

RIVENDELL BICYCLE WORKS

FALL - WINTER 05

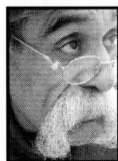




Mark



Sterling



Mo



Miesha



Robert

August 2005

Somebody asked a wise old foreign lady—stooped over, shawl, and everything—from a small and little-known European country, what she knows now that she wishes she knew growing up, and she said, “I wish I knew how unimportant it was to impress people I didn’t know, and friends who liked me anyway.”

In the past 15 years, the persona of bicycling has changed, and now the mark of a “serious” cyclist is a snug-fitting garishly decorated synthetic jersey, lycra pants, slender wrap-around sunglasses, and an “out for blood” attitude. For the most part, pros look like aliens, amateur guys look like pros, and women look like guys. A serious bike is either a complex high-tech machine designed for downhill racing on rough terrain, or a 17-pound featherweight racer that’s fine for smooth dry roads & little else.

Bikes are better when they’re less weird than that. A road bike should be useful on any road, not just a smooth one, and should be relatively comfortable on dirt roads, too. That means it ought to be able to fit slightly larger tires—at least 35mm wide ones, and preferably even a bit larger. Since roads of all kinds get rained on now and then, it should be able to accept fenders, so you and your bike stay relatively clean even in bad weather.

The same approach works for mountain bikes. Rather than attacking loose and rough ground with long-travel shocks and articulated frame joints—which in most cases is no less overkill than driving a Hummer downtown is—ride a bike with high-volume, low pressure tires, in a riding position that lets you shift your weight and use your shoulders and elbows and hips and knees, as shock absorbers. It’s not hard, it’s natural.

Bikes such as these don’t require magical skills or karate reflexes. All they require is reasonable judgement, a minimum of self-knowledge, and an attitude that goes something like this:

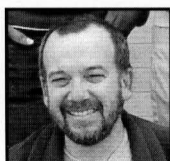
I want to ride my bike and enjoy the ride, not just the ending of it. My ride won’t be ruined if somebody passes me, or improved if I pass some other sucker, and my cheeks won’t flush with shame if I have to walk the super steep or hairy parts.

If a company can have a mission other than survival, ours is to resist the current direction bikes are taking, and suggest another way, where other riders aren’t your competition, the trail isn’t something to be conquered, and you can look like and be yourself when you’re riding the bike. It’s not fast by nature or slow by nature. It’s not irritatingly mellow or self-righteous. It’s riding bikes with no regard to impressing anybody, just having fun.

—Grant, Mo, Miesha, John, Brian, Mark, Robert, Rich, Sterling, and Mary.



Brian



Rich



John



Mary



Grant

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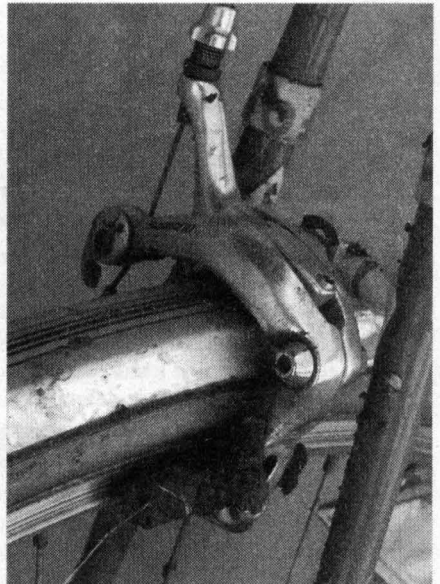
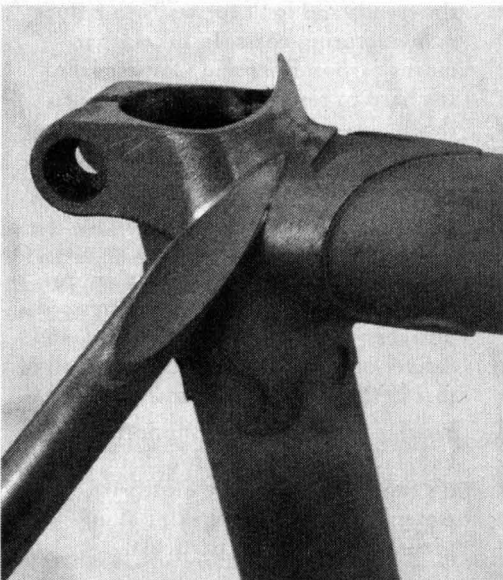
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Broad, Vague, General Overview & Assessment

The first bike boom, in 1867, happened because bikes offered freedom from the horse and were fashionable, prestigious, and fun. Then in 1910, or so, cars were born, and people who liked bikes for the reasons mentioned, took up cars, which beat bikes on all those counts.

For the most part ever since, bikes have been what kids ride until they get a car, and what adults ride for fun and to ward off fat.

But there are lots of ways to have fun with less effort than riding a bicycle, and there are more efficient and less expensive ways to burn calories.

But we like bikes best because you can't go for a scenic swim, for example, and you can't coast on a hike, and you don't need a team to ride a bike. Riding is low-impact and nearly injury-free, and you can eat and talk, even at the same time, while pedaling. The only way not to enjoy a bike ride is to approach it with the swagger that usually comes with insecurity, trying to impress somebody or to fit in a group. If you can avoid those things—and those kinds of riders—the bike will be nothing but fun.

The oddest bike phenomenon these days is the overwhelming popularity of bicycles that are poorly designed, uncomfortable to ride, and unsuited to the kind of riding they're used for. These days most road bikes are bought by normal people who just want a good, comfortable, efficient bike for road riding. But they don't get a bike like that. Racing's influence is so prevalent that "road bike" has come to mean "racing bike," and racing bikes have limitations and design quirks that make them impractical for anything other than featherweights racing on skinny tires and smooth, dry roads.

It may seem odd that it's this way, but there are no pop-culture models for anything else. Famous cyclists are racers, and except for the odd charity ride here and there, almost every big-time media mention of cycling involves racing, because it's a competitive sport with heroes and personalities.

The specialization of bikes is a shame, because you can do so much more with

a versatile bike that lets you mount a variety of tire sizes and even fenders. People prefer overkill in their vehicles, clothing, and outdoor equipment because being prepared for the worst makes some people feel adventurous.

On the other hand, if you want to find actual adventure where there doesn't seem to be any, use underkill equipment. On a bicycle, that can mean anything from commuting on a single speed to riding road tires on dirt. It takes some self-knowledge to get through it, and if you start the ride without any, you'll finish it with some and be better off the next time.

There aren't any famous personalities in this kind of riding, and there's less commercial potential in this approach, so there's not much support for it.

In the 1970s, America's four biggest bike makers, Huffy, Murray, Roadmaster, and Schwinn combined to make almost 10 million of the 12.5 million bikes sold in this country, or about 80 percent. This year, just one third of one percent of the bikes sold in America will be made in America.

To most people, *where* something is made matters to a point, and stops mattering after a point. Any bike maker looking for growth and profits follows the trends and look for ways to reduce manufacturing costs. In bikes, that means carbon fiber and Chinese labor. It's hard to resist Chinese labor when the quality is acceptable and getting better all the time, and the prices make your jaw drop.

But there's more to China than just labor rates. Most overseas companies are eager to work, embarrassingly appreciative to get the work, and a joy to do business with. They nail the specs, and deliver on time. It's not easy to get all of that in the United States in 2005.

Foreign manufacturing supports a lot of U.S. labor (office jobs, for example), but it's too bad that for the most part, America has stopped making things in general, and bikes in particular.

Five years ago there were 6,500 inde-

pendent bike dealers in the country, and now there are fewer than 5,000. Dealers and manufacturers are praying for a Next Big Thing to spur sales, and there's a panic among dealers about a drop in road bike sales when Lance retires. Bicycle riding shouldn't be so dependent on one racing celebrity. It's not fair to Lance *and* it's pitiful in its own right.

—

Bike riding is an equipment-intensive pastime. The equipment you come in contact with while you're doing your thing should work well, be nice to look at, and safe to use. Personally, I want gear that requires some skill to operate. If all I do is push a button and then the technology takes over, I feel too removed, like a lumberjack buying a presto log online.

Design, materials, and manufacturing technology are more advanced than a cyclist's needs are, and as a result, many things are made only because somebody has figured out how to make them, and somebody else figured out how to sell them. Make it, then create the need. In bikes it's led to seven, eight, nine, and ten cog cassettes, and shocks with up to 9-inches of travel. The more-is-better approach affects everything, but usually doesn't improve it.

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Here at Rivendell, we're often labeled "retro," because we question this kind of progress, and because we offer leather saddles and cloth bar tape and lugged steel bicycles. But the "retro" moniker doesn't sit well, because we don't consider them quaint or nostalgic or evocative of simpler times, or anything like that. We sell them because we use them, and we use them because they work well. "Retro" to us is aluminum water bottles with cork stoppers, leather nail-on cleats, and wool jerseys with pointed collars & front pockets.

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By 2025 or so, bicycles will be something you get in, not on. The inside of the bike will be a combination information and entertainment system. You'll be able to monitor every physiological function as you pedal, and set the temperature, define your position, read your speed, and determine your time of arrival within seconds, with constant

refresh. Weather won't be an issue in your riding because you'll be fully enclosed, and able to set the climactic conditions inside your chamber. The term *bicycles* will have too much low-tech, been-there/done-that baggage, so they'll go by something else.

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As you work through this catalogue you'll notice a shortage of flashy merchandise, and almost nothing for the racer. What you will find are bike things that are well-designed, well-made, and suitable for any kind of bicycle from short commutes and family rides down to the park for a picnic, to adventurous overnights in the boonies and long tours. In any category, we've done our best to pare our selection down to the one or two items that we feel are the best of their kind available. I'm proud of everything in here, no exceptions.

—

Business is alright but still difficult, our main challenges being:

Cash flow. It's easier to buy things than sell them, and in our case we often have to buy six, eight, or even ten month's supply of something, and we have to pay the bill in a month. It's not a model for profitability, but we do it only when that's the only way we can get what we need. Japanese bikes, for one.

Promotion. We have no money for this, so word gets out slowly by word of mouth, the internet, and events like bike shows or charity rides that we supply catalogues for.

Delivery. Many of our suppliers are as small as we are, or not much bigger. They get behind, and we don't shout them to instant action. Delivery affects cash flow, a lot.

Overall we're happy and feel lucky to be here. Over the years we've refined the systems that work and stopped doing the things that don't. Our customers have been supportive and loyal, and we owe our existence more to that than to anything we've done.

The catalogues are always a chore, but we try to make them informative, and that generally means they're wordy. One day we'll make a full-color catalogue, with fewer words. —Grant

Wear What Sheep Grow

If a Uranusian delegate came here today and studied hikers, climbers, bird watchers, or cyclists, she would get a twisted idea of the clothing and equipment required to survive and enjoy the outdoors. Most of today's "outdoor" fabrics were born inside a lab, and relentless promotional campaigns make sane folks wonder: Do natural materials even work? We'd have died by now if they didn't. Wool was born before marketing, and has evolved over hundreds of thousands of years in the snowy slopes of the Andes, the blistering wastelands of Afghanistan, and the bitter cold deserts of Mongolia. It will keep you comfortable in suburbia or any wild place you go beyond there.

Wool regulates body heat much better than plastic does, so you'll be more comfortable in a wider range of temperatures. A wool fiber is far more complex than a synthetic one, and its complication evolved for a reason. Plus, wool is self-cleaning, so you don't have to wash it as often. And it's fireproof, just in case.

But what's most impressive is wool's feel. Compared to the scientifically produced consistency and plush weightlessness of polar fleece, wool is more variable and interesting. It has texture you can feel and see, and once you become familiar

with it, nothing else will do.

Unlike synthetics, which stink to high heaven when they're dirty with sweat, wool doesn't stink after you've sweated in it, so you can wear it many times before you need to wash it. That's nice.

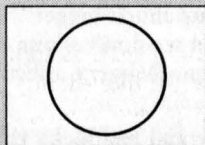
Washing it is easy. Just use some kind of natural soapy detergent with a picture of the earth on the box, wash on gentle cycle, and air dry it. It dries overnight, so why put it in the dryer?

The clothing you wrap yourself in becomes your immediate environment, and plays a huge role in your outdoor experience. How it looks, and sounds when it flaps in the wind, and smells after the third day without washing, and how it feels against your skin, all depend on what it's made of. Wool feels real in Israel and anywhere else you might wear it.

A well-chosen wool wardrobe will take care of all your upper body comfort and survival needs in extreme cold through warm weather. When it's hotter than blue blazes out there, a light-airy cotton seersucker is hard to beat; but for the most part, wool is the way to go. We aren't suggesting you toss out perfectly good synthetic garments; just that once you try wool, you won't wear them any more.

Wool Grades & Scratchiness

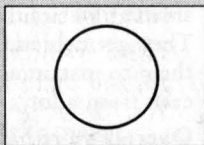
There are 25,400 microns to the inch



Coarse

28+ microns

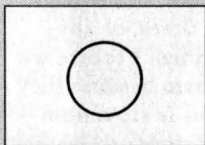
Strongest & most durable. Good for lumberjackwear, carpets, & blankets, but not baby blankets.



Medium

23-27 microns

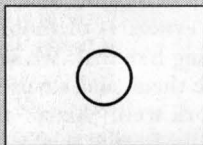
For woven shirts (like Pendletons) and sweaters. Some guys can wear this directly on skin, but no women can.



Fine

20-22 microns

Great for outerwear, but guys can wear it next to their skin, and most women can, too. Soft.



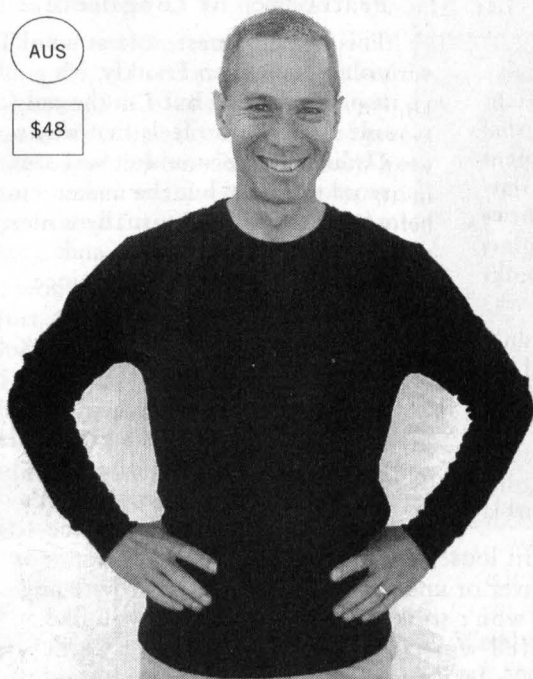
Superfine

17.5-19 microns

"Girl's wool," but guys like it too. Skinny, flexible fibers don't poke. It won't bother anybody, ever.

AUS

\$48



All Wool Midweight Blacky

It's superfine (18.5 micron) merino wool in an interlock knit, an expensive and complicated (under the microscope) knit that resists wrinkles and bags, and keeps its shape for years and years and years. It's fair to say that one of these makes you look richer, because of the smoothness just mentioned, and thinner than you already are, because it's black.

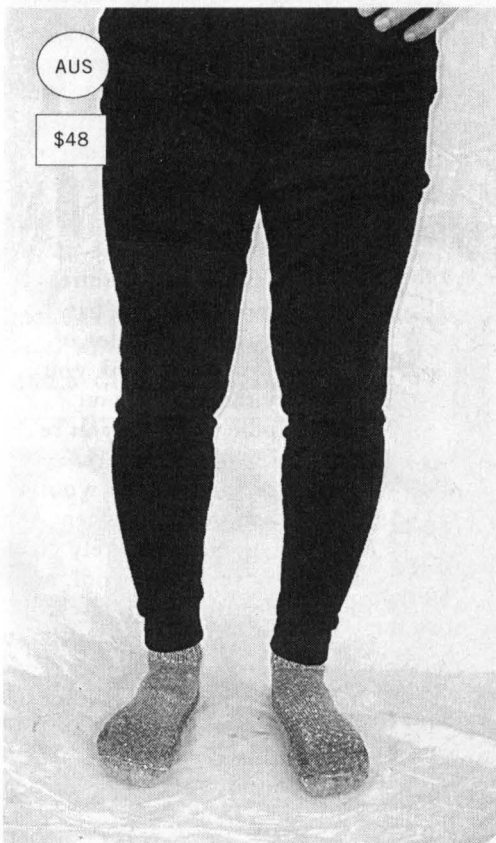
You can wear it under, over, or instead of a jersey. It's thin and light for layering. Off the bike, you'll wear it under normal shirts, under cotton sweat-shirts, and then at the end of the day, and even as a pajama top. In the year, if you don't get a thousand hours of wear

in this, you aren't trying. It's a fantastic garment, good for everything.

S: 22-266 M: 22-267 L: 22-268 XL: 22-269 XXL: 22-270

AUS

\$48

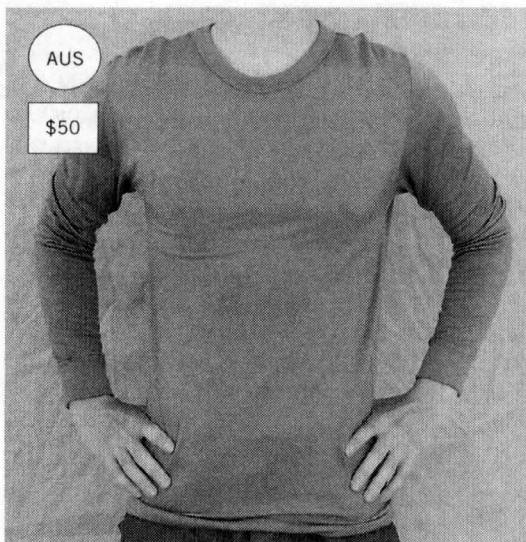


Matching Tights/Long Johns

When it's cold and you know it won't get warmer, tights are what you need. These are not made specifically for riding, but they lack nothing for it, and unlike riding-specific tights, they're great as long johns under regular long pants, or as pajama bottoms. Plus, since they aren't cycling-specific, they don't cost like tights, either.

These are on the light side, as tights go, and that's how we like them. You can wear one or two layers, or wear knee warmers under or on top of them. They're cozy, stretchy, not too snug, and wonderfully comfortable. It'd be hard to imagine not getting your money's worth out of these in just a couple of months of use. A good cool-weather system: Andiamo briefs, then tights, then nylon baggies or MUSA shorts (on page 11). It's hard to beat that.

M: 22-271 L: 22-272 XL: 22-273



Featherweight Longsleeve

This is the lightest, softest wool you'll ever wear. Frankly, it's too soft for me, but I'm the only one I know who feels that way. Ordinarily we wouldn't seek out wool this soft, but the maker got a deal on it—it usually costs about 20 percent more—and passed the deal to us, and since I live with three females who regard most wool as challenging, I said "make them" and he did.

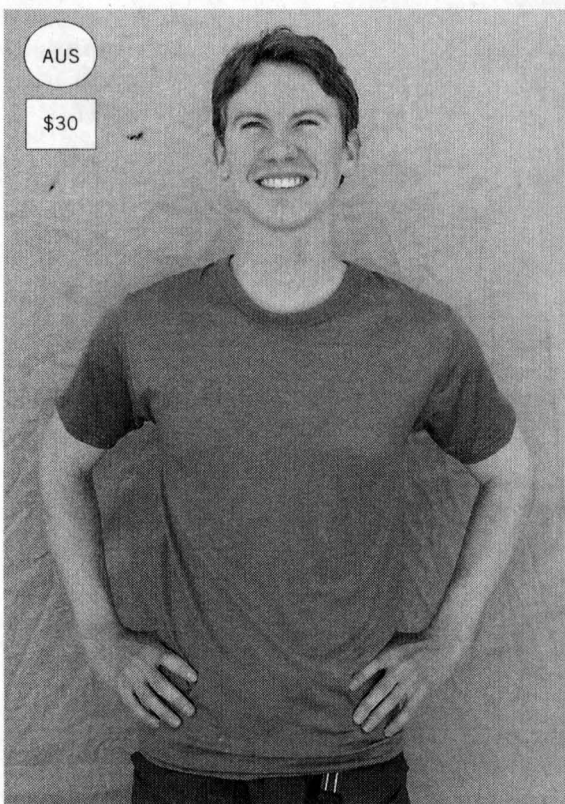
We got it in two custom colors—grassy green and bluish grey, and they look great. It's perfect for warmer weather or layering. It's cut on the same pattern as the

interlock Blacky T, but it seems to fit looser, maybe because the weave responds differently to laundering. Layer it over or under a sleeveless wooly, or with any of our other woolies. As always, it won't stink and isn't scratchy. If you like wool and don't like this, return it well-worn for double your money back in store credit. Through December 2005, let's say.

Bluish, like a steel blue: XS: 22-533 S: 22-534 M: 22-535 L: 22-536 XL: 22-537 XXL: 22-538

Green, like dark grass: XS: 22-515 S: 22-516 M: 22-517 L: 22-518 XL: 22-519 XXL: 22-520

Grey: XS: 22-552 S: 22-553 M: 22-554 L: 22-555 XL: 22-556 XXL: 22-557



Featherweight Shortsleeve

Same fabric as above (read about it). It's cooler than a cotton t-shirt in hot weather, and way warmer in cold weather. It doesn't stay clammy, doesn't stink, and is softer on your skin.

