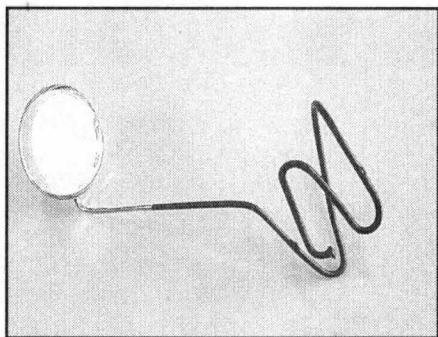
This is the best eraser we've used. It's white, like the German ones, but erases better with less pressure, and leaves less palimpsest. Even the great Eberhard Faber could take a few eraser-making lessons from these guys. Try it, and you won't want to be without it. Great for kids, students, draughtspeople,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



Tombow Eraser: 31-043  
\$ 2

## Mirrors

Formerly just for rookies, nerds and paranoids ... but when we tried and liked them, they became acceptable. Why ride in traffic without one? Sure, you can turn your head, but if you use that logic, you'll remove the rear view mirrors from your car, too. These work great and take about a minute to get used to. Two styles. Made neat and strong by disabled people.



\$ 18

For Helmets: 31-245

For Plastic Glasses: 31-339

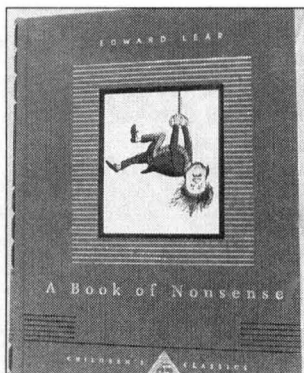


## The Book of Nonsense

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!

Book of Nonsense: 23-004

\$ 14

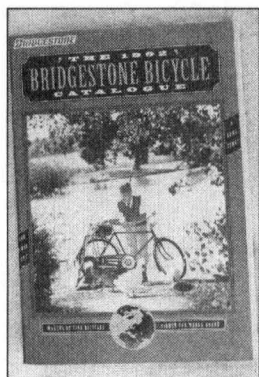


## Bstone 92 Cat

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. If you're a catalogue person, you'll surely like this and the other one down below, because they're much better. It's worth \$7, I think.

92 BCat: 23-009

\$ 7

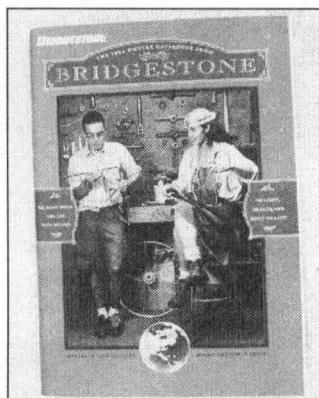


## Bstone 94 Cat

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.

94 BCat: 23-010

\$ 6

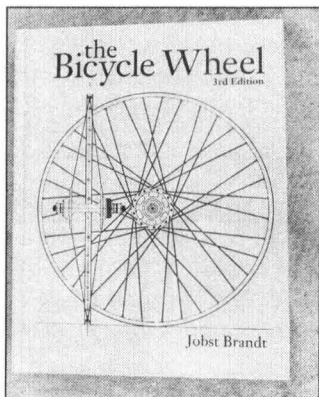


## The Bicycle Wheel

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, since it contains tons of information.

The Bicycle Wheel: 23-008

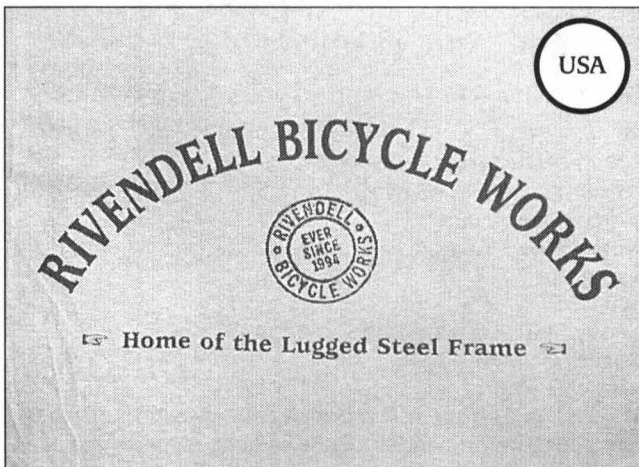
\$ 25



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## Rivendell Organic Cotton Short-Sleeved Tee

Made in the U.S.A. of organically grown cotton, which costs more, but it's not a difference that'll break you. Natural, which is off-white, and with blue lettering on the front and back. The slogan on the back changes, but may be the one shown here. We may change the slogan on a whim, so the one you order may vary from what you see here; but we'll never put anything embarrassing or in bad taste on it.