Of course, it costs three times as much as a cotton t-shirt, but this price here is a bargain. If you like the idea of wearing wool but think you can't, try this one. If you can't handle this one, you're hopeless, wool-wise. You will never find a softer wool t-shirt than this, and when these are gone we'll likely go back to normal-soft wool, not this tender-lady stuff. Or, if we do get this in again, it'll cost about \$8 more. Same insane return policy as above.

Bluish: XS: 22-527 S: 22-528 M: 22-529 L: 22-530 XL: 22-531 XXL: 22-532

Green: XS: 22-509 S: 22-510 M: 22-511 L: 22-512 XL: 22-513 XXL: 22-514

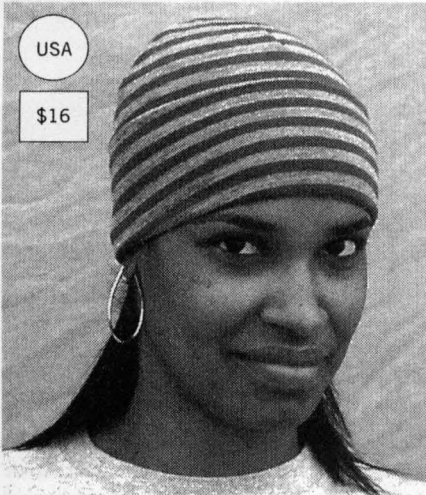
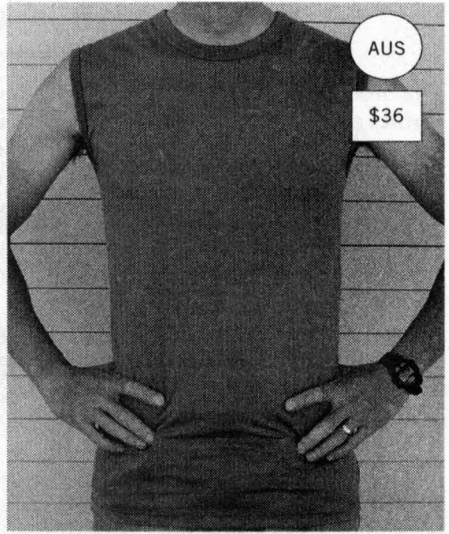
Grey: XS: 22-546 S: 22-547 M: 22-548 L: 22-549 XL: 22-550 XXL: 22-551

Featherweight Sleeveless

The same 100 percent merino wool as the long-sleever and short-sleever, but no sleeves. One of the best things you can do is layer one or two or even three of these with a long-sleeved wooly. Your torso stays warm, your armpits vent, and you can strip them off as needed and tuck them away anywhere.

I wouldn't want to be without one. It's just a super versatile, go-anywhere garment you can wear all year around. At \$36, it's no impulse buy, you'll find it to be one of the most useful garments you can wear.

Bluish XS: 22-521 S: 22-522 M: 22-523
L: 22-524 XL: 22-525 2XL: 22-526
Green XS: 22-503 S: 22-504 M: 22-506
L: 22-506 XL: 22-507 2XL: 22-508



Wooly Beanie

When you go to an outdoorsy store, looking for head warmth, you'll find eskimo-themed pretenders, snowflake-patterned phonies, Norwegian reindeer-modified yuksters, and "classic watch caps" made of acrylic. This beanie is 100 percent wool, and perfect in every way. It is thin, not too hot to exercise in, and fits under a helmet. You can pull it down low to cover your ears and forehead, or wear it high and perky. Double up the lower part around your ears for extra warmth. It even makes a good emergency mitten.

Year after year, this beanie is one of our most popular things. If I couldn't get another, I wouldn't sell mine for \$100. It

makes a lovely cheap gift. It's small, packs away anywhere. Wash it before you wear it, to rumple it up some. No need to dry it. Blue with light grey stripes.

Blue & Grey Wooly Beanie: 22-403



Our Favorite Bike Socks

There are lots of bike socks out there, but this is the only one you actually need, and if you have a pair of these and tons of the others, you won't wear them. They're 75 percent wool, and the part that contacts your skin is 100 percent wool. Made by SmartWool, and formerly known as the low-cut light hiker sock. Grey.

M: 22-152 L: 22-153 XL: 22-154

Bike Clothing

You need to dress for the weather, and you need clothes that don't restrict movement or irritate you. You can wear skin-tight & stretchy clothes, like professional bike racers wear for aerodynamics and flash, or normal clothes, like you wear every day.

Tight and stretchy is the way to go if you want to set a personal record on a certain loop you ride, and there's a lot of flat and downhill riding in it. Also, when you're riding as a group, dressing like other riders, in tight & stretchy clothes, can encourage camaraderie and make you feel part of a gang. On the other hand, dressing your own way shouldn't get you ostracized.

But people who go on around the world trips and ride a bike beyond the influence of advertising, role modeling, sponsorship, and peer groups end up wearing some kind of loose, quick-dry baggy shorts or pants, whatever shirt they happen to have, and footwear that makes sense off the bike—boots, sneakers, sandals, or whatever.

In America, cyclers who are otherwise normal wear spandex shorts and skin tight jerseys with psychedelic geckos, skulls & crossbones, wilderness murals, flags and serious-looking bald eagles, and advertisements for the local coffee shop or podiatrist. The message it sends potential riders is that without special clothing, they'll have a substandard experience on the bike, but of course that's not true.

Click-in cycling shoes are a miracle of marketing. There are times when being that joined to the pedals is helpful. Racing and all-out efforts in wet weather group rides, for example. For general riding, though, double-sided pedals and almost any shoe that's lightish and has a rubbery sole works fine. Teva Hurricane sandals are hard to beat, but in fact there are tons of non-cycling shoes that work well.

There are lots of "casual" cycling shorts out there, and it seems they all have a sewn-in padded diaper, maybe to justify the "cycling" category. Light padding is desirable and seamlessness is good too, but it's better to not have a padded liner sewn in. When your pants are separate from your undies, you can change undies daily and keep wearing the same pants or shorts, until they need a washing, too.

Sometime try riding a bike in normal clothes. If you do it often enough, you'll weed out certain garments, but in short order you'll find that your cycling wardrobe is about five times as big as you thought it was, and you'll never again not go for a short ride just because you didn't feel like suiting up.

We sell bike jerseys, and like them and wear them ourselves, when it's appropriate or we just feel like it. The rear pockets are handy, but not essential, and a bag on a bike almost always carries whatever the pocket can carry, and does it better. Pockets are for getting at stuff while pedaling a bike that has no bags. Or, if you're just going out for a short ride, a snack and a repair kit fit nicely in jersey pockets. Jerseys are good, but you don't have to wear one all the time.

Starting now, we have our own line of bike clothing that doesn't look like bike clothing, but works great for riding. It's MUSA, and MUSA stands for Made In the U.S.A. So far the MUSA collection includes a top and two bottoms that are perfect for the cycling conditions for which they were designed, and don't tag you as a cyclist when you're not around a bike. We'll add to the MUSA ranges slowly as finances allow and there seems to be a need. Probably a rainshell will come next, or knickers. —Grant



A Good Hot-weather Get-up



<---- skull and eyeball protection

These & everything else here are personal choices. It's too bad these safety things give you an alien look and prevent eye contact with motorists and other riders, though.

<---- longsleeved seersucker

Keeps the sun off, doesn't lay on your skin, and flaps to cool you. Collar protects neck, too, and can be turned up for Gobi-desert riding.

<---- light sleeveless wool undershirt

Lets you unbutton the seersucker without your gut hanging out, protects against chill, and won't overheat you in hot weather, really

<---- quick-dry baggies

With separate padded liners (like Andiamos). This way, you won't feel so weird if you have to go inside a store to get some food, or mingle with non-cyclers.

<---- cushioned wool sox, normal shoes

Sox should be absorbent & cozier than thin tights. Sneakers or Teva-type sandals work fine, especially if you ride step-on pedals.

Tops: Tight shirts get heated by the sun, and then you have hot fabric on your skin. Our favorite hot-weather shirt is a loose, floppy, long-sleeved seersucker. Summer tip: Rit Sun Guard. Add it in the wash with your regular clothes, and it adds SPF 30 that lasts for twenty-four washings. It costs \$5 and is sold next to Rit dye.

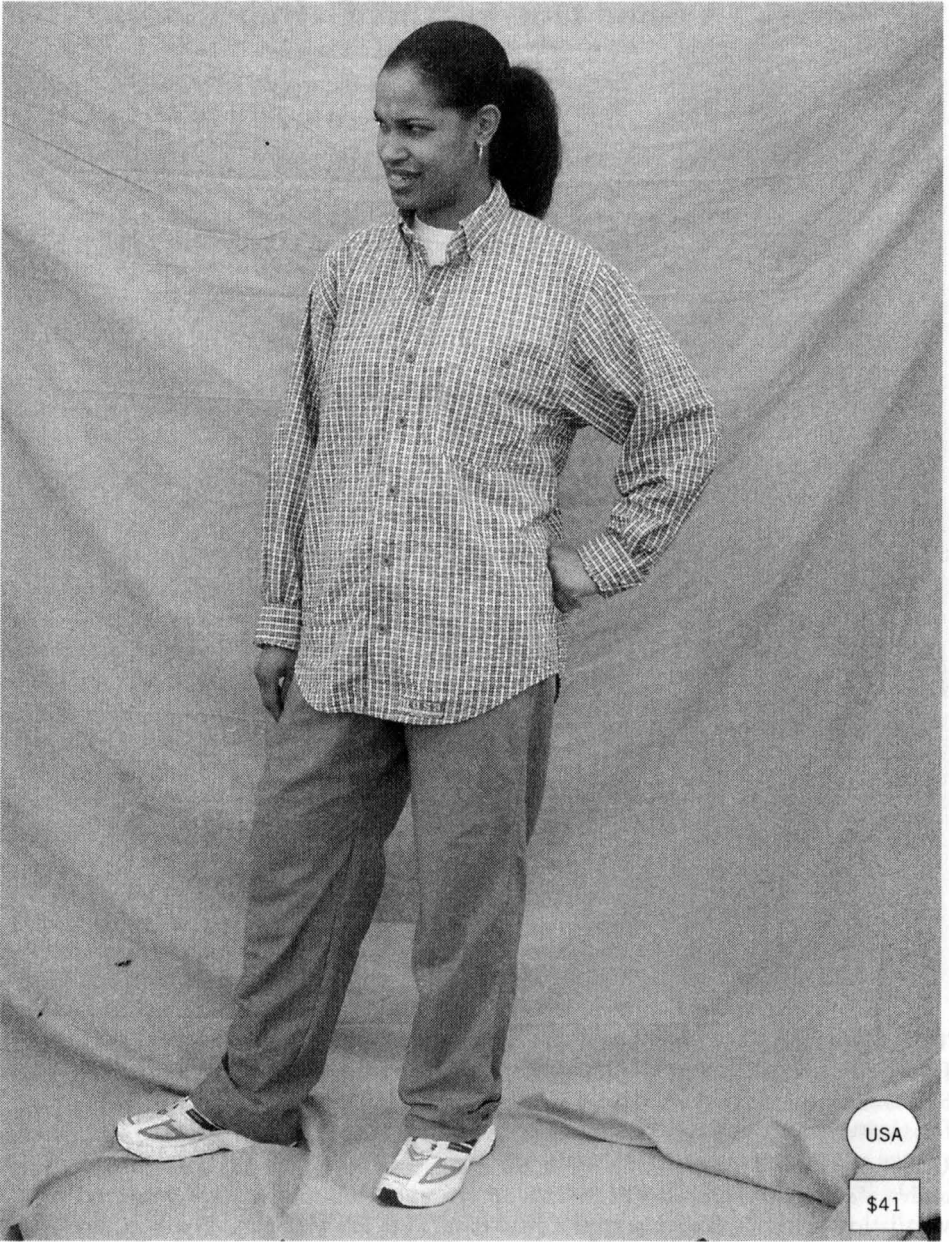
Under the top: If it's not too hot out, wear a short-sleeved or long-sleeved wool shirt under a cotton seersucker. That way, you can unbutton the seersucker and get extra ventilation, without exposing your alabaster torso to the blazing sun.

Undies: Andiamo undies are the best we've used. We sell only the brief style, but some folks prefer the longer style that looks like bike shorts. Other places may have a better selection, but we didn't want to become underwear specialists. Andiamos weigh nothing, breathe well, and are seamless and slightly padded.

Bottoms: Shorts, knickers, or long pants, whatever the weather or bug situation dictates. Any of the superlight, brushed nylon knockabout-style pants, usually sold for water people, or climbers, will do fine. The crotch seams are no big deal, especially if you wear Andiamo undies. (MUSA bottoms have no crotch seams, if that matters.)

Socks: There isn't a sock made that isn't suitable for cycling, but you'll do well to avoid thin cotton for rides of 3-hours plus. They get soaked. Terry wool always works.

Shoes: There are lots of casual cycling shoes out there. They all work well, as do dozens of sandals and sneaker-type shoes. There are more that work than don't.



Seersucker

When it's pure hot outside and you're on your bike getting blasted by Papa Sun, there is nothing better to wear than this all-cotton seersucker. The puckery fabric doesn't lay on you like non-seersucker fabric does, so you get better ventilation, and the plaid fabric hides your sweat. The long sleeves shade and protect your arms from the sun. Wear it over bare skin or over a sleeveless wooly, which means you can even ride with it unbuttoned.

Detailed properly, with a collar copied from a Brooks Brother shirt; and a fruit loop in back, a full buttoned placket, nice cuffs, & special buttons. You'll like wearing it on and off the bike, tucked in or tucked out.

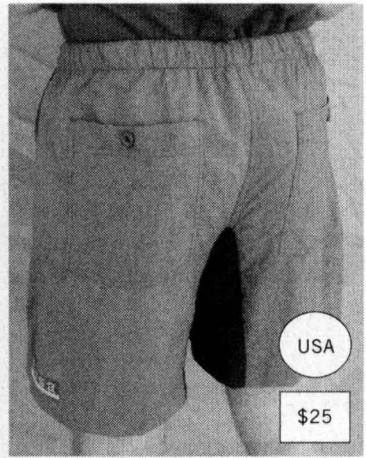
Not that you're curious, but this shirt costs us \$28 plus development (\$1,000+) plus freight. They're going up next time, and that's no lie. It'll be \$47 next time.

S: 22-437 M: 22-438 L: 22-439 XL: 22-440 2XL: 22-441

Shorts

Featherweight brushed nylon, seamless crotch, big pockets, separate belt you can take out or leave in, and thankfully no sewn-in liner. Cut full, and they stop just above the knee. Slits on the outside, good leg movement, and the pocket with keys in it won't hang down past the hem when you pedal. If they get wet, they dry fast. They weigh nothing, and are a rich, butter-scotch color. Available with a contrasting green crotch for style (not visible, hardly) or without. (If you order one and we have only the other, we'll send only the other unless you say No, but we won't ask.) These are terrific shorts, on or off the bike. The picture shows the back.

1-color S: 22-428 M: 22-429 L: 22-430 XL: 22-431
2-color S: 22-443 M: 22-444 L: 22-445 XL: 22-446

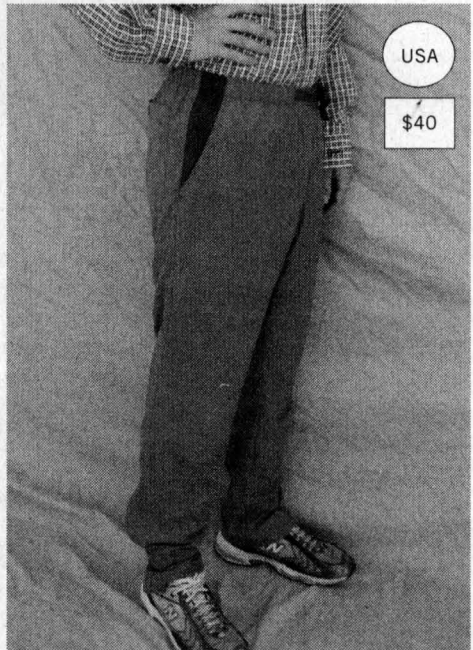


Pants

Pants version of the shorts, same fabric, belt, and seamless (gusseted) crotch. Down at the ankle there's a velcro tab that lets you cinch in the slack to keep it out of the grease while you ride; and there's a small dart above and below the knee, which is supposed to be better for action, although it can't make that much difference. When the tailors suggested it, we just went along.

There are no better pants for touring, since they weigh so little, pack away so small, and look good enough for any restaurant or hof brau. Knickerize them by cinching just below the knee. With the same stretchy removable belt as the shorts, and comfortable in temps up to 90°F. In the picture the shirt is tucked in. For riding, leave it out.

S: 22-433 M: 22-434
L: 22-435 XL: 22-436



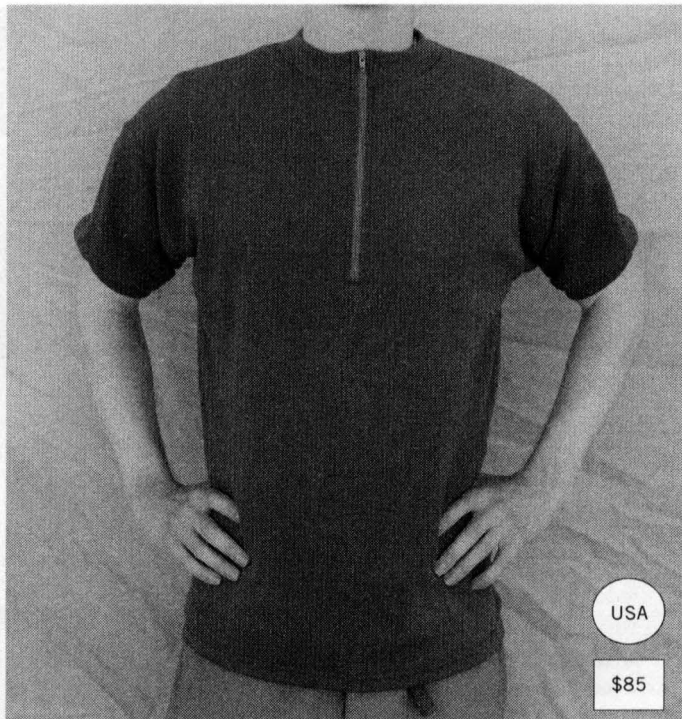
MUSA Sizing

Shorts: The legs are baggy, so if your thighs are small and you like your shorts tight, you won't like them. 2XL coming in the Fall.

Pants: Baggy legs still, but not as obvious, because they're pants. 2XL coming.

Shorts and pants waists: S: 30-32 / M: 33-34 / L: 35-36 / XL: 37-39

Seersucker shirt: Cut on the full side, and the arms are slightly longer, for cycling. Get your normal shirt size. **FLASH:** We will have new MUSA seersucker patterns every now and then. Check musaduds.com for the latest information.



Kucharik (brand) All-wool Short-sleeve Jerseys

Even though you don't need cycling-specific clothing to ride a bike in, it's hard to find fault with classic, simple, single-color, all-wool jerseys such as these. They lack advertising and obvious signs of being made for cycling, the only giveaway being the three back pockets—which may have racing origins, but come in handy whenever you don't have enough bags on your bike to carry snacks or a repair kit. A cycling jersey like this is easy to like and good to wear.

In the last ten years we've worn and sold wool jerseys made in California, North Carolina, Florida, Italy, England, and New Zealand. They've all been fine, and all have their particular fit, feel and attributes. These California-made Kuchariks are excellent jerseys in every way that a jersey can be excellent. The wool is soft, though not as fine as the New Zealand WoolyWarms we used to have and may some day again. They're snuggier than the WoolyWarms, but not as snug as the Italians. The neck height is good, the proportions are right, the wool is fine and more dense than on other jerseys, and to top it off, they're well made, with reinforcements at the stress points (corners of the pockets, mostly). Compared to the Kucharik jerseys of the mid-'70s, they're way less scratchy, and you'll find them comfortable directly on your skin—unless you're among the 2 percent of the population that just can't abide wool at all. The zippers are too long for my taste (Grant), but most riders like zippers this long or even longer, and I'm not going to let a longish zipper stop me from wearing and liking mine. The colors are good, strong solids: Royal blue, red, or grey. No 'tweeners or blendies here. They look good with black bike shorts or Musa shorts.

Sizing: If you're skinny and want to show it off, buy your dress-shirt size. Otherwise, buy up a size. Wash warm gentle, air dry, little shrink.

Blue S: 22-457 M: 22-458 L: 22-459 XL: 22-460 XXL: 22-461

Red S: 22-462 M: 22-463 L: 22-464 XL: 22-465 XXL: 22-466

Grey S: 22-472 M: 22-473 L: 22-474 XL: 22-475 XXL: 22-476

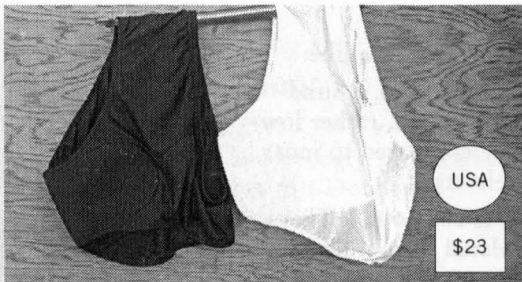
Andiamos

These slightly cushy feather-weight skivvies are great under non-cycling pants or real cycling pants. They provide a seamless area and slight padding, and they dry super fast. You ride a bike, you ought to have a pair, or two, or three. They're good.

Men's White, Women's Black. It's handy to have two pair.

Men's: M: 22-301 L: 22-302 XL: 22-303

Women's: S: 22-305 M: 22-306 L: 22-307

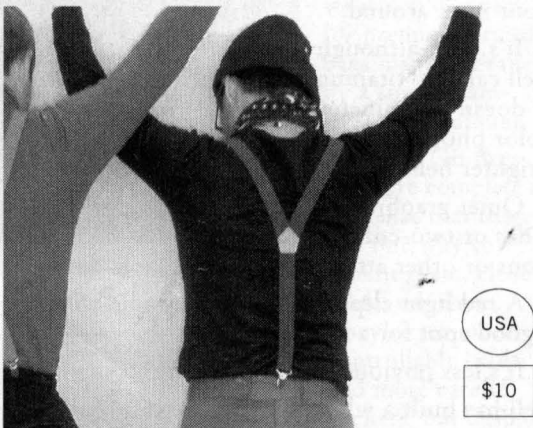


Suspenders

Suspenders are especially good when you aren't wearing ultra-snug spandex. Pedaling in a riding position tends to pull your pants down, and you don't want a belt there, so suspenders are the answer.

Walter sews these in San Francisco, California. They're a well made bargain for \$10, and one size fits everybody.

Blue Y-back suspenders sewn by Walter: 22-391



Shoes for Cycling

Every sport has its own footwear, and the message here isn't to turn your nose up at cycling-specific shoes, but to point out that when you don't have them, you needn't stop riding.

One of the issues is sole stiffness. There's a misconception that cycling shoes need to have super stiff soles. They do if the pedals are tiny, like some clipless pedals, because the pedaling force is so concentrated. But if you use a wider pedal, it's not that important that your shoe be super stiff. Actually, I (Grant) much prefer a sole that lets me feel the pedal, not painfully, but enough to know where it is under my foot. That's an important thing to know when you're not connected to the pedal.

There are lots of good cycling shoes that aren't made for cycling. Teva Hurricane sandals are excellent. They're light, stiff enough, and cost just \$39. You can wear them sockless in the summer, or with double-thick socks in the winter. I'm sure there's somebody out there who knows somebody who knows somebody who heard from somebody about a guy who crashed while wearing sandals and hurt his foot because of it; but that's pretty hard to do, and if you're afraid of that but like the sandals idea, look at the Keen sandals, with toe-guards. Shimano makes sandals, too. The Adidas Samba indoor cycling shoe is a favorite shoe for many riders — it has a stiff-enough, grippy but smoothish sole, and is fairly light. It has a too-tall tongue, but you can work around that somehow.

Bell Metro

The things we like:

1. It's round. Round looks good, rather low-key compared to most helmets.
2. It has no tail. This is related to roundness, but another good thing about it is that since it has no tail, it's safer in an accident, because there's less chance the helmet will catch on something and snap your neck around.
3. It's grey, although Bell calls it "titanium." It doesn't dominate color photos the way brighter helmets do.
4. Quiet graphics. No fades or two-color sections or other attempt to make it look "fast & exciting."
5. A red light clips on. It doesn't come with one, but we sell it separately, and it's a good spot for a light.
6. It's less obvious on your head than some helmets. It doesn't stick out much.

Bell has built a whole line of add-ons for this helmet—wind-blockers, ear warmers, rain covers, visors (included but not shown), and mirrors. All those things have their place, but it's enough already that we're selling a helmet at all. Last year our insurance carrier wouldn't allow it, but that was fine, since there was no helmet we were eager to carry, anyway. If you wear a helmet, the Metro is a good choice. We offer it because many bike shops don't. Bell makes it in red, blue, black, whitish, and this color (see description above). The photo sample is grey (dis-continued). But the titanium color is close to it. Medium fits to 7 3/8. Large fits 7 3/8 to 7 3/4. The LED fits the helmets, pockets, etc.

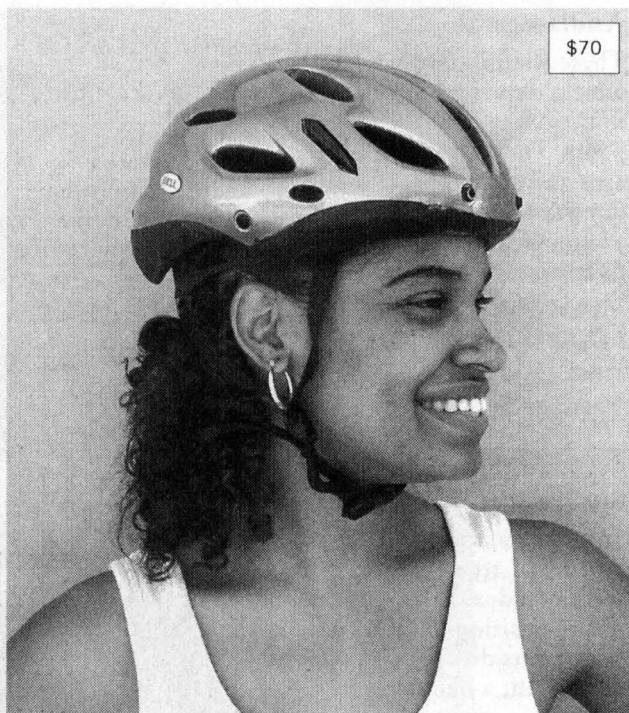
Medium: 31-246

Large: 31-427

Light: 31-385 \$8

Winter Kit: 31-428 \$20

Visor Mirror: 31-430 \$8



Ride as if Your Brain is in a Flimsy Sack (FS)

Helmets don't guarantee safety, and it's with mixed feelings that we even offer one. Most of us here wear one almost always, but one or two save them just for the downhill—something that might be impractical on courses where the roads are rolling, but actually works out on rides where the climbs are 40 minutes or longer.

Whether you wear one or not is up to you, but if you do wear one, pretend it's not there. If you wear one with the idea that now you're safe, you may be in more danger than you'd be without it—because the feeling of safety tends to make people compensate, and take more chances. This phenomenon is called "risk compensation," and it is common in downhill skiing, rock climbing, and other sports where protective gear is worn.

Bags for Bicyclers

Simple is easier. To make and to live with!

The obvious and most important function of a bag is to carry something and give you access to it. Modern luggage excels at that, especially the access part, but it looks cold and tacky, lifeless and boring, cheap and lousy, even when it's well-stitched.

Beyond price and availability and the fact that you don't have to care if it falls into a greasy puddle, there's nothing to actually like about a nylon bag with plastic hardware.

But when the bag is made with the best quality natural materials and metal, it feels good, looks great, works as well, and lasts longer. Bags like that are good.

We offer two lines of bags—Baggins, from the U.S.A., and Gilles Berthoud (*zheels bair-two*) from France.

Baggins bags are no frills, no nonsense, rugged and manly. They're our own designs based on years of commuting, day-riding, camping, and touring with bags of all sorts. They are simple by design, and, arguably, simple to a fault. For instance, the saddlebags are designed to give you options on how you want to close them up, and options call for a smidgen of creativity. Some folks would rather not have any options, but others will find the options let them rig the closing method according to the load size, shape, or their personal baggage of laziness or security paranoia. It all just depends, but that's the way Baggins bags are.

Finish- and detail-wise, the Baggins bags

are sewn neat and strongly, but lack the finishing touches of a Dooney & Bourke women's purse, if that's what you're after.

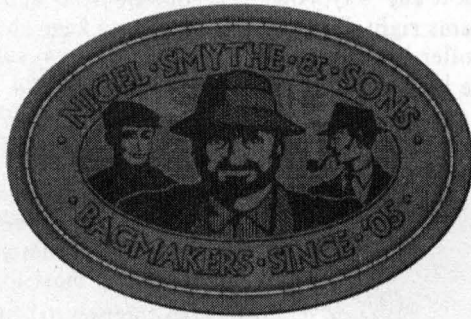
The Gilles Berthoud bags, on the other hand, are equally rugged, and the stitching, leatherwork, and corners where it all comes together—is all first class & fancy, perhaps just what you'd expect for premium priced bags made in France by a single seamstress (Veronique).

Also, the GB bags are more complete in the sense that there's just one way to mount them, close them, use them. They're for more controllable loads, and more careful packers, but despite their fanciness, they are rugged as all get-out.

Later this year we'll have some bags by Nigel Smythe & Sons, from England. It may not be a good thing to introduce yet another brand of bag, being that Baggins and

Berthoud pretty much cover a cyclist's needs. But Nigel Smythe and his sons (and one daughter-in-law) make a cosmetically different sort of bag, and the quality is superb. Nigel has agreed to work with us on special designs just for cyclers, and we're thrilled about it.

It'll be well into Summer before the Smythes are here, and I wouldn't recommend you hold off your bag purchases until then. There are plenty of things needing to be packed and pedaled and unpacked before they get here. —GP





USA

\$78

Baggins Banana Bag

The best, most useful, and easiest to use small day bag on Earth.

Modeled after a Gilles Berthoud model, but bigger, and we added an inside sleeve pocket and the straps on the outside, for a flasher light or extra clothes. It's 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 it's easy to pack back up, mainly because there's no zipper to fight with.

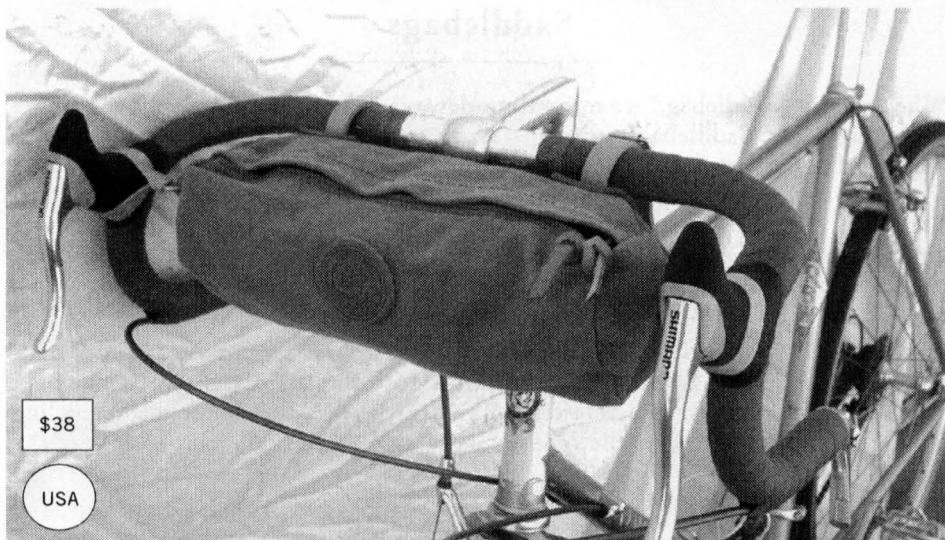
Member and Professor Benson Tongue mounts one on the front of his handlebars, around the stem. There it serves as a camera bag, suitable for anything up to a small 35mm camera and a zoom lens. The Baggins Banana is the best small seat bag you'll ever use, and by far our most popular model. We sell about 300 of them per year (one year, 444). It's a good one!

Banana Bag: 20-082 \$78

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 straps through which to lace cord or elastic or straps, for adding 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.



There are different ways to suspend the Candy Bar Bag to minimize swinging, and none are tricky. You can tie the D-rings under the brake lever hoods if you're a neatnick, or tie them outside or directly to the lower part of the drops if you aren't. You can't do it wrong!

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 classed-up version goes well on any bike and improves its look, too. It's a muddy khaki color with thick 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. You'll probably never take it off, and why would you? Instructions included.

Candy Bar Bag: 20-085 \$38

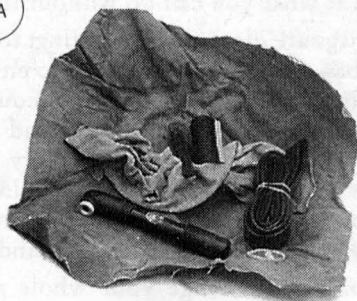
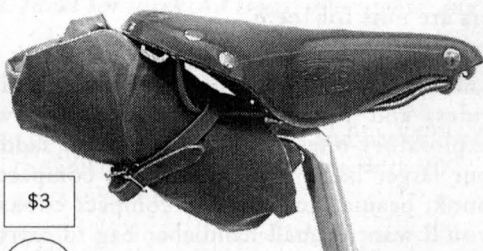
Our \$3 Burrito Wrap

Half the cost of a high-end burrito, and it'll last 20 years.

When all you need will fit into one of those compact, common-as-air black nylon wedge packs, do yourself a favor and carry it in this 18 x 18-inch square of unhemmed waxed and water-proofed heavy cotton duck.

When you get a flat, lay it out on the ground like a place mat. All your tools are there, and won't get lost. When you're finished, just wrap them up again, like rolling up a burrito, and secure it to your seat rails or seat stays, using a toe strap—couldn't be simpler, lighter, or cheaper. You can't make it yourself for this cheap.

Burrito Wrap: 20-003 \$3



Saddlebags

When we say “saddlebag,” we mean the sideways or transverse style shown on the following pages. Saddlebags were the favored way to carry small to middle-sized loads in England from the mid-'30s to about the late '70s. America wasn't much for sport-cycling until the mid-'70s, so it's not as though we Americans rejected them; we just didn't know about them. Italian cyclists and cycle makers have always been focused on racing, and since saddlebags aren't part of the racing scene, you could have been born, grown up, and died in Italy without ever having seen a saddlebag.

The French were more well-rounded, cycling-wise, and certainly made nice panniers and handlebar bags and the odd seat bag (our Banana Bag has French roots). But historically the French have considered themselves the center of the cycling world and superior to everybody else, and so have been reluctant to follow the lead of others.

The British, on the other hand, are generally not known for their fancy style, and so it's no surprise that the homely, transverse saddlebag was developed in England. It may be impossible to put an exact date on it, but Carradice was making them in 1932, and during the quarter century between 1945 and 1970, saddlebags adorned probably 40 percent of the lightweight, roam-around-the-countryside bikes there.

In America now, we have a small but powerful racing influence. There aren't many actual racers, but racing style and equipment casts a wide net that traps fitness riders, new cyclists, weekend warriors, and general enthusiasts who wrongly figure that the equipment developed for racing is naturally good for everything. Real racers don't carry anything. Racer-types carry as little as possible. In these parts, you see them overdressed for the six to 11-mile climbs, because there's no place to store the wind shell they'll need for the descent. At the top, they huddle and shiver in their spandex and polyethylene, sucking gels because they couldn't carry real food, and dreading the descent because they couldn't carry cozy insulation (which they didn't want to wear on the climb).

That's where a saddlebag comes in handy. It's holds more than you could ever stuff into your jersey pockets, and isn't as picky about the shape or goopiness. It lets you prepare for the weather, instead of being at its mercy, and turns long, nervous rides in iffy weather into carefree, sightseeing cruises. A bike without a saddlebag just isn't living up to its potential. Once you try one, you'll see why so many riders are nuts for them.

Obviously, there are some rides that don't require much gear, so you don't need a saddlebag on all of your bikes. But saddlebags sure are nice to have on longer rides, and unfamiliar rides, and cold-weather rides, and group rides, and exploratory ones, too. And the larger saddlebags are ideal for camping. In one of our larger bags, you can carry a compact pad, bag, tent, tarp, food, flashlight, book, beanie, knife, and a compact cookset. Unless you're an ultra-minimalist, you'll want a small handlebar bag to carry some spillover. Either way, you'll be amazed at what you can do without full panniers.

Saddlebags are ideal for commuting, too. You can carry gear in a day pack or messenger bag, and if you're wedded to either there's no sense talking you out of them (saddlebags aren't the only way, of course). But here again, if you're open to other ways, for heaven's sake, take the load off your back and shoulders with a saddlebag. My 16-year-old daughter's daily book load weighs in at around 16 pounds, and fits nicely in her Hoss. It would be a stretch to say she's the envy of her schoolmates—having her own Hoss and all—but it sure makes the 25-minute ride to and from school more pleasant, and that's no small thing.

Saddlebags will change your whole approach to carrying medium-sized loads. Everybody should have one on at least one bicycle. —GP



USA

\$145

This Hoss is neatly packed, but not nearly to capacity. It easily accommodates all you need for at least overnight in winter or two days in summer; and combined with a decent sized handlebar bag or a small front bag of some kind, you'll be able to go anywhere for a week.

Hoss

It holds almost as much as two panniers. Ideal for weekend tours, overnights, and bulky commute loads.

The Hoss is 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. It carries a big and heavy load amazingly well, and once you get over the initial feeling of pedaling with 20 pounds in a saddlebag, you'll soon forget it's even on there.

The Hoss (like the Adam) has riveted straps on its underside, which let you easily strap it to a rear saddlebag support or rear rack, to stabilize a big load (like two gallons of milk and ten apples). It's the core of a simple, variable, versatile approach to gear-carrying. Supplemented up front with a large bar bag or basket, and maybe even with the Gilles Berthoud Mini Panniers, you can go for a few days, easily. If you're after a simple to use, large capacity saddlebag for self-contained trips, the Hoss is the best choice in the world, by a good margin. Consider getting a saddlebag support for it. Mark's rack 20-108 or 20-095.

The Baggins Hoss: 20-078 \$145

USA

\$140



Adam

When Hoss is too big, but you still need to carry a lot.

The Adam is our most popular big bag, because our claims about the Hoss's hugeness tend to scare folks off. Adam isn't that much smaller, and a case could be made that we don't need both, but a Hoss with no Adam didn't seem right. For anything other than camping and pannier-substitution, you're unlikely to max-out the capacity of the Adam. And if you do, you can always tie extra gear on top, using the handy rings that are sewn onto the flap. If you can get only one saddlebag, this is the size to get.

The Baggins Adam: 20-079 \$140

Saddlebag Support, or No?

Four years ago, an older fellow who came from England wrote me a letter in which he maintained that it wasn't even proper to carry a saddlebag without a support; and he was scolding me for not pointing that out. Older and English notwithstanding, I don't buy that, but certainly when you leaf through the old British bike parts catalogues, there are all kinds of saddlebag supports listed, and it at least makes you think.

Saddlebag supports stabilize your load and prevent it from sagging due to pure weight or lousy loading. For commute-sized loads they aren't necessary, but for camping loads or anything super heavy, saddlebag supports are worth their weight and cost. We've used several different styles, and there's no single clear winner. The one we have, made to our specs by Nitto, works as well as any, and better than lots of them. —GP

USA

\$90



Little Joe

Our most popular model, because it's big enough and small enough.

This has become our most popular model, surpassing even the now-legendary (in these parts) Banana Bag. It holds all you'll need for a multi-hour ride in iffy weather with uncertain food-buying opportunities. And it's small enough to leave on all the time, even if all you're carrying is a patch kit.

Two sleeve pockets inside let you separate your wallet, pocket camera, and tools from the main load. Our new support system with grommets and laces 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. It's perfect for mid-sized loads on long or blustery day rides.

The Baggin's Little Joe: 20-080 \$90

Caring For Your Saddlebag

All our saddlebags are rugged and made with good materials that can handle a certain amount of abuse, but to get the maximum life out of one, goop up the leather as soon as you get it. The Obenauf's we sell is as good as anything out there, so smear a coat on all the leather surfaces when you get your saddlebag, and once a year thereafter.



\$150 bag; \$77 rack,
sweater not included

Gilles Berthoud Saddlebag

The fancy, natty one...from France.

This isn't just a saddlebag, it's a saddlebag + rack combo, which is one reason it costs so much. Gilles must have looked askance at all other saddlebags before he designed this one. The frame consists of a strut that looks fantastically like a threadless stem, which on one end clamps around the seat post, and on the other holds what amounts to an open cage for the bag. The bag nestles in the cage, attaches securely to it with two toe straps (included), and you can adjust the angle of carriage in much the same way as you'd adjust the angle of a handlebar.

The bag is well designed and convenient, maybe a hair bigger than a Little Joe—huge enough for monstrous day loads, but not big enough for overnights with camping gear. Semi-rigid & removable walls in the bag keep it looking tidy even when it's empty. It's a hair heavy for its capacity, but the weight pays its way with a rock-solid connection and a total dearth of sway. Besides, it is a cinch to use, and holds your load from your thighs, no matter how thick. And, if that's not enough, this bag makes any bike look better, and is guaranteed to start at least five conversations, wanted or not, on any large group ride you take it on. It's just a stunning bag, and people aren't used to seeing things this classy, and so they want to find out more about it. That's usually how it goes.

The Gilles Berthoud saddlebag: 20-116 \$150

The Gilles Berthoud saddlebag rack, which isn't exactly an option: 20-117 \$77

More About Gilles Berthoud

He's a 52-year old Frenchman who's loved cycling his whole life, and touring the most. Years ago, the best French cycling bags, and arguably the world's best also, were made by the French company Sologne. Well, times were hard, Sologne folded, and Gilles, horrified, bought the factory and saved it. Many of his designs are based on the Sologne originals, but over the years, Gilles has added useful details and greatly improved the quality, and the current crop of GB bags are top notch in every way.