\$ 20

M: 22-168

L: 22-169

XL: 22-170

## Cycling Cap

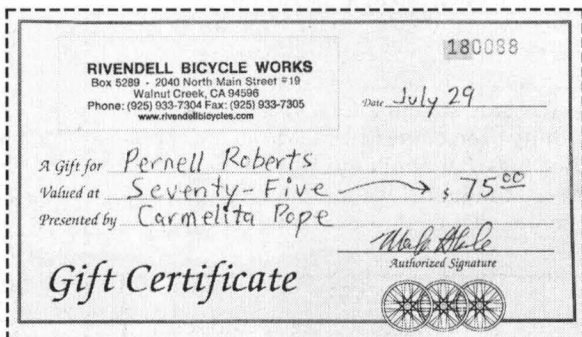


24-066 \$ 9

100 percent non-organic cotton, made in the USA. These fit fat American heads better than the European caps do, but they're still not right for my/Grant's head, so I always cut out the crown and make visors out of them. Then they fit under a helmet nicely. If you're less of a fathead, just wear it like a hat. The color changes every 144 caps we sell. We take turns picking the new color, and the current color is undetermined at press time, but it'll look fine.

## 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

## A Last-Minute Squeezed-In Word about our Frames

We have three models:

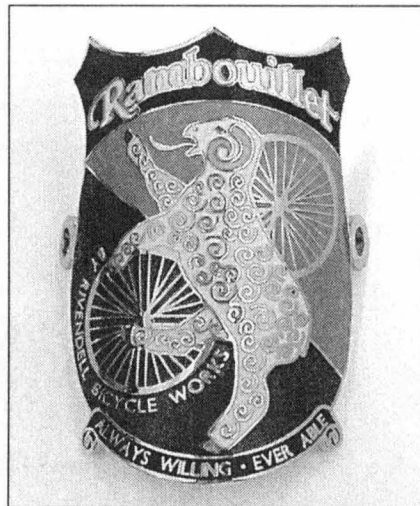
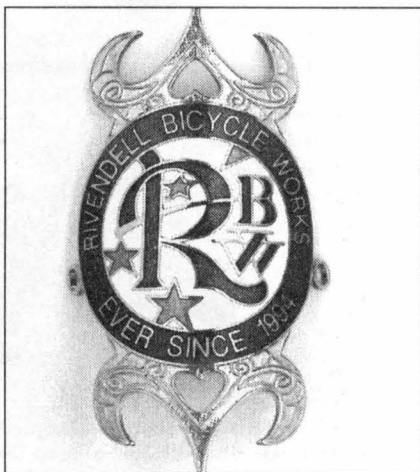
Rivendell frames, which start at \$2245 (frame, fork, headset) are custom frames designed by me/Grant for you and your riding. They're built with our own lugs, crowns, and bottom bracket shells as well. We have two builders who work exclusively for us: Joe Starck, in California; and Curt Goodrich, in Minnesota. They're painted in California by Joe Bell. We also have a 24-page frame booklet that goes into much more detail about our frames, and it's free for the asking. You can find information online, too: [www.rivendellbicycles.com](http://www.rivendellbicycles.com)

Atlantis and Rambouillet frames are production (not custom) models, and sell for \$990 to about \$1,100 for frame, fork, and headset. They too are built with our lugs, crowns, and bb shells. One color only, no options, but both come in a wide range of sizes, up to 68cm, even. We have separate brochures for the Atlantis and Rambouillet, too; and information and more photos on [www.rivendellbicycles.com](http://www.rivendellbicycles.com).

The Atlantis (touring/rough stuff) and Rambouillet (road) frames are available directly from us, or through any of our 15 or so dealers. Since they are handbuilt in a small high-end frame shop in Osaka, Japan, they're still rather rare, and most buyers wait a month or two for them. But they are phenomenal frames, so much so that we feel safe stating unequivocally that nothing even comes close. Not if you value lugs, handbuilt quality, beautiful details, traditional values, unequalled comfort, ride quality, and long life.

### FLASH

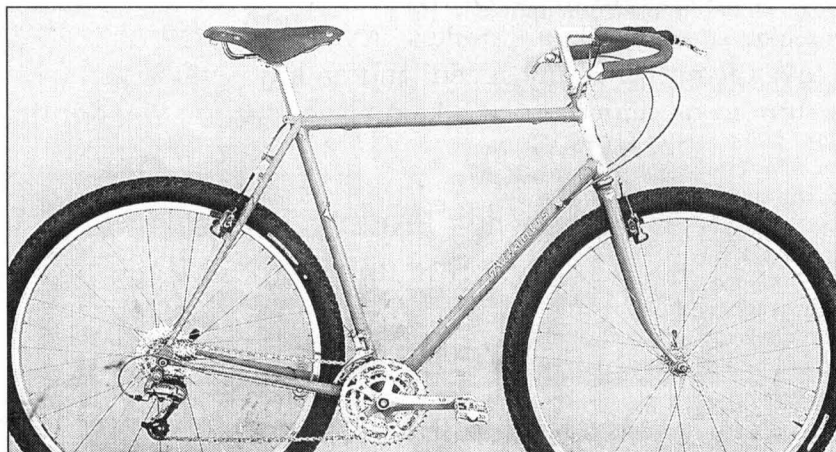
As we go to press, we are introducing a new, single-speed road frame, built in the U.S. The brand is Quickbeam. Call for more info (925) 933-7304 or visit [www.rivendellbicycles.com](http://www.rivendellbicycles.com)



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All Rivendells are custom designed for you, and made to be the finest bicycle you can ride, a bike to keep forever. Frames from \$2245, complete bikes from \$3300. Delivery varies with the backlog; 2 months to 5 months.



The Atlantis is for touring, rough stuff, commuting, and day rides. It is built to handle heavy loads on rough terrain, but handles superbly on country roads and trails. Sizes range from 47 to 68cm. Huge tire clearance, supreme comfort.



The Rambouillet is the best-designed, most comfortable, versatile road bike we've seen. Smooth, stable, highly maneuverable, and most of all, comfortable. Most riders equip it with 700x27 tires, but it accepts even 700x38. 54 thru 68cm (shown).

## Publications

**THE RIVENDELL READER.** It is our quarterly cycling publication, described in detail on the next page.

**RIVENDELL FRAME BOOKLET.** A 24-page catalogue our finest lugged steel frames. A Rivendell custom frame is as fine a frame as it is possible to make, and it is designed just for you and your riding. In this booklet, we tell you all about them, and even if you can't afford one, you'll learn a lot from this. FREE.

**ATLANTIS FRAME BROCHURE.** Four pages on this most versatile, rugged, production touring and trail frame/bike. FREE

**RAMBOUILLET FRAME BROCHURE.** Four pages on this amazing road bike. It takes sidepull brakes, yet accepts tires up to 700x38. It's easy to control at any speed, and on any surface you have any right to be riding a road bike on ... and some you don't. FREE.

To request a FREE brochure:

Tele (925) 933-7304 or Fax Toll-Free 1 (877) 269-5847

## Websites

### Rivendellbicycles.com

This catalogue and more, with updated inventory. Shop by mail, save the freight. Archived articles from the Rivendell Reader. Lots of useful information. A gallery of color photos of our customers' Rivendell, Atlantis, and Rambouillet bicycles.

### WoolyWarm.com

The direct way to order WoolyWarm clothing. Color photos, more information than we have in here, what colors and styles are coming up next, and update delivery information.

## Contact Information

Telephone: (925) 933-7304

Toll-Free Fax: 1 (877) 269-5847 or 1 (UPS) COW-LUGS

Normal Fax: (925) 933-7305

Website: [www.rivendellbicycles.com](http://www.rivendellbicycles.com)

email: [Info@rivbike.com](mailto:Info@rivbike.com)

## An Overview of the Rivendell Reader, and How to Subscribe

This is for those of you who may have gotten this catalogue at an event, and probably haven't heard of Rivendell until now, and who definitely don't know that we also publish the *Rivendell Reader*.

The *Reader* is our own publication, a bike magazine of sorts, but without, unfortunately, the color & glossy pizzazz. What the *Reader* lacks in glossiness it makes up for in content, though. Since it carries no paid advertising, we have no advertising-to-editorial ratios to shoot for, and consequently, the articles and interviews are often more developed than you'll find in a publication with advertising.

Also because we have no paid advertising, there's a certain objectivity that is harder to come by in publications that live on advertising (and they all do). I'm not saying we're totally objective, or that the real magazines are unable to be so; just that we have a built-in advantage from the get-go. We still have an axe to grind, though.

The *Rivendell Reader* doesn't cover racing, but others do it better and it's not our focus. Also, there's less focus on high tech and New Ways than there is in mainstream magazines. We aren't cavemen by any stretch, but there are a lot of older styles and approaches and attitudes that are still valid and valuable today, and we don't bury them.