Gilles Berthoud Small Handlebar Bag

The perfect size for proper handlebar loads and a good match for the Berthoud saddlebag.

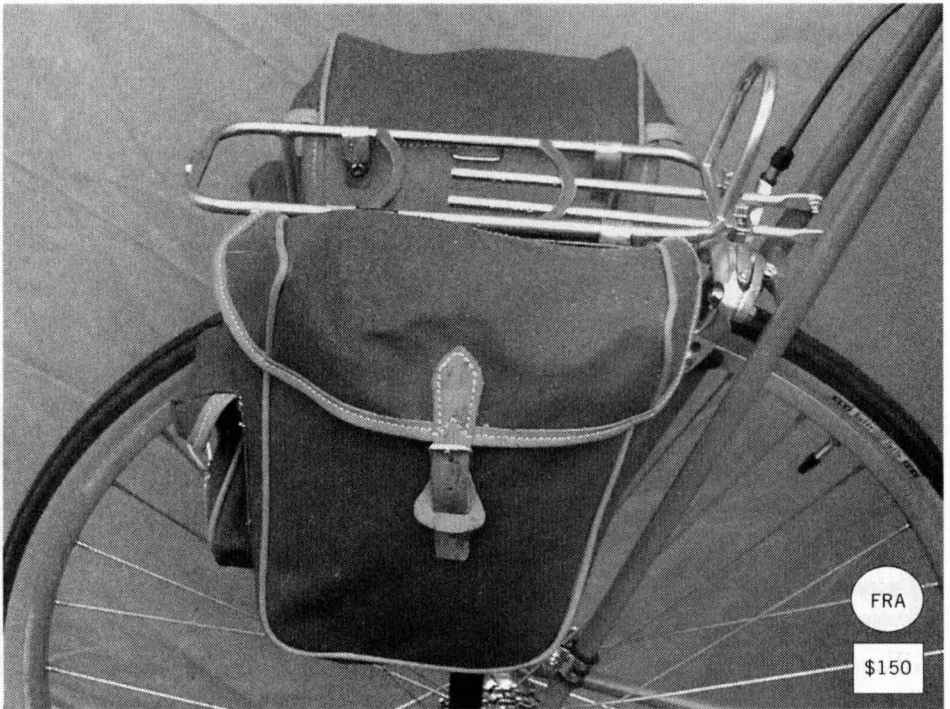
We've used many handlebar bags over the years, and this one is as good as any of them, and maybe better. We're not saying for sure it's better, just that it might be. It's as tidy as any Berthoud bag, with all the nice detailing and so forth; and it has a mounting system that holds it rigid and secure, yet allows you to remove the bag in one second, so you can go into the store and buy something tasty without fear of being ripped off by the empathy-lacking teens yukking it up outside the store riding three at a time on the mechanical horse. This is accomplished by means of a chromed steel frame that fits into a super clever, spring-loaded German plastic quick-release clamp and bracket that fits onto the handlebar. It's hard to explain, but a cinch to assemble onto the bar, and easy as pie to use.

Like the Berthoud saddlebag, it has removable walls that give it shape and structure even when it's empty. I don't know when you'd need to remove them, but I suppose if you were looking for a bit more capacity, that would be one way to get it. A map case is on top, and there are D-rings on the side for when you take the bag into the store with you, and want to wear it like a shoulder bag. You get a strap for that, too.

Gilles Berthoud handlebar bag (small): 20-115 \$145

Veronique Durand Sews Every Bag

She and Gilles work closely on new designs, and has the skill and experience to hone in on the best way to fold a seam, and the strongest and most efficient way to make the bag. She tops out at roughly 120 bags per month/1300 bags per year—since, when she's sick or on vacation, no bags get made. Years from now, maybe Gilles will retire, a big company will buy the brand and move it to China. It's just a guess, because it happens. But for now and the foreseeable future, Veronique makes every one.



FRA

\$150

Gilles Berthoud Mini Panniers

These are perfect when your saddlebag and handlebar bag are stuffed, but you need just a little more gear, and don't want to ride with full-sized panniers. Around here, that comes up a lot. The bag, pad, and tent go in the Hoss, or in a large stuff sack lashed onto the top of the rack. Food and cooking gear go here. They aren't big enough for a football or anything that bulky, but compact cookware, stove, food, medical supplies, books, first aid, and more food fit perfectly. The best rack for these is our Nitto part no. 20-094, with the small side supports. Rigging is a cinch, the set-up is perfect.

GB Mini Panniers: 20-110 \$150/pair

Rigging Tips for the Mini Pans & 20-094 Nitto Rack

When you buy the bags, we supply our own instructions. Basically, you drill or ream a hole for the hooks (four, since there are two bags, each with two hooks). It's easy, and we even pre-mark the bags for the perfect spot. Then you use the supplied nuts & bolts to fasten the hooks. Then run three wraps of handlebar tape over the part of the rack the hooks fit over — not entirely necessary, but you'll see that it's a fine idea. Then mount the bags, and fasten the bottom of the bag to the rack, using the bag straps.

Caring for your GB Bags

Put some Obenauf's (or your favorite leather grease) on the leather, and repeat once a year. The leather will darken, but it always looks good. The canvas is waterproof as it comes to you, but if it seems to lose some waterproofness over time, spray it with Scotchgard, and it should be fine.

The bags are rugged, but if they get torn, either stitch them up yourself or take them to a luggage repair place.

Are Berthoud bags waterproof? Nearly. They'll keep out the water in a long down-pour, but if it's all day long, well...they are stitched, and they aren't plastic. Rig up a bonnet for them, or put your gear in a waterproof sack and then pack it.



Gilles Berthoud Sandwich Bag

This style bag doesn't go back that far, maybe just about 15 years, and back then we guffawed at it, because it seemed to be aimed at riders who found it necessary to look for an alternative to a saddlebag. But when Gilles Berthoud comes out with such a bag, we look at it with new eyes.

It's basically as big as a loaf of bread, and besides sandwiches, it also holds a repair kit, spare clothing, camera, cell phone, book, small cookset for tea breaks, and that's about it. You can use it with rack 20-094 and the Mini Panniers, or with any of our other racks.

GB Sandwich Bag: 20-111 \$95

Gilles Berthoud Micro Bag

If the other models are out of your budget but you just gotta have something made by Gilles Berthoud (and Veronique), get this little bugger. It's designed to go onto saddlebar loops, but if you think it looks too small back there, as we do, then put it on the handlebar, where it still looks



small, but is handy as all get-out. It fits at least two, and up to five of the following things: pocket camera, sunglasses, sweat band, wallet, sandwich, pepper spray for charging dogs, repair kit, 8x20 binoculars not in the case. It goes on and off in a second or two, and makes a handy wallet. Or you can use it as a dop kit for travelling. It's a neat little bag with lots of uses, not just bike uses; and it's a cheap way to enter the hi-class world of Gilles Berthoud.

GB Micro Bag: 20-114 \$38

Racks

Materials

Most bike racks are aluminum, but some are steel. Some racks are hollow, some are solid. If they're aluminum they can be solid or hollow, but they're best solid, because hollow aluminum is easily damaged; and even solid aluminum is light enough.

But if the rack is steel, hollow is the way to go, because a solid steel rack is too heavy, and the tubular steel ones are plenty strong. As for the kinds of steel, the best ones are usually CrMo, pronounced "chrome-moly," referring to the high-grade alloy used in nice bike frame tubing, also. The Cr stands for chromium, one of the main alloying elements, and the Mo is for molybdenum, one of the other alloying elements.

Nitto, who makes our racks, would prefer that we order them not in CrMo, but in a steel that's usually referred to as a "high carbon" steel, for its higher carbon content. That steel isn't as strong, but it can be bent and straightened repeatedly with lower risk of fatigue failure, and if it does break, it takes less care and skill to weld it together again, so the fellow in the turban working out of a dirt-floor shop next to the fortune teller can set his white-hot torch to it, and no worries.

But if we ordered the racks in high-carbon steel, we'd spend 25 hours a day defending the position, and a certain percentage of our customers would assume we were doing it to save money, and just trying to put a good spin on that. Rather than fight that, we just have them made from CrMo.

CrMo is a fine rack material, make no mistake about it.

Types

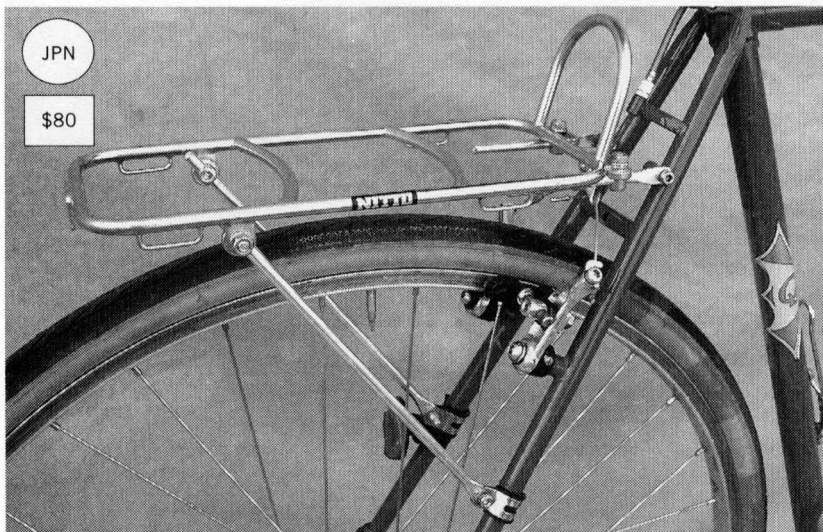
Support racks carry loads on top, not on the sides. Some support racks, notably old ones from France, hold a bag off a tire, but the bag is also being suspended from the handlebar, so the rack doesn't shoulder hardly any load. Racks like that can safely be featherweight & measly. If the support rack isn't sharing the load with a handlebar, it needs more muscle, and this is the kind we have. They'll hold 15 pounds, easy, and they don't weigh much for all that muscle. The Nitto Top Rack (20-095), Mark's Rack (20-108) and the Nitto Mini Front (20-020) are this style. The Top Rack with Sides is almost this style, but the framing on the sides ruled it out of this category.

Regular racks have some kind of side support. The only one we show here is the Top Rack with Sides. We often stock regular full-sized front and rear racks for both 700c and smaller wheels (all told, four models), but we're also often out of them, so for this catalogue we opted to focus on the smaller racks. We may have the regular ones in stock, and the website (rivbike.com) will tell you so at any given time.

For our tastes, preferences and values, Nitto makes the best racks in the world, and with their unmatched satin-nickel plating, certainly the most beautiful. But there are many other superfine racks out there. Certainly the Berthoud racks rank right up there, and Bruce Gordon's have raised the bar and proven their worth over the past 20 years or so. IRD makes a nice stainless rear rack. There's not much garbage out there, rack-wise, but we sell only Nitto racks.

Mounting

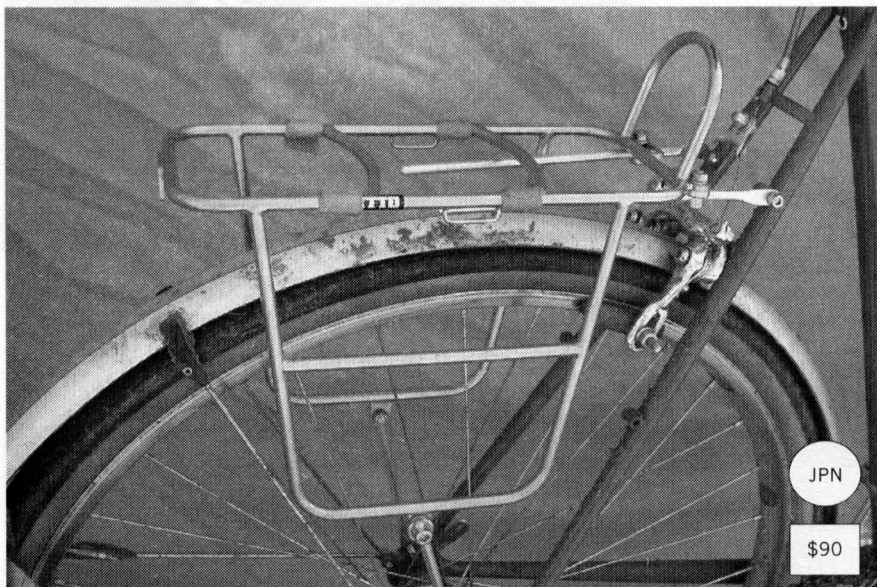
Generally you'll need 4mm & 5mm allens, and 8mm & 10mm open end wrenches. Small vise grips come in handy, and depending what kind of rack mounts you have, and where on your bike they are, you may want a Bondhus 4mm, too. And an 8-9-10mm Y-wrench is always useful, especially for the Nitto racks. If you're new to rack-mounting, give yourself an hour per rack. It shouldn't take that long, but it might.



Nitto Top Rack

Another clever and beautiful Nitto rack made just for us. It's perfect as a saddlebag support, the GB Sandwich Bag, a basket (with zip-ties), or any load you can fit on it. It's a cinch to mount, and once on, it's secure and lovely. A fantastic, beautiful rack that doubles the usefulness of any bike you put it on. It comes with four sets of clamps, for simple mounting to any bike with seat stays, whether it has rack braze-ons or not.

Saddlebag Support/Mini Rear: 20-095 \$80



Top Rack with Sides (perfect for Mini Panniers)

This is a Top Rack with side supports that let you carry loads on the side, protected from the spokes. We had it made for the Berthoud Mini-Panniers, but even without them, you can just strap stuff-sacks on the side, for carrying extra clothing, food, or pretty much whatever you would put in the panniers if you had them. But the Berthoud Mini-Panniers are just perfect for this rack, and we highly recommend the combo.

Saddlebag Support/Mini Rear: 20-094 \$90

Mark's Rack

Our own Mark Abele came up with this design, and Nitto executed it perfectly. Basically, we wanted a rack that could be used on the front of a bike with sidepull brakes, because sometimes sidepull users need to carry some extra stuff, too. Mark looked at some such racks from the past and present (including a Gilles Berthoud model) and came up with this unique and excessively clever design. Not only does it mount on the fork of a sidepull-equipped bike, but it also mounts on the rear; and as far as that goes, it works just as well if your bike has cantilevers. It's our smallest rack, and weighs between 11 and 13 ounces depending on how you rig it, but it's tubular CrMo, and can carry a larger load than its size suggests. There are lots of ways to use it—as a saddle-bag support in back, as a platform for a basket (zip-tie the basket on), or just strap a stuff-sack full of gear onto it. We use it all these ways, all the time.



JPN

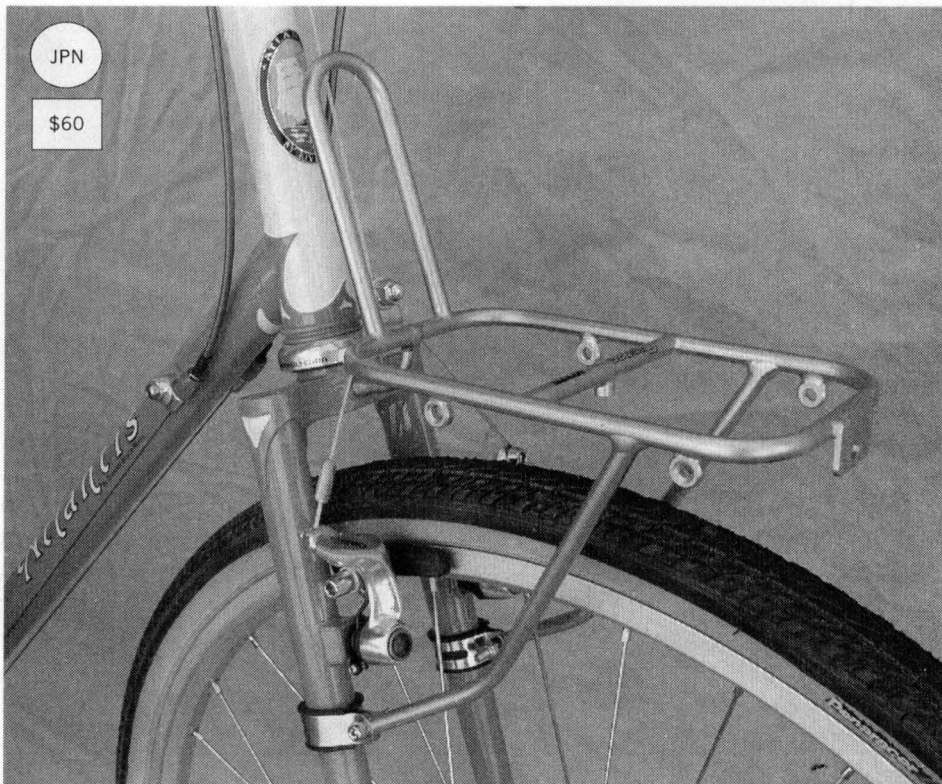


\$88

Mark's Rack: 20-108 \$88, and frankly, a steal at that (for you, not us)

Are there Bags for Mark's Rack?

There will be by October. Meanwhile, they're still super useful as saddlebag supports, basket mounts, and for lashing on stuff-sacks full of gear—there isn't a way you can think of to use them that we haven't tried, and frankly, they work for everything. But back to the bags: Yes, by Summer's end we'll have at least one model, made specifically for Mark's rack by Nigel Smythe & Sons of England. And many of the Gilles Berthoud bags work fine on them, as well.



Mini Front Rack for Cantilevers

When your bike has cantilevers or V-brakes and you just need a smallish rack up there for a bag or basket or stuff-sack, this is the best choice. Even Mark, of Mark's Rack fame, uses it on his bike with cantilever brakes. It has a threaded rod that mounts through the hole in the fork crown hole that isn't used because your bike has cantilevers, and then each lower leg of it clamps to the fork blade, using totally foolproof, reliable, cushioned, stainless steel, lightweight Nitto-made clamps and hardware. It's simpler than it reads, and the connection is solid. Any bike with a hole in the crown can be made more useful with this rack. No doubt there are some super fat ones out there that it won't fit, but if the circumference of your fork at a point roughly 5 3/4-inches below the hole in the crown is within spitting distance of an inch, it'll be fine.

Mini Front Rack for cantilevers: 20-020 \$60

Other Racks

Nitto makes full-sized front and rear touring racks, as well, and we may have them in stock as you read this, but they weren't in stock at the catalogue-printing time, so we left them out. They run about \$115 to \$125 each, and you can see them on our rivbike.com (go to the online catalogue section).

There are other nice racks, besides Nitto. Gilles Berthoud makes some wonderful racks (GillesBerthoud.com). Bruce Gordon has always made great racks, and is probably the person most responsible for inspiring other good racks. Bob Beckman, in Bend, makes a nice rack. IRD has a stainless rear rack that's really a nice design, sort of like a Jaand, but stainless, and it's less than \$50. Some things in bikedom have gotten worse over the years, but racks aren't one of 'em. There are more good racks now than ever before.



One of Your Bikes Needs a Basket

To suave modern bicyclers, baskets are a symbol of low-brow, poor-folks, non-serious riding, and there's nothing we can say here that will change that. But we're in love with baskets, and if that makes us unsuave, nothing new there.

One reason front baskets haven't taken off on good bikes is because, up to now, they've been designed for bikes with high-rise handlebars and coaster brakes. Those kinds of baskets interfere with cables, and few are the views that bug one as much as sharp bends in fine cables on good bicycles.

Wald, an American bicycle part maker since 1905 (and in the same location in Kentucky since the 1920s) has a new basket that solves all basket/cable routing problems. It works great with normal bikes except those with STI shifters, but something tells me that isn't the market. I/Grant have used a basket almost every day for the past year, and am sold. There are still times when I prefer saddlebags—in bad weather, on longer rides, for organizing things. But for short errands or commutes when I just want to throw in some mail, lunch, books, and extra clothing, a basket is hard to beat.

You need a cover, or things will fly out, so we offer a net, too. It's a good system. You can see inside it, and if something soft like a beanie or a pair of gloves is down at the bottom, you can fish it out through the holes.

Rear baskets mount on top of rear racks. Tall rear baskets get in the way when you mount and dismount, so we found a shallow one, which carries lots and doesn't get in the way.

Give baskets a try. It is amazing, when you think about it, that baskets of this quality can be made in the United States, and sell for so little. The process must be quite automated, or else somebody's not getting paid enough.



Wald Front

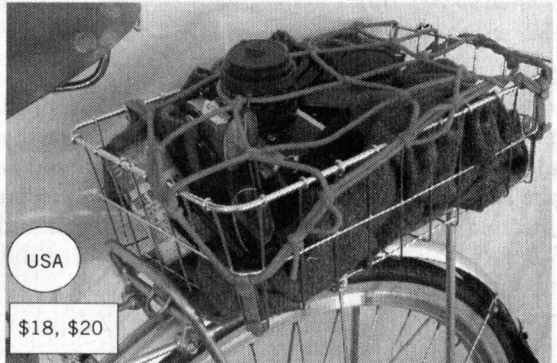
This is the newest basket on the block, and if I were a front basket designer working on competing designs, I'd tip my hat to Wald, then quietly walk into the mountains. The bracket mounts easily on drop or Albatross or straight handlebars. The basket itself lifts on and off in two seconds, and locks securely. It's genius. Powder-coated black, and the welds are so smooth you can carry water balloons. They make

USA
\$20

it in white too, but white looks cheap. Two sizes: Small and Big. For drop bars narrower than 46cm, get Small. Otherwise, the size is up to you. If you buy both, you can trade baskets on different bikes. This is a smart rack, buddy boy. Small is 9" front-t-back x 12" wide x 8" deep & 2.32lb (light, for what it'll tote!). Big is 9.5" front-t-back x 14.75" wide x 9" deep & 2.75lb (and it carries a lot). Small: 20-098 Big: 20-097 They're \$20 each, even though one is bigger.

Wald Front or Rear Baskets

These versatile, lightweight basket mount (with 6 to 8 fat zip ties or bailing wire) to your front or rear rack. The small one, shown here, carries a ton, and can be easily overfilled to carry two tons. The large one fits two big grocery bags side-by-side, making it the best choice for major food runs. These baskets are so good, so useful, so cute, and so easily affordable, that it might as well be 1951 all over again. Both are silver.

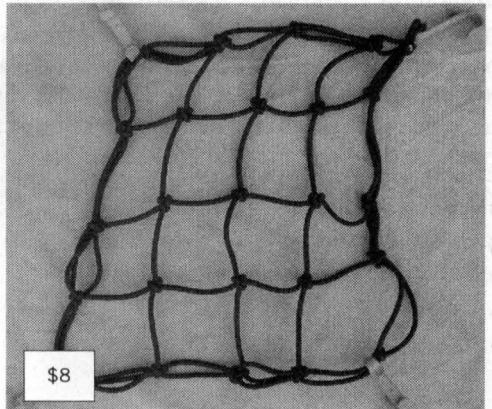


USA
\$18, \$20

Use a net, or you'll lose your load when you hit a bump. Small: 9.95" x 15" x 4.75" , 17oz. Big: 13" x 18" x 6" , 26.5oz. Wald Small Basket: 20-102 \$18 Wald Big Basket: 20-123 \$20

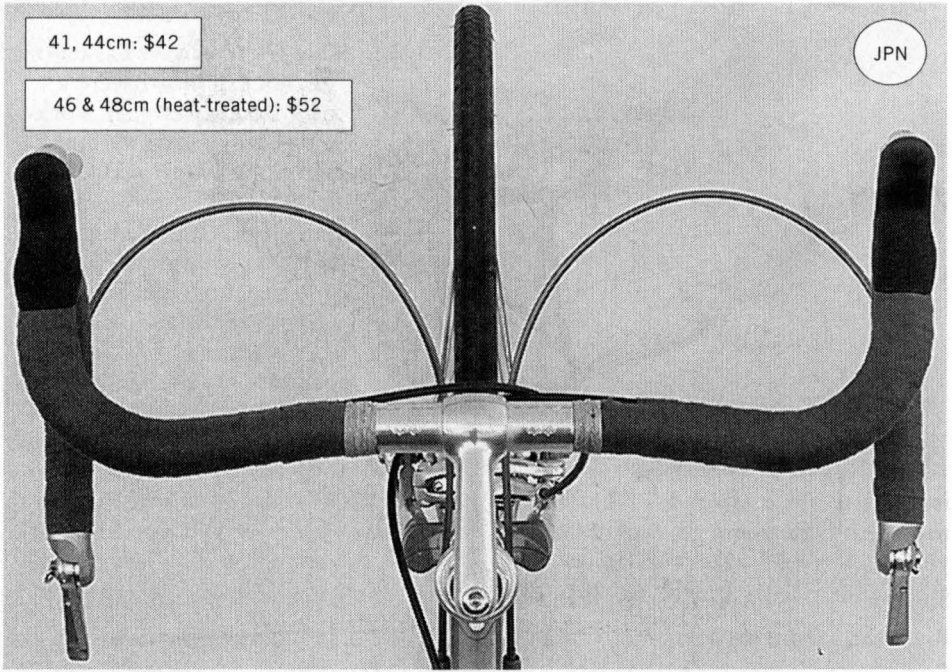
Black Basket Net

Don't get a basket without getting this, unless you like losing your gear. Made of stretchy cord and shaped to fit a basket top. It stays on with plastic hooks, allows access through the mesh, and weighs nothing. Tip: If you rig it right, you can tie or tape two of the corners to the basket, and just use one hook. We assume it's made in Shanghai, but haven't asked. They quit making red.



\$8

Le Net Noir: 20-100 \$8



Nitto Noodle Bar

The drop bar riders who already like drops will go nuts over, and riders who don't like drops right now will actually be able to stand.

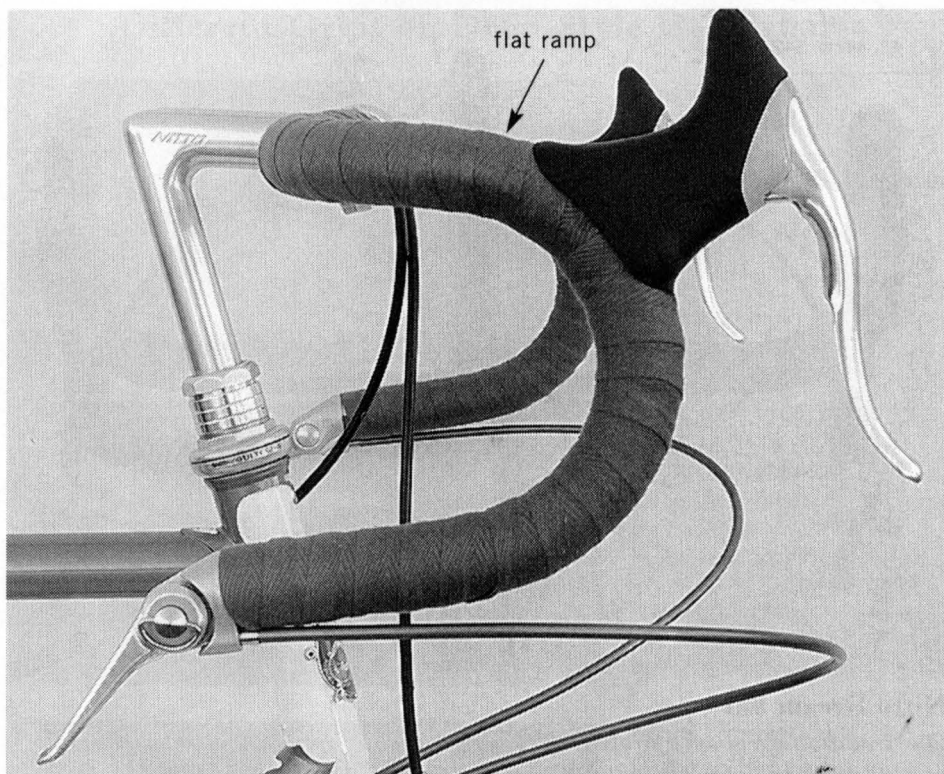
Subtle details that are barely noticeable to the bare eyeball make this handlebar special, and in all likelihood the most comfortable drop bar you'll ever set your paws on. The top portion sweeps back toward you slightly, bringing the bar closer; and the drops (lower portion) flare out four degrees, but the main thing is the ramp. That's the portion of the bar immediately behind where the brake lever fits, and the reason the ramp is so important is that you put your hands there a lot. If it's too steep, the support isn't there and your hands slide forward and down. To keep them there requires effort.

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 forward. Your wrist doesn't have to bend around the curve of the bar. 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 five degrees, and that's just heaven.

This has become our most popular drop bar, and some folks grumble that now they have to get one on all of their bikes. There are worse ways to spend loot. It feels normal and natural immediately.

If you're debating between two sizes, consider that a wider bar offers more leverage, so you can more easily hold the bike as your legs (which are much stronger than your arms) push on the pedals and tilt the bike. We don't go along with the idea of getting handlebars as wide as your shoulders. Most people do better with wider bars than that rule recommends.

41cm: 16-111 \$42 44cm: 16-112 \$42 46cm: 16-113 \$52 48cm: 16-128 \$52



You can clearly see the flat ramp behind the brake lever. Your hand rests there with no tendency to slide forward. On an unrelated note, Keen-Eyed Folk will notice that we didn't wrap the shifter cables under the tape. Sometimes we do, sometimes we don't, but with indexable housing, it's not necessary. It's stiff, doesn't flop. And not having the housing under the tape makes it easier to change shifters later. Not that you'd ever want to with these Silver bar-enders, but if you start off with something else, you know, you might.

Noodle Bar

Material: Aluminum (5056)

Finish: Satin

Width: 41, 44, 46, 48cm

Reach: About 91mm

Drop: 140mm

Weight: 41: 331g/44: 343g/46: 374g

Flare: 4 degrees

Clamp Ø: 26mm

Bar OD: 23.8mm

Shifter compatibility: Road style.

Recommended use: Road, touring, commuting. The 46cm heat-treated one is made with a superstrong, heat-treated aluminum, so it's stronger. You're unlikely to break any of these bars, but Nitto, a conservative maker when it comes to safety, likes it when we say the non-heat-treated models are for roads only.

Can a Handlebar Absorb Shock and Give You a More Comfortable Ride?

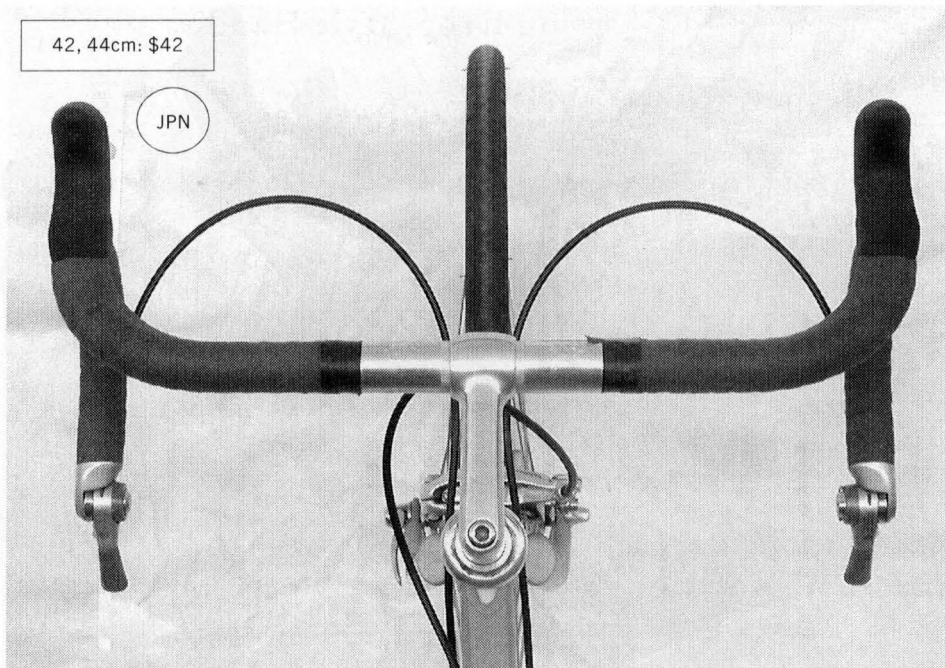
Of course not. Some bar makers claim that, but don't believe it. An aluminum or carbon fiber handlebar that flexed enough to contribute that way would fail in short order.

All you want out of your bar is a safe, comfortable perch at a reasonable weight, and enough stiffness to control the bike and not have it feel funny because the bars are flexing too much. And strength, for safety.

Comfort comes from body position and weight distribution first; tire pressure and wheel base second; and everything else is so far behind as to not warrant a mention. Get strong, safe, and beautiful ones. The best in the world are made by Nitto.

42, 44cm: \$42

JPN



Nitto Dream Bar

Our traditionally shaped drop bar for those who for some reason or other aren't as head-over-heels in love with the Nitto Noodle Bar as we are.

As shocking as it is for me (Grant) to find that somebody wants a drop bar and doesn't want the Noodle, that sometimes happens, and this is the bar for them.

It's a traditional shape, with no super-flattish-ramp (it's 23 degrees, compared to the Noodle's 15 degrees), no swept-back top section (the Noodle's comes back 15 degrees), and a mere 1 degree flare-out at the drops (Noodle: 4 degree).

The reach and drop are about the same as the Noodles—91mm and 140mm respectively. If you don't buy into the benefits of a flat ramp and a slight flare, then go for this one.

Available in two widths only, our thoughts being that if you're that traditionalistic, you probably wouldn't go for a wide bar, either.

42cm: 16-081 44cm: 16-082 \$42

Dream Bar Specifications

Material: Aluminum (5056)

Finish: Satin

Width: 41, 44cm

Reach: About 91mm

Drop: 140mm

Weight: 42: 331g / 44: 343g

Flare: 1 degree

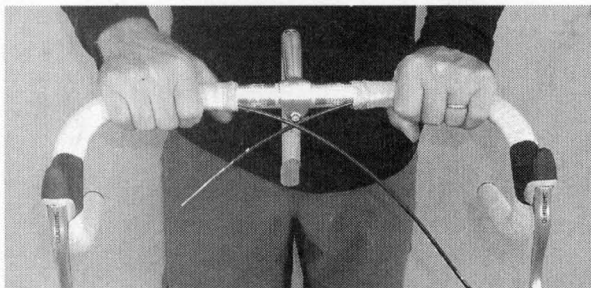
Clamp Ø: 26mm

Bar OD: 23.8mm

Shifter compatibility: Road style.

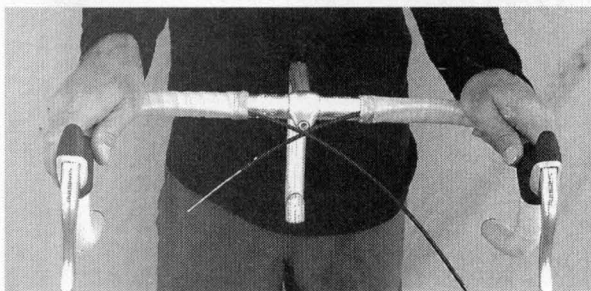
Recommended use: Road, touring, commuting. The 46cm heat-treated one is made with a superstrong, heat-treated aluminum, so it's stronger. You're unlikely to break any of these bars, but Nitto, a conservative maker when it comes to safety, likes it when we say the non-heat-treated models are for roads only.

Different Grips on Drop-Style Handlebars



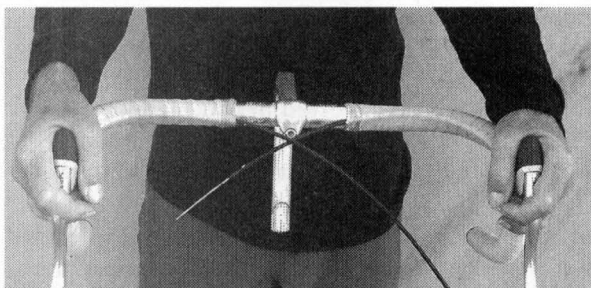
Grab the tops

to allow you to sit more upright. It's the normal position for long, seated climbs and low-effort flat-road riding. It doesn't matter where you put your hands. They'll roam, and wherever they end up is fine. There's no correct or incorrect way to put your hands here.



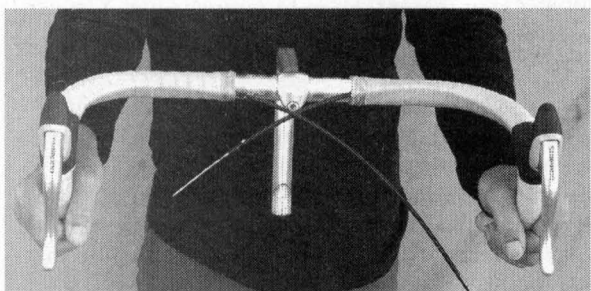
Rest on the ramp

for slightly more aggressive riding, harder efforts, more speed. It leans you forward some, and makes it easy to move your hands to the hoods. This is probably where you'll spend most of your time, which is why the flat-ramped Noodle bar is such a good choice.



Hold the hoods

for hard riding, like off-the-saddle climbs and seated sprints. The hoods are easy to hold onto while you're pulling hard on the bars to resist your hardest pedaling forces. Gives good access to the brakes. Usually, three fingers go behind the lever, one in front, but do what's comfortable.



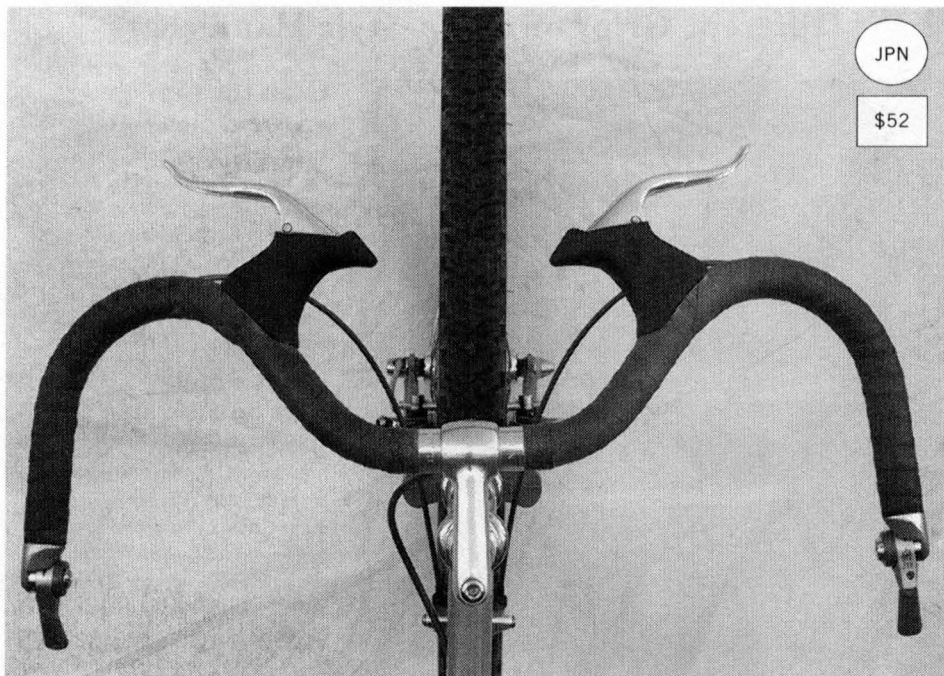
Go down on the drops

for descents and sprints. Grabbing the drops lowers your profile and feels natural for hard efforts. On descents, it gives the best access to brakes. You can brake from the hoods, but you can reach the end of the brake lever from the drops, and that's a more powerful way to brake.

Do what Feels Right. That's the Main Thing.

Don't get the idea that you'll be judged by whether or not your hand placement is proper according to the pictures above. Nobody looks or cares, and anyway, the "right" hand placements come naturally, because they feel right.

If you can't comfortably ride the drops when the road is flat, your bars are too low. If you feel too leaned over and committed on the drops during a steep descent, they're too low again. If you can't easily reach the hoods without leaning over too far (for comfort) or straightening your arms, the stem and/or top tube is too long. The bike's got to fit for these positions to work.



It is called the Moustache Handlebar because it's shaped sort of like a handlebar moustache. That becomes more apparent if you turn this page upside down.

Nitto Moustache Handlebar

Our most popular bar, a variation of a shape that evolved between about 1903 and 1907, and made to our spec by Nitto. It offers the quick and easy braking position of a flat bar with the multiple hand positions of a drop bar—and is better than either for a whole lot of riding.

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

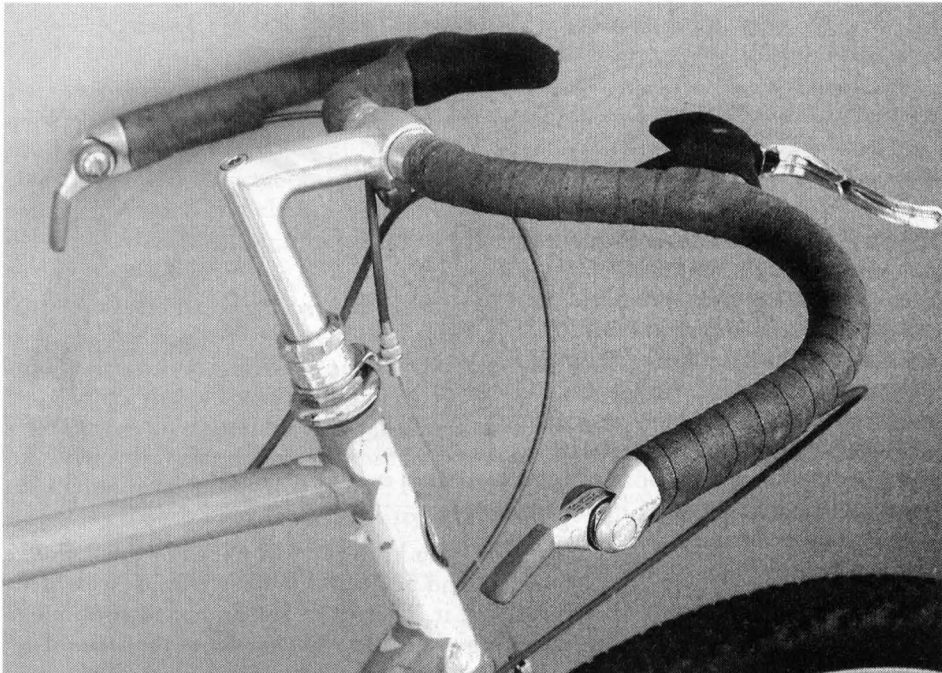
We often hear from people who have switched to Moustache H'bars and found relief from back and neck pain. If you're riding flat bars and find them too confining, not enough places to move your hands to, give these a try. If you're now on drops, but want a better position for commuting, or riding in town, or on 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. It does not fit thumb shifters or normal mountain bike 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 three to four cm shorter than the one they're replacing. The Nitto DirtDrop is ideal, and the shorter Nitto Technomic Deluxes work well, too.