Pedaling a bicycles is inherently fun, and we don't assume you're in it just for the fitness payoffs. We try to promote cycling as practical and thrilling without falling into the usual traps—how to go faster than your friends, how to ride your first century, and why you should commute instead of driving a car, even though it's pouring outside and you live 15 miles from work.

We review bikes and parts, both new and old, and often compare the new with the old and make some judgment as to which one deserves to live or die. In many cases, there has been progress, and we acknowl-

edge that (in bicycle lights, for example). But in just as many cases, many of the best designs of the past have been discarded in favor of new nonsense, and we point that out, too.

Our interviews are pretty good ones. Past interviewees include Tom Ritchey, Jobst Brand, Maynard Herson, Lon Haldeman, Sheldon Brown, Phyllis Harmon, Michael Kone, and Charlie Cunningham—all people who have carved their place in the world of bicycling, and have an interesting perspective worth sharing.

By the time you read this, we will have published at least 27 issues (four per year for the past several years), and they've averaged more than 40 pages per issue. Since most of that's readable, you get more content than you do in a typical bike magazine of 80 to 90 pages.

Other things we address: A How To section (Fundamentals), teaching you how to do something basic on your bike, something every cyclist ought to learn or at least know how its done. Everything from fixing a flat tire to pressing in a headset using tools you can buy cheap within 5 miles of where you live.

We also have articles on historical bikes, bikes of note from the past, that have influenced modern designs. If you like bikes and you like history, you'll get your fill. There's a science column, too, and product reviews, and we have a few columnists that have their own view of the world and what matters to them.

We put a lot into the *Rivendell Reader*, and our resubscription rate is about 90 percent. Many of our subscribers tell us it's the only cycling publication they read cover to cover.

On the next page is a form you can fill out to either get a free sample or subscribe. Go for the subscription, though. If what you've read here sounds interesting, then you'll like it.—Grant



**Two Options (circle the one for you)**

1. I'll sign up. Please send me four (4) issues of the Rivendell Reader over the next year. Make sure I also get a new catalogue whenever one comes out, and a \$10 credit toward my first order. I understand that this effectively means my subscription costs just \$5, which, if the Reader is as good as you say, is a screaming deal.
2. I want a free one first. Here's either a dollar or a dollar's worth of stamps. If it costs slightly less than that to mail, it's okay.

**Three Easy Ways to Pay (circle the one for you)**

1. Here's a check or money order for \$15.
2. I want to charge it. Here's my Visa or Mastercard information:

Card Type: Visa MasterCard

Card No. \_\_\_\_\_ Exp (MM/YY) \_\_\_\_\_

3. Bill me. I understand that this is more labor intensive for you, so I'm willing to give up the \$10 merchandise credit.

Name: \_\_\_\_\_

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State: \_\_\_\_\_ Zip \_\_\_\_\_ Day Phone: \_\_\_\_\_

Email (not for vile purposes): \_\_\_\_\_

# Tips for Happy Riding

Learn right away that the front brake is the most effective one, and how far you can lean over without scraping a pedal. Learn to keep the inside pedal UP when you corner, and learn to ride safely in all conditions. Signal your approach to pedestrians, especially if they're old, and a bell is better than "On your left!" If no bell, try clacking your brake levers. If all you got is "on your left!" that's fine. At least one ride in ten, go without your sunglasses and gloves. Sometime next month, put some double-sided cheap-style pedals on a good bike and ride in non-cycling garb. Carry an extra tube you can donate to somebody with a flat tire and just a repair kit. If you're a guy, don't try to be a mentor to every female cyclist you meet. Don't ride in shoes you can't walk through an antique shop in. Don't wear clothing that makes your sweat stink even more. Don't think you'll go faster in a significant way if you and your bike become more aerodynamic. Put a \$20 bill inside your seat post or handlebar and hold it there, somehow. Don't ride until you're confident you can fix a flat. If you ride more than one bike, have a set of bringalong tools for each one. Learn how to remove your rear wheel (put the chain onto the small cog, etc.). If you ride in a group, bring food for you and somebody who forgot to. Go for a one-hour ride underdressed sometime, because it's good to be really cold on a bike every now and then. Never blame your bike or your health or anything else if you're the last one up the hill or in to the rest stop. If your brake hoods are black, wrap your bars with a different color tape. Never let your chain squeak. If you pass another rider going up a hill, say more than "Hi." If you see another rider approaching you from the rear, trying to catch you, let it happen. Don't put any cyclist up on a pedestal, except Lon and Freddie. Sometimes, bring normal food on your ride. Shoot photos on your rides and give them away. Feel comfortable mixing high tech and low tech, old and new parts and technologies, and don't