By the way: Nashbar sells what it calls a "moustache" bar, but it's not this bend or this material, and it's not made by Nitto. It may be a fine bar, but it's not this one here.

Moustache Handlebar, 26mm clamp: 16-028 \$52



Shown here with aero brake levers, but the Moustache Handlebar works equally well with non-aero levers. On drop bars, some riders don't like non-aero levers because they don't like the cables to curve up. But it's not an issue with the Moustache Handlebar, because the brake levers sit flat, so the cables stay low.

Moustache Handlebar Tips

1. Angle the ends slightly downward. 5 to 10 degrees is about right.
2. Get the part of the bars near the stem level with or above the saddle.
3. Set the brake levers level, and barely on the inside of the forward curve, so that the tips of the hoods (where the cables come out on non-aero levers) are 13 to 16cm apart. This gives easy access to the ends of the levers for good braking when you're in the curve, and offers a narrower, go-fast position when you're trying to go fast.
4. There is no better bar for super steep climbs, than a Moustache H'bar.

Moustache Handlebar Specifications

Material: Heat-treated Aluminum (2014 T6)

Finish: Satin

Width: 51cm

Reach: 95mm

Drop: 48mm

Weight: 320g

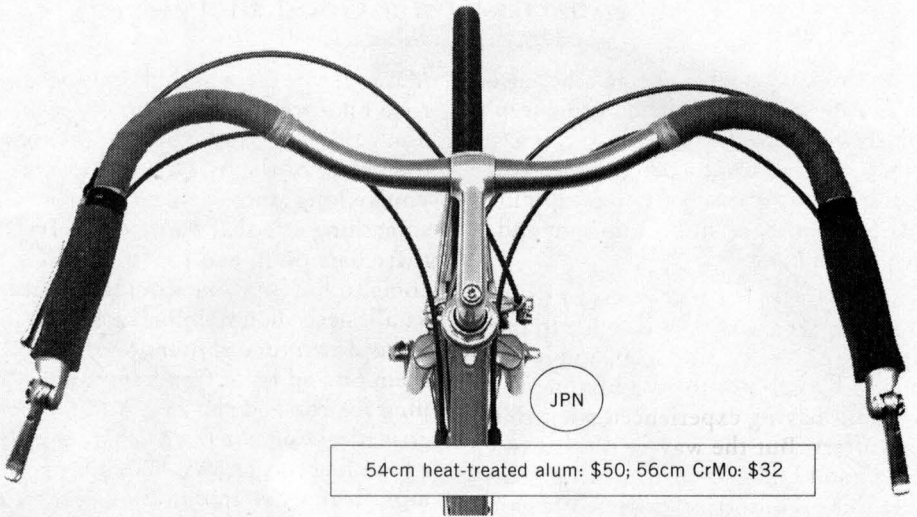
Flare: 6 degrees

Clamp Ø: 26mm

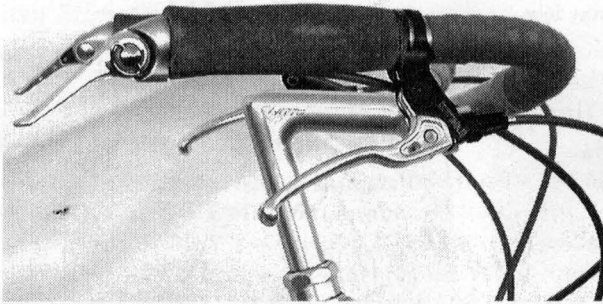
Bar ID: 23.8mm

Shifter compatibility: Road style, any.

Recommended use: Road, touring, commuting, fire trails (no stunts). A good all-around bar.



The Albatross's grip is longish, and when you keep the part ahead of the brake lever free, it provides you with another hand position for steep climbs or harder flat efforts. And so, it makes sense to tape it. There's no reason not to continue the tape all the way to the usual stopping place an inch or so from the stem, if that's what you want to do.



The Albatross has 65mm of rise, which helps sit you upright, and takes weight off your hands. Shown with cork grips, but any kind of grip will do, and you can just wrap them with thick bar tape, too.

The Albatross Bar

This is a fantastic bar—great looking, extra comfortable, good for all kinds of riding on and off road, and is the only bar of its type (a lightweight, swept-back, old-fashioned type) that accepts bar-end shifters.

It's perfect for converting old mountain bikes to comfortable all-around bikes. Lots of our Atlantis bikes go out with these bars. I/Grant have one like that, and I ride it everywhere, in all conditions. It just puts you in such a comfortable, natural position.

If you ride a bike and have more than two or three of them, you ought to have this bar. It is the only bar in the world with this luscious look, this super quality, and that'll fit mountain bike brake levers and bar-end shifters. You could just as easily set it up with mountain bike shifters, but it was designed specifically to work with bar-end shifters, and doing it that way frees up more room in front of the brake lever, for a good off-the-saddle climbing grip. I/Grant like riding this bar now, and ride it a lot (average 60 miles per week year round on it); and I just know it's the bar I'll ride full-time when I'm super old, too. If you have a friend who can't get comfortable on a modern bike, the Albatross bar will fix it. Or, if you have a nice road bike you'd like to be ultra comfortable, set it up with this.

Albatross, 56cm CrMo: 16-122 \$32 (good for most guys)

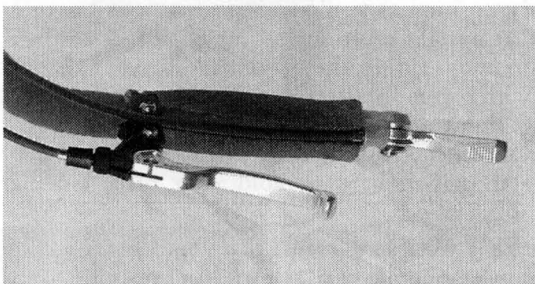
Albatross, 54cm Heat-Treated Aluminum: 16-127 \$50 (small guys, most women)

Try the Albatross on a Good Bicycle

Bars this shape get no respect because cool riders associate them with cheap old-fashioned bikes. Too bad! It's a smart, useful, comfortable shape. You can lean forward and climb steep hills off the saddle, or sit bolt upright and see the sights.

The Albatross bar is the best of the uprights we've used (it is made to our specifications, no surprise), and it would be a shame to go a lifetime without having experienced what this bar offers. But the way to do that is on a good bike. Most of the time, bars like this go onto steel-wheeled rusty one-speed ballooners. It's hard to judge handlebar potential on a jalopy like that.

Many of you have an old-and-good road bike around, something you don't ride a lot any more because it's too small, or the bars are too low, or you've long since replaced it with something else that feels better. Try these bars on it, and that bike will come to life like you wouldn't believe. You'll need mountain brake levers. If it has down tube shifters on it, keep them on and try it first before popping for bar-end shifters. A Hobo bag goes nicely on the front. I/Grant ride a bike like this at least 200 miles per month, and I've ridden it in all terrain and conditions. It works great, you'll see. —GP



Cork is firm but with give, grippy but not sticky, weighs a negative nothing, and lasts a long time. It's as good for handlebars as it is for fishing poles. If you use bar-end shifters and want cork grips, become a Cork Grip Surgeon and, with a sharp knife (don't sue us), lop off the end so the shifters can plug the

bar; then cut a slot for the cable housing. We eventually learned that it's best to reverse the left and right brake levers, and carve a curved slot to guide the housing more smoothly past the clamp. Indexable housing is stiff; no need to tape it in place. Glue the grips on with 3M Spray Adhesive No. 77 or Gorilla Glue. You can get either at any hardware store.

Albatross Bar Specifications

Material: Heat-treated CrMo 56cm; heat-treated aluminum 54cm

Finish: Nickel plated, satin 56cm; polished aluminum 54cm

Width: CrMo 56cm; Aluminum 54cm

Rise/Drop: 65mm (both)

Weight: 470.6g CrMo; 362g Aluminum

Clamp Ø: 25.4mm (both)

Bar OD: 22.2mm (both)

Bar ID: 20mm

Shifter compatibility: Any style that'll go on a flat/mountain bar PLUS bar-end shifters.

Recommended use: Road, touring, commuting, fire trails (no stunts). A good all-around upright handlebar. You'll like it a lot.

Picking a Handlebar

When you read about each bar individually, they all sound great, so it's easy to get stuck not knowing which bar to get. Keep in mind three things: First, handlebars are relatively inexpensive, and even if you pick a bar that isn't your bar-for-life, you'll still gain something from the experience, and won't go broke doing it. Second, if you have more than one bike, it's sort of fun to have a different style handlebar on each. Not wildly different, perhaps, but noticeably so. Third, every bar we offer is good and versatile, at home and appropriate for all kinds of paved-road riding, and some trails, too. So you can't make a lousy choice. However, the following notes may help you decide:

Get the Noodle if: You want a super comfy all-around road bar. Simple! This is by far our most popular drop bar, and receives more acclaim than any drop we've ever stocked—and we've stocked lots of them and only good ones. We still have the Nitto Dream Bar on-line, and that may be your choice for classical restorations. But the Noodle wins out in all-around comfort, so that's the only one we're showing in here.

Get the Moustache Handlebar if: You want the upright position and immediate access to the brakes that a flat bar provides, but want a bar that offers you multiple hand positions. The Moustache H'bar is a fine all-around shape, but get it at least level with the saddle, and a bit higher is even better.

Get the Albatross if: You want a guilty amount of comfort, but don't want to be limited to an upright position. By grabbing the forward portion of the bar, you can tackle 18-percent hills in much the same body position as you'd have with a drop bar or a Moustache H'bar. Also, if you want that upright position and the option of another hand position for more aggressive or strenuous riding, the Albatross is the only bar in the world that'll provide it. Just use it with bar-end shifters, to free-up the bar in front of the brake lever. The ONLY thing we don't recommend the Albatross for is multi-mile steep descents, or super-bumpy trail descents. For that, it's best to have a bar that braces your hand so you don't have to grip it hard to hold your place (so—the Moustache, or a drop bar).

Flat handlebars are not our favorites: They work in the sense that you can ride a bike with them, but they offer one, rather non-ergonomic, wrist-down hand position. You can get add-ons to provide another grip option, but most of the time that's just throwing money at a problem caused by the wrong bar in the first place. We prefer curves.

Shellac your Cotton, your Cork, your Everything

Shellac is 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, depending on how thick you apply it. Here's a tip: 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 Clear or Amber. The amber, especially, turns any color cloth richer. It turns blues to olives, white to buckskin, yellow to goldenrodish, and so on. \$10 for a 90-bar supply. The clear doesn't do much. Go with the amber if you want rich colors.





- Silver: 16-124 \$10/pair
- Tealy Mint: 16-125 \$10/pair
- Dk Green: 16-143 \$10/pair
- Dk Blu: 16-141 \$10/pair
- Lt. Blu: 16-142 \$10/pair
- Celery: 16-156 \$10/pair
- Yellow: 16-075 \$4/each roll
- Black: 16-068 \$4/each roll
- Red: 16-073 \$4/each roll
- Brown: 16-114 \$4/each roll.

Japanese & French Cloth bar tape (price shown is for two rolls)

Cloth handlebar tape still exists because some people won't ride with anything else. It has a feel unduplicable by foam, plastics, and even cork, and if you don't like the color right out of the box, you can let it fade, or shellac it and darken the colors, or just let it age and develop some beuasage.

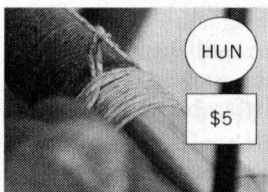
The French tape is fine, a little thinner than the Japanese tape. The Japanese tape is super-ultra fine, the best we've seen. Just get the color you like.



Cork Tape

Some people love the feel of cork, and when it comes right down to it, who among us is not among them? The cork color (natural) gets dirty quick but takes shellac really well, looks like leather, and stays clean that way. The medium blue gets picked a lot for Rambouillets. The dark blue is a bit lighter than navy.

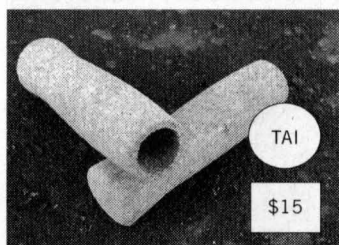
Cork: 16-130 Dark Blue: 16-138 Medium Blue: 16-146



Hemp Twine

The classy, organic chap's alternative to black electrical tape, for finishing off handlebars. One ball does about 90 handlebars. It's the way to go, honest. It's fun, easy, looks great. We include instructions.

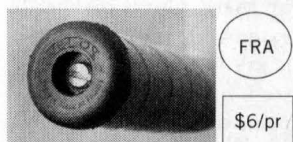
Hemp Twine: 16-086 \$5



Cork Grips

Neither cold in freezing temperatures, nor sticky in hot. For non-drop bar use, these are far & away our favorites, and once you try them you'll know why. Glue them on. Use 3M Spray Adhesive No. 77 or Gorilla Glue, both available at an hardware store. They shellac up nicely.

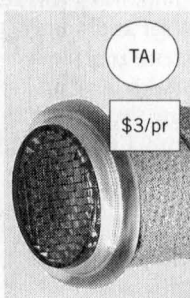
Cork Grips: 16-103 \$15



Velox Plugs

The oldest plug around, and the top choice for daytime riders and classicist. Black. France.

Velox Plugs: 16-077 \$6/pair



Reflector Plugs

Half the price, less than half the weight, and one billion times the reflectivity of the metal screwhead in the Velox plug. Just push them into your bars and go. The plug for light-weight fanatics who want, crave—nay, *demand* visibility.

Reflector Bar Plugs: 16-115 \$3/pair

The Secret To Comfort? Raise d'Bars!

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 cyclers ride with their handlebars too low. When you raise your bars, good things happen.

Why High?

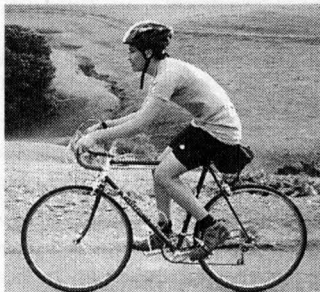
1. Relaxed, comfortable position. Higher handlebars sit you more upright and take weight off your hands and arms. Your triceps don't tense up, and your hands don't go numb. With your arms relaxed, you can easily absorb road and trail shocks almost intuitively, by letting your body flex at the joints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

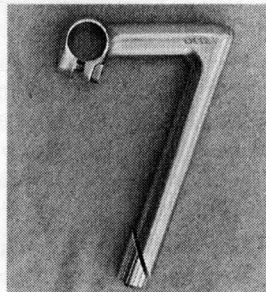
2. Better descending. On a descent, you're already pointing your body downhill, and low bars just increase the steepness. Higher bars make any hill seem less steep, so you'll relax more, and enjoy it more. You'll be less likely to panic, and panic causes crashes. Higher handlebars make descents safer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

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 Raise Your Bars

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 five cm 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.

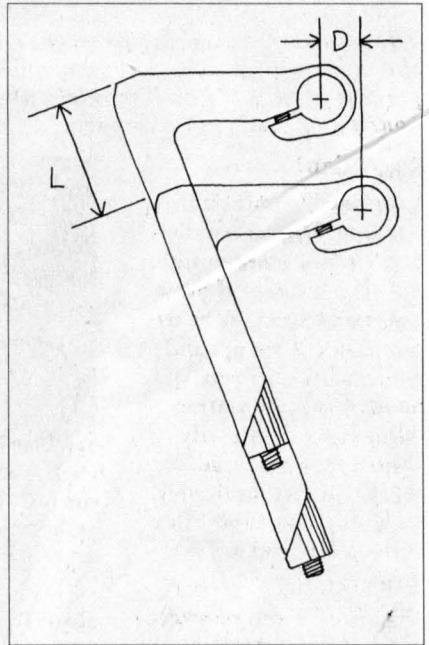
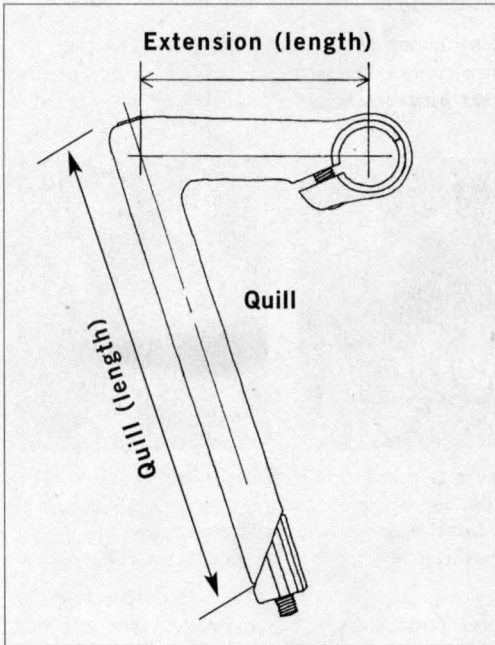
2. A quill-style stem that rises, such as the Nitto DirtDrop.

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 go walking around the street convinced that only one position will work for you. —GP

Things About Stems



How Our Stems Are Measured

From the centerline intersections of the quill and extension to the center of the handlebar clamp, as shown in the left diagram.

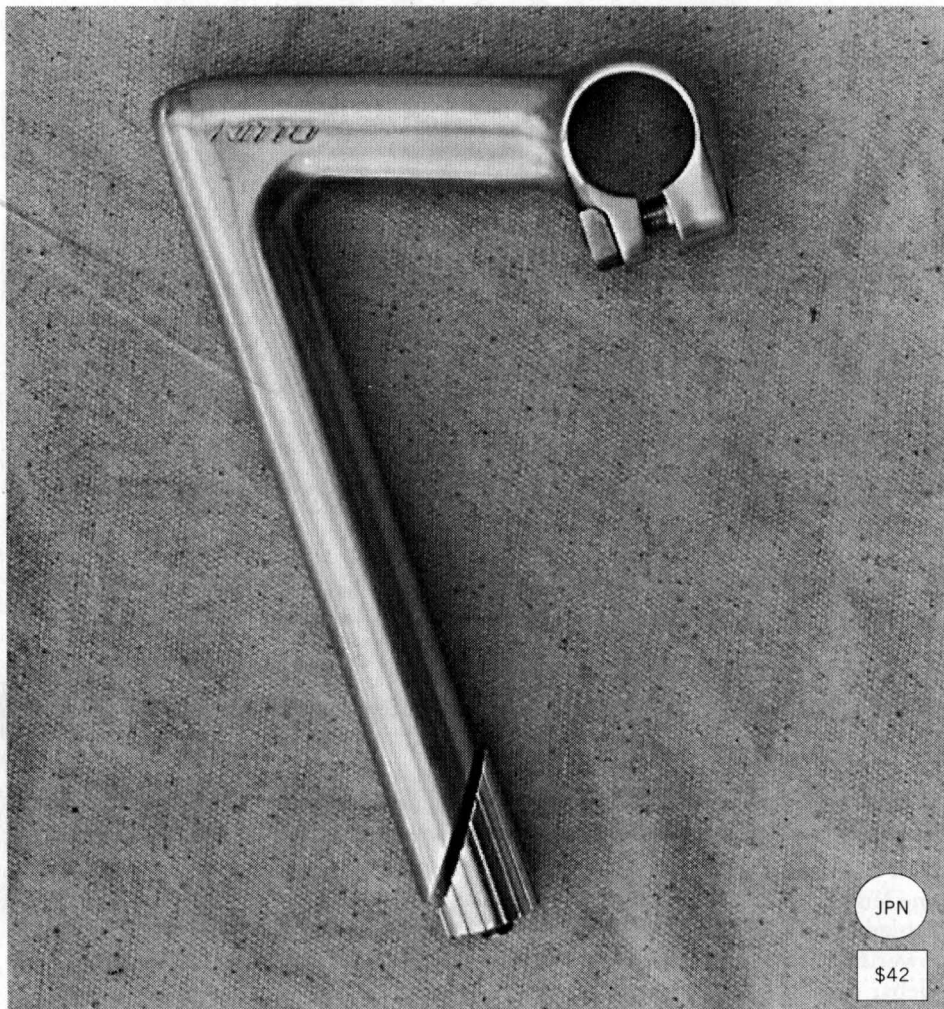
Don't mentally wrestle with stem length too much, or think you can ride only one length. Your body hinges and adapts and gets used to something that's close enough. Also, a 10cm extension with a higher handlebar feels like a 9cm with a lower bar—as shown in the right diagram. So, if your current bike has a low handlebar on a 9cm stem, and you replace the stem with one of the ones we offer that let you jack the bars up, get the new stem 1cm or so longer. Unless the low 9cm bar is way, way too long, in which case, go with another, taller 9cm stem.

Who's Nitto?

Nitto is a small (48-person), old (since 1923) handlebar-stem-seat post-rack-and-bottle cage maker in Tokyo, and everything Nitto makes is the best of whatever it is. The designs are always spare and beautiful. Nitto's company slogan is "Light weight, heavy duty, finely made," and it is accurate. There are lighter seat posts; but Nitto's are light enough, and stronger. Nitto will not build anything to its customer's specs if it doesn't pass Nitto's own internal standards. Nitto was at its biggest in the early to mid-eighties, during the mountain bike boom. Back then, the dollar-to-yen exchange rate was 250:1, and it was cheap to bring in Japanese goods. These days it's 109:1, which is why almost nothing you buy is made in Japan.

Nitto can bend metal in ways that other makers just plain can't. Mr. Yoshikawa, who designs most of Nitto's products, has an eye for beauty that, in my experience, is unmatched. He takes our ideas and rough sketches, and turns them into stunningly lovely shapes—the Moustache Handlebar, the Noodle Bar—and he tests the heck out of them to make sure they're safe.

There aren't many companies like Nitto these days, and none other that I'm aware of making bike parts. It is a pleasure and an honor to offer them to you. Every loved bicycle deserves some kind of Nitto on it. —Grant



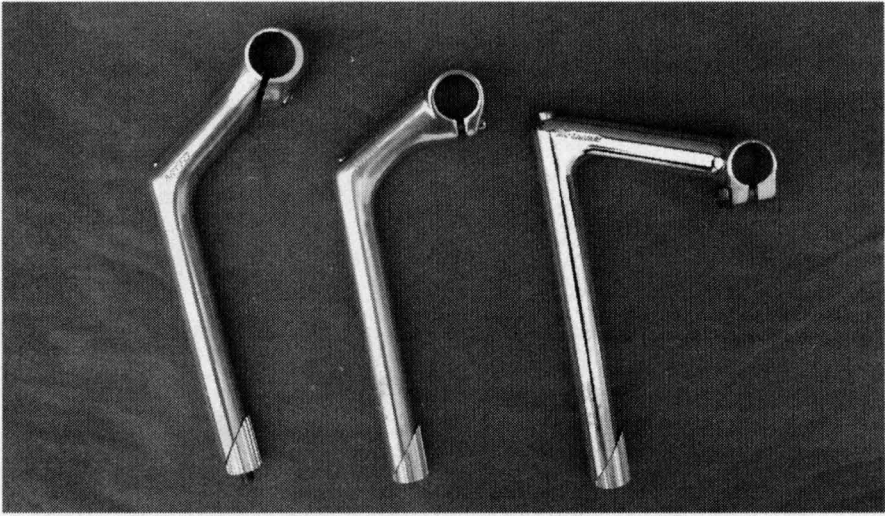
Nitto Technomic Deluxe—classic looks & more height

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.

Its popularity is deserved. 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 Cinelli bars, though). The quill fits every normal, 1-inch threaded steer tube except on some older French bikes.

7cm: 16-044 8cm: 16-045 9cm: 16-046 10cm: 16-040 11cm: 16-041 12cm: 16-042



Nitto DirtDrop—for jacking the bars way up there

Sometimes not even the Technomic can jack your bars up high enough, and then you need this DirtDrop. It brings the bars back and shoots them to the moon. 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. In 8cm or 10cm.

10cm: 16-100 8cm: 16-007

Nitto Periscopa—basically a DirtDrop, but cheaper

The Periscopa has the highest height-to-low price ratio of any stem we have, and being a Nitto, you can trust it with your life. What a bargain.

It comes in one extension only, 80mm, with a 190mm quill. If you have an old mountain bike that nobody rides because it's not comfortable, put on this Periscopa and Albatross bars, and presto—the bike is now fun to ride.

The clamp is 25.4mm, so it fits all mountain bike bars, and the Albatross and Dove. The quill is 22.2mm, so it fits all normal bikes with 1-inch threaded headsets. If you are a guy, you will find it impossible to hold this stem in your hand without pretending it's a gun. Peacenik or not, it's automatic.

8cm Periscopa: 16-131

Nitto Technomic—the classic backsaver, pretty inexpensive

The Technomic has 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 suggest you don't raise it all the way up. 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+. It's made by Nitto, after all, and Nitto is incapable of ugliness.

The quill is a gangly 225mm. We offer this in 9cm only, but now in both 25.4cm (for Albatross & Dove bars, for instance) and 26.0cm (for the other bars in this catalogue, and most drop bars). If your bike is way too small, this'll help.

Nitto Technomic 9cm

25.4cm: 16-047 26.0cm: 16-120

Easy Living with Leather Saddles

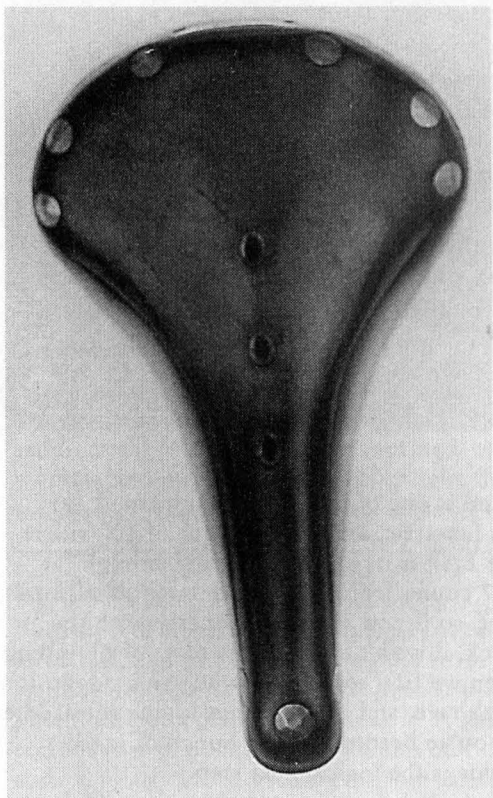
There are reasons experienced riders happily pay \$90 to \$150 for a relatively heavy saddle. Some do it just because leather saddles are far and away the best looking saddles out there, but most do it for comfort. Being leather doesn't guarantee comfort in a saddle any more than a lugged and steel bicycle guarantees a comfortable position. There are lots of uncomfortable leather saddles. But it so happens that the best-designed, most universally appealing and comfortable saddle out there—the Brooks B.17— is leather.

Although leather saddle makers have always bragged about leather's breathability and how that keeps your crotch cooler—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 want to get the most out of it, here are some tips:

1. Use goop sparingly. On the top at least, and on the underside if you feel like it. 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, you're going to wreck it. 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. Got a leather saddle? Then get a cover for it, period.
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 five to six holes in the lower part of each flap, 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. Four 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. Brooks, by the way, was recently purchased by Selle Royal, one of Italy's biggest saddle makers. No bad changes are planned!

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 15cm 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 wanting a more practical, upright, comfortable riding position, a narrow racing saddle is not a good choice.

Narrow: 15cm to 16cm wide.

Medium: About 17cm wide.

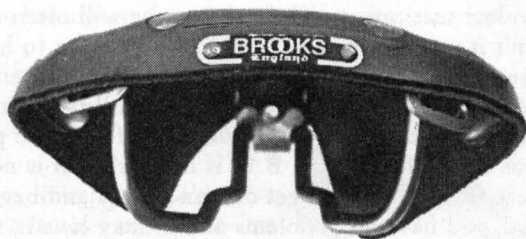
Wide: Wider than 18cm.

18cm: In between Medium and Wide.

16.5cm: Nobody makes one.

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.

this part is higher

than this part





Brooks B.17

This is one of Brooks' oldest models, and is one of those rare products of any kind that is unimprovable. The B.17 is fantastic, and truly 97 out of 100 riders will find it just right. The magic of the B.17 is its shape. 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. Every now and then we find somebody who can't ride it. It's too wide. Mark, here, is like that. But it's rare, and if you're not loving the saddle you're on right now, and especially if you've been through a bunch of saddles and never warmed up to any of them, this is the logical next step.

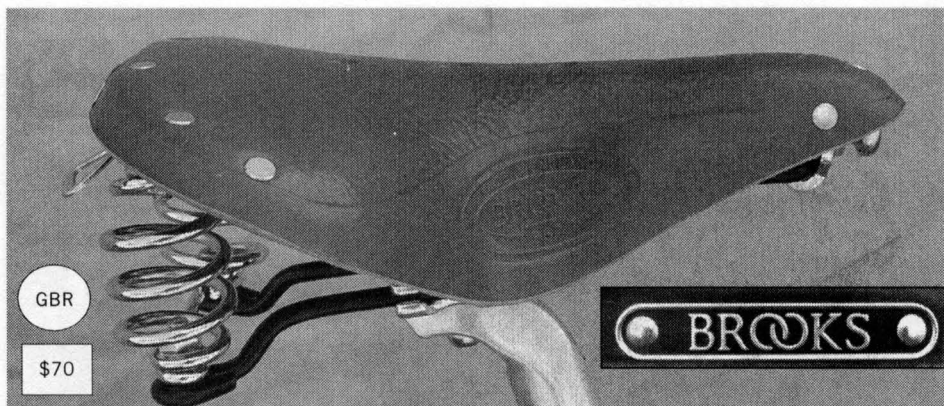
There is a rumor, perpetuated by those who have never ridden a B.17, that leather saddles are uncomfortable and take forever to break in. When the new crop of cyclists sees one on a bike, he or she will often remark, "Hey, retro, cool, but isn't it uncomfortable?" It's like they want to high-five you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

Brooks saddles are hard to come by. In the old days, we could get the B.17 in assorted colors and rail materials, and life was good. Three years ago, Selle Royale of Italy bought Brooks, and to its credit, made some nice functional and cosmetic changes in the saddles, including the B.17. For instance, the saddlebag loops are smoother, not as likely to cut into a saddlebag strap. The badge in back is bumpy again (has relief), like it did in the '70s and earlier. The old black standard B.17 was made with thinner leather, but the new ones seem right and thick, like the deluxe models Brooks made for us. So even though the delivery has not been good, it seems to be getting better, and we expect good stock.

B.17 Classic Black, black painted steel rails: 11-055 \$70

B.17 Honey Brown, copper-plated steel rails: 11-006 \$95

B.17 Honey Brown, titanium through and through rails: 11-046 \$150



Brooks B.67

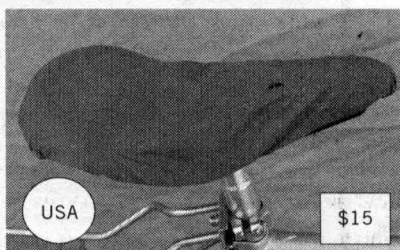
Sometimes you have a bike that sits you more upright, and when that's the case, you ought to have a wider saddle, because more weight is on your bottom. This saddle is the answer, and it has springs, too, for extra comfort. Good for men or women, and our top choice for upright riding. Honey brown.

Brooks B.67, honey brown: 11-043 \$70

Saddle Bonnet for the B.17

For rainy or hot rides to keep the rain or sweat off, and to keep a new saddle from staining your pants. It is stitched, so if you're paranoid, put a plastic bag under it. It has secret sewn-in pockets into which you may slide similarly shaped foam cut from strategic foam. This trick does not acknowledge any deficiency in the saddle itself, but can be a good fix for an especially sensitive bottom, or a saddle that's lived a hard life and eventually caved in.

Bonnet: 31-345 \$15

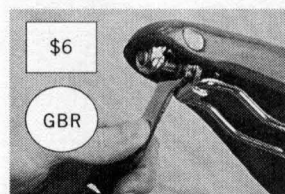


Obenauf's

This is the stuff we prefer over all others for saddles, shoes, belts, baseball mitts, and the leather on saddlebags. Made with beeswax and propolis, for firefighters. A blob the size of a pencil eraser will coat the side of one whole Brooks B.17.

Obenauf's dinky tub: 31-243 \$3

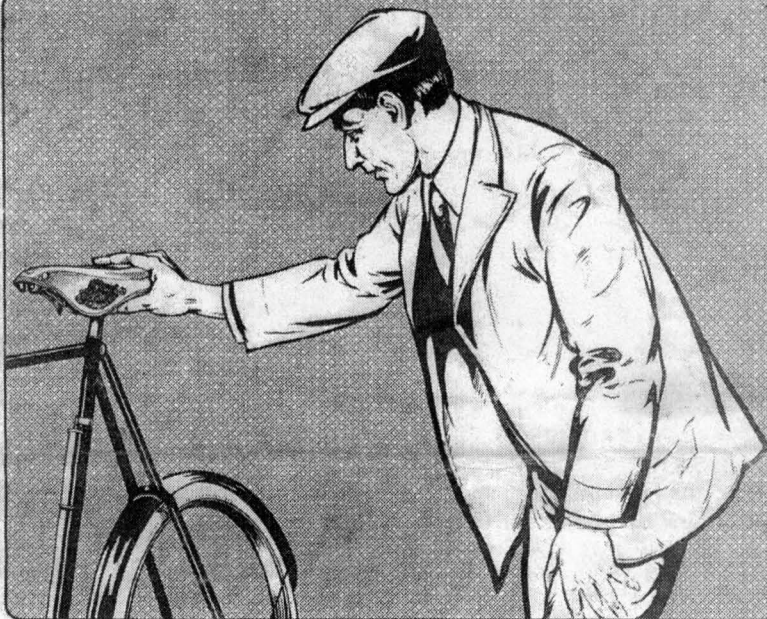
Obenauf's quarter-pounder: 31-344 \$8



Brooks Spanner

You may never need 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 this is only \$6. Cute, compact, chromed, and probably not essential, but if \$6 won't kill you...

Brooks Spanner: 19-013 \$6



IS IT A BROOKS?

How often you have heard that question!—how often you have been compelled to replace a saddle of another make, with one that bore that name, in order to satisfy your customer!

That is a fact we emphasize to-day, because it is just now that you can best take such steps as will obviate a repetition of that difficulty, prevent the delay which is often-times associated therewith, and make sales easier and satisfaction sure.

To do so is a simple matter—**Say BROOKS**—say it persistently as do your customers—specify it on every bicycle you buy, and—

Stock it as a leading line in 1910—

Remember, we are exhibiting at the

STANLEY SHOW, STAND No. 230 (GALLERY)

and see us there, or write us for supply of Literature. Dept. B 30.

J. B. BROOKS & Co., Ltd., The Saddle Specialists,
BIRMINGHAM.

Want to Download more PDFs of Old Brooks Saddle and Luggage Ads and Catalogues than you can Shake a Stick at?

Go to <http://rivbike.com/brooks/>

Don't look at how expansive the offerings were a 90 years ago and groan about now. Just consider what a wonderful thing it is that Brooks saddles are still being made at all, in 2005. As you may know, Selle Royal, a large Italian saddle company, bought Brooks a few years ago. To the surprise of some, not only are they not wrecking it, but they're bringing back selected items from the ancient past, and have made small improvements to minor details in the current offering. —GP



Crystal Fellow

This seat post has a curious name, and is the standard and most popular Nitto post. It's a one-bolt design, so set-up is fast and easy; and so long as you grease the bolt and use a long 6mm allen and put some muscle to it, it'll grip fast forever and that'll be that.

Like all Nitto products, it is both jewel-like and Samson-like, and you cannot get any better. 210mm, 270g, 27.2mm only.

Crystal Fellow: 11-031 \$55

Frog

Nitto's elusive two-bolt post, which Nitto calls the Jaguar but we sell it as the Frog, since it looks more frog-like to us. Two-bolt posts are rare, but are also inherently more secure than are one-bolt posts, in the same way that it's easier to hold a long beam overhead with two arms than with one.

It's "elusive" because we don't get many in. In fact, we're probably out of stock, so get the other! 210mm, 270g, 27.2mm only.

Frog: 11-016 \$75

Notes & other Good Seat Posts

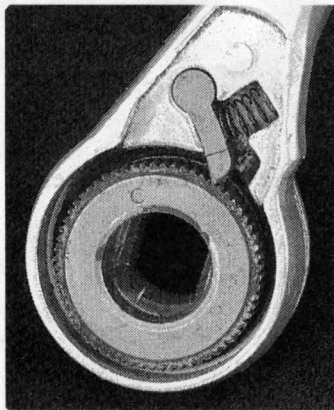
A good seat post will outlast most frames, and so even the most expensive ones—and you can easily spend \$120 on seat posts—is pretty low considering all that. Carbon posts don't have a good history, and you shouldn't use one on a bike that you ride outside of civilization. Most posts are aluminum, which is generally strong enough when it's the right aluminum and well made and designed.

Some other posts we like, though not as much as Nitto: Shimano, Ritchey, Campagnolo, Bontrager. In general, silver posts look good all the time, on any bike. Logos never look good, but if you like the post otherwise—and it's black and with a big logo, then go ahead. Most riders will prefer a post with a fair amount of rear offset to it, as opposed to clamps that sit in line with the cent of the shaft. If you weigh less than 150 pounds and ride the road only, you can probably do fine with a superlight seat post. Otherwise, just get a good one.

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 thumb shifter 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 bikes 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.

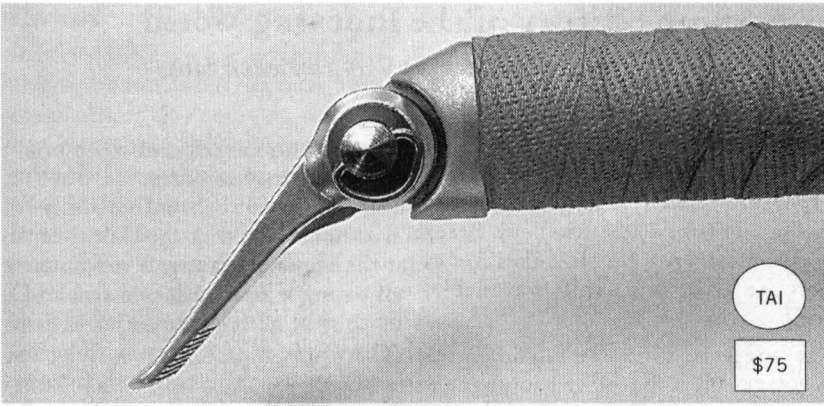
That original version of the Power Ratchet worked fine, but in the 1986 model year (meaning it was developed in 1985), SunTour introduced a new version, with a lighter action, finer ratchet, and used it in its Sprint and Superbe Pro models. This next version improved on something that seemed perfect 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 drive train 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.

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 11, with virtually no outside feedback or coaching whatsoever.

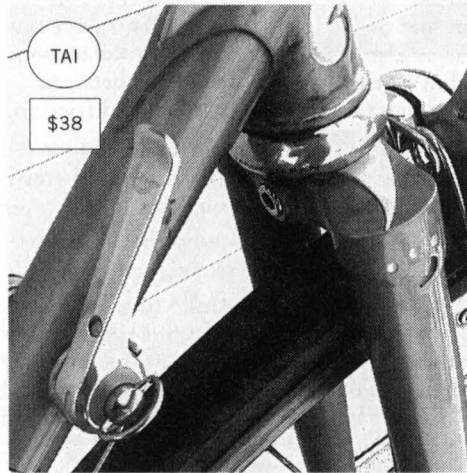
You'll master it almost immediately, and once you do, you'll shift faster and more quietly. You'll be free of the frustrations of having to match up the drive train parts. You can put it on any bike and shift away. It frees you and gives you more control, and many folks find it far more satisfying. Don't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



Silver Bar-End Shifters

These are the best bar-end shifters you'll ever set a hand on. There's nothing like them, and if you think your old SunTour barcons are the bee's knees, bless you, but you're living in dreamland. Their magic is the Power Ratchet inside, which we tell you all about on page 54. The shifting is smooth, light, simple, fast, and precise. Indexing, in comparison, seems raucous and archaic. They work with any derailleur, and freewheel, cassette, chain, etc., so you have the peace of mind that comes from knowing you'll never be midway between gears and powerless to do anything about it. There's a short learning curve, but don't let that scare you. Everybody learns fast with these. 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. Shifting can't get any better.

Silver Bar-End Shifters: 17-089 \$75



Silver DT Shifters

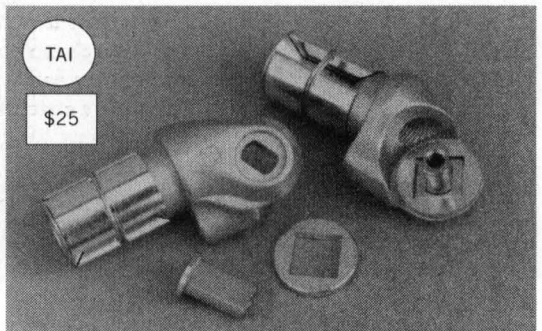
Riders who still use downtube shifters wouldn't think of using anything else. They're light, out of the way, accessible enough, and they clean up the handlebar area, making bar-stem-tape-brake lever switches quick and easy. Plus, they don't tempt you to shift too much. These are the best downtube shifters ever made. At only \$38 per pair, they're the biggest bargain in the county. If you try and can't handle downtube shifting, convert these to bar-ends with the pods below.

Silver DT Shifters: 17-101 \$38

Silver Pods!

These allow you to mount most downtube shifters as bar-end shifters. 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



Friction Shifting in an Indexing World

Why do it at all, and the Best Way to Learn How

Why

Friction shifting works with every derailleur, freewheel, cassette, and chain made. You can mix and not even match parts from different companies and different decades. It's liberating.