apologize to anybody for it. Compliment other people's bikes, especially if they're new. Buy the cheapest helmet that fits well. Try long-sleeved seersucker shirts for hot weather riding. Don't underestimate fidget bars. If you get a new widget and like it, don't "swear by it." Don't always shop by price and never ask for discounts at your local bike shop. Every time you go into a bike shop, spend at least \$2, and if you ask a question and get good advice, spend \$5 (get a cable). If you buy a rack, don't ask for free installation. Don't assume your bike shop is making money. Ride only when you feel like it. If you know a fast new rider, don't say, "You really ought to race ..." Have at least one bike you feel comfortable riding in a downpour. Ride in weather that keeps other cyclists indoors. Never keep track of your pedaling cadence. If you have a normal loop or ride, count the number of times you shift on it; then the next time you ride it, cut that in half and see if it makes any difference. Learn to ride no-hands and to hop over obstacles, but not simultaneously. Never hit a pedestrian. In traffic, be visible and predictable. If you have several bikes, set them up with different equipment ... but always ride the saddle you like best. Don't try to keep up on descents if you're not comfortable descending. Learn to go fast by yourself. Never apologize for buying something that's not quite pro quality by saying, "I'm not going to race or anything." If you buy a stock bike, do something to it that makes it the only one exactly like it in the world. Don't think it's important to match front and rear hubs or rims. If you borrow somebody else's bike, for a short test or a long ride, say something nice about it. Always bring a pump. Build at least one wheel. Ride at least one tire down to the casing. Don't ever describe any bike, no matter how inexpensive or dilapidated, as "a piece of crap." If you get a fancy bike assembled by somebody else, allow them a scrape or two, especially if the bike is really expensive.



**Become a Rivendell Member for \$15.  
Get a year's subscription to the Rivendell Reader,  
money-saving coupons and members' prices,  
and seasonal Catalogues.**

**LOOK WHAT YOUR \$15 GETS YOU:**

**1. MEMBER PRICES ON EVERYTHING IN THIS CATALOGUE**

The prices listed are the low, Member prices. Non-members pay \$5 more per item.

**2. RIVENDELL COUPONS**

Every now and then, a couple of times a year, we'll print Rivendollars in the *Reader*. These are good toward qualified purchases, but only members can use them.

**3. OUR QUARTERLY NEWSLETTER**

It's called the *Rivendell Reader*. A typical issue is 40 pages long, and contains stories, articles, and interviews that you absolutely, positively will not read in any other cycling publication.

**4. FOUR ISSUES OF OUR CATALOGUE**

If you like what you see here, you'll like the other issues too. We aim to have one come out every season of the year.

**5. TEN DOLLARS OFF YOUR FIRST ORDER**

If you fill out the form below, and place an order as well, you can take \$10 dollars off the total. There's no funny business. Fax or mail orders only, please.

Note to Members: You can extend your membership by a year or more, and get the same great deal.

Name \_\_\_\_\_ Member # if renewing \_\_\_\_\_

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Ship to, if different \_\_\_\_\_

Work phone: ( \_\_\_\_\_ ) \_\_\_\_\_ Home phone: ( \_\_\_\_\_ ) \_\_\_\_\_

Fax: ( \_\_\_\_\_ ) \_\_\_\_\_ Email: \_\_\_\_\_

MEMBERSHIP ORDER FORM	TOTAL
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I'd like to join for two years. (\$25)	
Sign me up for three years. (\$35)	
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Foreign subscriptions are \$22 per year.	

P.O. BOX 5289 • WALNUT CREEK, CA 94596

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**PAYMENT**

Check or Money Order No.: \_\_\_\_\_ Amount: \$ \_\_\_\_\_

Credit Card No.:

Expires (MM/YY)   -   WE ACCEPT VISA & MASTERCARD ONLY



# Hours, Visiting Tips, Directions, and Policies

## Telephone Hours

M-F, 8:30 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 have a shop, a warehouse, and a phone area. It's not like a bike shop, with slatwall bins, displays, and a brouseing area. If you 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!

## 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.

## What To Expect & Where To Park

We have two 100-square foot adjoining spaces. One is the office, one's the warehouse. Park in spots 5,6,7, or 8, in front of 19 and 20.

## Will Calls

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

## 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 Allow 7-10 days for delivery, but it's usually much faster.

**3-Day:** \$12

**2-Day Air:** \$20

**Next Day:** \$35.

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. That's usually a decent deal anyway (except on small items).



**RIVENDELL BICYCLE WORKS**  
**2040 NORTH MAIN STREET #19**  
**WALNUT CREEK, CA 94596**

PRSR STD  
U.S. POSTAGE

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