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

Our survival as a company doesn't depend on our ability to persuade riders to shift in friction. But friction has a lot to offer, and is easy, so you ought to give it a try.

Don't you doubt your ability to shift without indexing. Riders did it for most of a century, with much worse derailleurs than we have now. My ten-year-old does it flawlessly, since she was eight. That's her there in the photo.

The Best Way To Learn

1. Find an open area and pedal in a medium gear. Any 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. Don't shift out of need, because there is none. Shift as though you're trying to wear out the shifters.
3. Try to mis-shift. If you successfully mis-shift, you'll hear the chain clicking and clacking between adjacent cogs. Once you do that, either push it back the way it came, or push it more the other way, until you're perfectly in a gear. That's called "trimming."

This intentional mis-shifting routine will show you that it's a lot easier to hit the

gear than it is to miss it; and when you do miss it, it's easy to correct it. But you'll be amazed at how infrequently you'll even need to trim the shift. I can't count the number of times I've found myself toting a load with one arm and having to shift with my foot (it's easier with downtube shifters than with bar-end shifters). Even with foot-shifting, I rarely have to trim.

The 1-2-3 Way to Shift on Hills

Shift before your pedaling gets really slow. 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, well, it just depends upon your approach to life. But that's the main difference between indexing and friction.

If you're grinding slowly up a hill and

suddenly find that you need to shift:

- 1) Point your bike across the road (transverse) to lessen the slope.
- 2) Pedal hard for a stroke to get up a small bit of speed.
- 3) Pedal lightly and shift.

It requires a small amount of skill, but the skill comes quickly and stays with you the rest of your life.

Neither Campagnolo Ergo nor Shimano STI shifters have a friction mode. They both work well, and if you love 'em, great. But their lack of a friction mode limits their use with out-of-series drivetrains, and makes them vulnerable to less-than-ideal conditions. And you can't shift either with your foot!

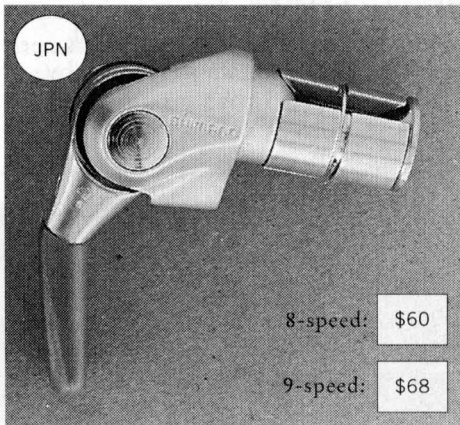


Impromptu double-shift by eight-year old Anna, who has used indexing but prefers friction...as does her big sister (and with no pressure from Dad).

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. The stops we have are made either by SunTour or Shimano.

DT Cable Stops: 17-045 \$14



Shimano Bar-Ends

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 our Silver shifters, you can just bolt them on to these and be happy. No need to buy any additional hardware. Great for touring, commuting, anything, and they also convert to thumb-shifters when you mount them onto Paul's Thumbies. Which we've got, of course.

8-speed: 17-098 \$60 9-speed: 17-049 \$68

There's No Need to Shift like a Fiend

Modern shifters are built right into the brake levers, and are sold on their convenience. Folks who like them often say, "Now I shift so much more often!" Well, people sitting on couches and holding remote controls change channels more often, too. Often-ness isn't the goal. Convenience can take over, it can be distracting, and it can make you lazy. Absolutely, you should shift as often as you like and whenever it feels right, but there is satisfaction in grunting just a little to crest a hill, and there's refreshment to be found in pedaling both slower and faster than the textbook optimal range of 95 to 100 rpms.

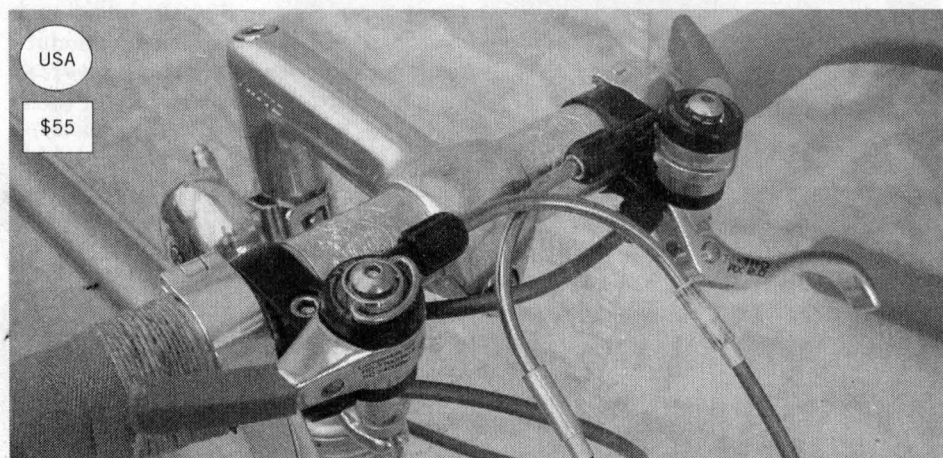
For a lonely rider on a homely road, there's a case to be made for grunting five-percent harder or spinning four-percent faster to get past the harder or easier part. It's a more natural way to ride. Today's interest in single-speed riding is a backlash against more gears and ever-increasing pressure to shift at the slightest provocation. These riders find it liberating to not even have the option to shift. If you need a role model, there's Lon Haldeman. Lon has won RAAM a few times and continues to ride 15,000 miles or so a year by himself and with his PacTour groups, and rides a derailleurless bike with a single chainring and three cogs in back. He rides it everywhere, over all terrain. And there are thousands of others out there who, like Lon, have figured out that constant shifting isn't all it's cracked up to be. Bar-end shifters are plenty convenient, but just not too.



Cheap Good Thumb Shifters

The only thumb shifters still made are super cheap ones from SunRace or Falcon (as available, both from Taiwan). That's not such a bad deal, though, because yep they're cheap, but they're also reliable, durable, inexpensive, and they work great. No indexing, just friction, which is how we like them, anyway. Sold by the pair, as with all our shifters.

Cheap Thumb Shifters: 17-097 \$12



Paul's Thumbies

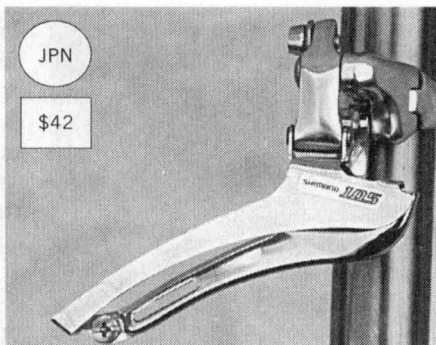
These aren't shifters, they're shifter holders. You can barely see them under the mounts there. That's what you get. We show them with addition noodles, but they don't come with them and aren't improved by them. Just the mounts is all you get, seriously. They hold Shimano bar-end shifters in the thumbshifter position, so you can still shift and index and all that with Shimano thumbshifters, even though Shimano stopped making them. It's a clever idea, a smart idea, a thoughtful one, and the world's a better place for these. They'll also work with Silver downtube shifters.

Stock, right from the box, you can mount them on Albatross bars or any mountain bike bar. But Mark here has a fine time mounting them onto center sections of drop bars, and that's a fantastic way to go, too. If you use a handlebar bag and a computer and Otherwise have already taken up much of the available space near the stem, better put your shifters elsewhere. Otherwise, these are great. It's hard to ride them and not want them. Good idea, Paul.

Paul's Thumbies: 15-126 \$55 Road: 17-124 \$55 Mtb: 17-128 \$55

Two kinds of Shimano front derailleurs

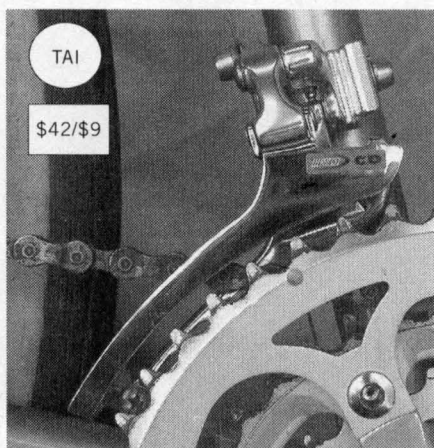
It's hard to design a front derailleur that doesn't work well, and when you have a team of crackerjack Japanese engineers working on ever-better ones, as Shimano does, the results are pretty hard to whine about. Shimano makes more expensive models, but none that look or work any better than these. They're bargains, and good-looking enough to put on any bike. If you don't want the 105 sticker there, peel it off. The photo is the double model, but we have the triple, too. The double is rated to 14t difference between chainrings, but it actually works fine up to about 20t. Designed for 50 to 55t big chainrings, but they work great on 46s and 48s, too. Even though the design isn't optimized for those good small ones. Shimano 105 double: 17-083 Shimano 105 triple: 17-082 They're each \$42



IRD Compact front derailleur & clamp

One notable omission in Shimano's quintuple-vast menu is a front derailleur designed specifically for what is generally referred to as "compact doubles"—chainring combinations like 50x34, or 48x36, or 46x34. In real life, a normal Shimano double works fine, but this one here has to work better on our preferred 48t & 46t rings, because the radius of the cage follows the radius of the chainrings more closely, and that's supposed to count. You might not be able to tell the difference, but such efforts and good design should be rewarded, and we're happy to offer this model. If your frame smartly has no front derailleur braze-on, you need the clamp. Having to use the clamp is no big deal. It sets up easily, works fine...

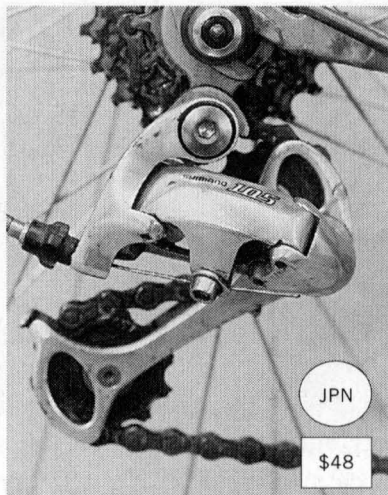
IRD compact front der: 17-122 \$40 28.6mm clamp: 17-121 \$9



A Case For The Clamp-On Front Derailleur

The clamp-on style makes it easy to raise and lower your derailleur on the seat tube. This isn't something you have to do a lot, but if you've been pedaling around with a 53-tooth chain ring and finally decide you'd rather have a 46t or 48t big ring, a clamp-on style makes the change easy; and if you have a braze-on front derailleur, you won't be able to lower it enough to accommodate the new and smaller chain ring. You may have a \$3,000 frame on a \$5,000 bike, and you can't even ride the gearing you want to ride. That's not tragic, just pitiful.

Before you get any new frame, think about this: Having a front derailleur braze-on offers no functional benefit, and limits your choice of chain rings. If you're getting a custom bike made, and you insist on a front-derailleur braze-on, then make sure the builder puts it in the right spot for the chain rings you're most likely to ride. Good luck.

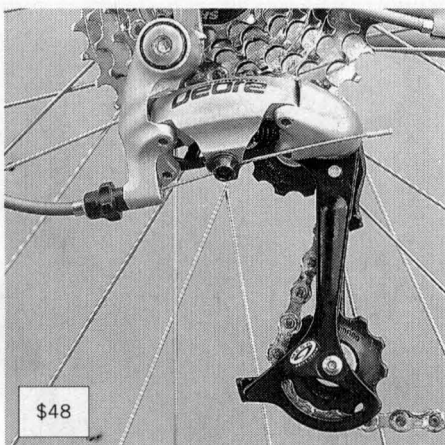


Shimano 105 Triple

For three chainrings and up to 28 teeth 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 top value in a road rear derailleur today. Beautifully styled, shiny and silver, and it shifts predictably and perfectly all the time. Prices went way up this year, but it's still worth it. If our price goes down, yours will too. It could happen.

Shimano 105 R. Triple: 17-059 \$48

Super long der. cable, each: 17-090 \$4 each



Shimano Deore

For rear cogs to 34 teeth, you won't find a better shifter than this one. Fancier and more expensive, yes, but not better. It's a strange champagne-y color and has a black cage. This is the model we put on most Rivendell All-Rounders and all Atlantis bikes. As with the 105, our price is as low as we can go, but you might beat it at one of the cheap places.

Shimano Deore: 17-088 \$48

Super long der. cable: 17-090 \$4 each

Pricing Rear Derailleurs

Savvy penny-pinchers can find the two rear derailleurs on this page for a lot less from Nashbar and Excel Sports, to name two. I don't know how they get them so cheap. We can't buy them any cheaper than we do, and nobody's screwing us with the price. They may have henchmen or something else going on, I don't know. But it presents us with a dilemma, anyway. Do we match prices and lose money, or not even carry this or that derailleur because somebody else can sell it so much cheaper? I don't think there's an incredibly good answer to that question, but ultimately we've opted to stock them and take a non-sustainable profit on them (mark them up less than we need to keep the business going), because the idea of not carrying something because somebody else carries it is more distasteful than losing money on it.

We hope this doesn't continue. Your local bike shop, by the way, faces the same thing we do. We buy certain parts, like rear derailleurs, from the same sources and at the same prices. We want your business, your local bike shop wants your business, and the guys who can sell these cheaper than dirt also want your business. Whatchagonna do?

Is Backwards Shifting Better? Yep, but Just Slightly.

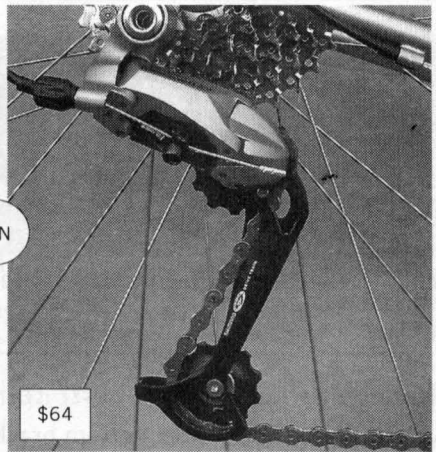
The derailleurs at the bottom of this page look normal, but works oppositely—the pulleys are relaxed when they're below the large cog, not the small one. Shimano calls this "Rapid Rise." We'll abbreviate that as RR. Shimano says RR is more logical, easier, more intuitive. They're right.

Especially with bar-end or down-tube shifters. In both cases, you push the left and right shifters forward to get an easier gear, and pull them back to get harder gears. It just makes so much sense.

Many of you have learned the other way, and have no problem with it. You have little to gain by changing, but less to lose by it than you think. The first week or so you will mis-shift plenty, but your head doesn't blow up when that happens, and the feedback is so immediate that you correct it right away without missing a stroke. It took me about a month of increasingly rare and always inconsequential mis-shifts before I reached the point where I hardly ever mis-shifted, and now I prefer it. If you're up for a new experience, try one. You don't often get an opportunity for such a restart on something that's become so familiar. Rapid Rise derailleurs won't take over, but they make more sense. —Grant



XT Short cage RapidRise: 17-117 \$80



LX Long cage RapidRise: 17-119 \$64

Which One to Get (all about Chain Wrap)

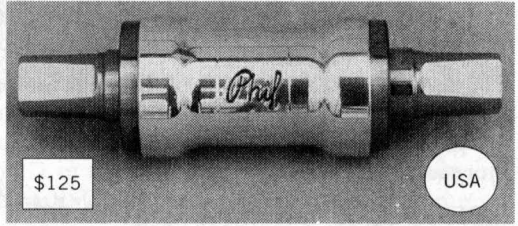
Both models shift up to 34t, work great, look fine. The short-cage XT won't "wrap" as much chain, so if you ride in the small front ring (say, a 24t) and a tiny rear cog (less than 18t or so), the chain will be slack. It's not the kind of thing that'll jack you off the bike, but it might make you lose composure and crash. If you can limit your small chainring use to the four largest rear cogs in the cassette, it's fine—and you get more ground clearance.

To figure out which to get: Subtract the number of teeth in your small chainring from your big front ring. That's X. Then subtract the smallest rear cog that you'll use with the small ring from the largest rear cog. That's Y. If $X+Y=33$ or less, you can get the XT shorty. If it's more than 33t but less than 46t, get the LX longy. Example: Crank has 48x36x26 rings. Rear cogs are 11x32. Okay now: $48-26=22$. And $32-11=21$. Since $22+21=43t$, go with the XT. BUT if you can limit your 26t chainring to a 21 or bigger cog, then $32-21=11$, and $22+11=33$ —presto, you can ride the shorty.

Phil Wood BB

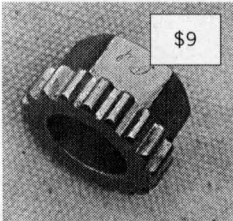
This model has the benefit of about 27 years of evolution and refinement. It is machined from 17-4 stainless, a better and more expensive material than most others use, and once installed into a frame, you'll likely get 25,000 miles on it. When it needs servicing, send it back to Phil, and they'll do 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.

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

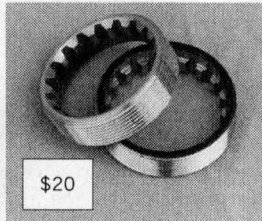


Install It the Easy Way

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.



Phil tool: 19-035 \$9



British: 12-053 \$20
Italian: 12-054 \$20

Phil Tool & Rings

These screw into your frame and hold the Phil bottom bracket in place. We list British only, for American and Japanese and most non-Italian frames, but usually have Italian ones in stock (call).

Shimano or Tange BB

An excellent, trouble-free bottom bracket and a great value. It installs easily, is sealed, and you'll likely get 15,000 miles out of it. We can't say they'll work for sure with a crank you have...but if it's a Japanese crank with a square taper and the current spindle seems about the same length as the ones here, it's a good bet. We can say for sure that they work great with the Sugino XD-2. Sizing:



Road bikes with two chainrings and no bowed-out chainstays: 107mm

Road bikes with three chainrings and no bowed-out chainstays: 110mm

Any bike with bowed-out, but not ultra bowed-out chainstays: 113mm

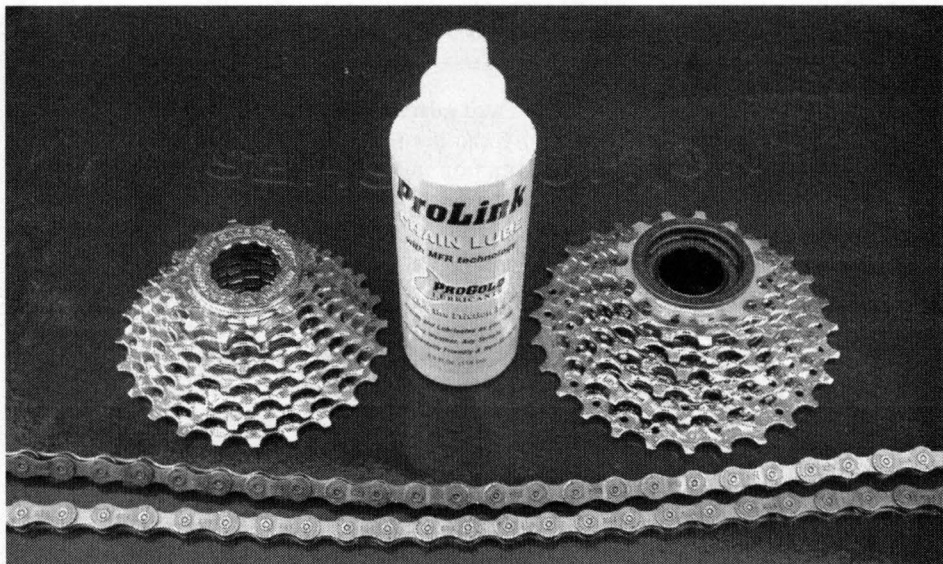
107: 12-191 110: 12-192 113: 12-254 \$40



BB Tool for Shimano

This tool here fits into the recessed splines of the UN-72 and UN-52 and other Shimano bottom brackets so you can install, tighten, or remove it. You can use a big adjustable wrench on it, or ratcheting socket wrench.

BB Tool for Shimano: 19-055 \$10



Cassettes, Freewheels, Chains, Lube

These are the down & dirty parts of a bike, and there's no use lusting after them or going to Great Lengths to acquire The Perfect One. For non-competitive riding, just decide between freewheel and cassette, then pick a gear range you can live with, and then get a chain you like the looks of and can afford. Our selection here is small, but it makes choosing easy, so you can get on to other matters. When possible, we have Shimano chains in either silver or silver/black combos. Cassettes are Shimano-compatible, but not always Shimano. They're always good, reputable, respectable, and that's why we offer them.

As for chain lubes, there's no need to use anything besides ProLink. It treats the metal to resist wear, it lubricates, it doesn't get all black, and it's cheap. The best we've used.

8sp cassettes 12x24: 13-048 11x28: 13-049 11x32: 13-041 \$30

9sp12x27: 13-064 \$55

Chains 7/8sp: 13-047 \$15 9sp: 13-031 \$21

ProLink chain lube: 13-051 \$6

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

...you can grab a fingerfull of chain from the chain ring, 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.

In Search of a Chain Degreaser that Actually Works

If you know of one, tell us. We've tried everything and are amazed at how lousy they all are. New chains come with thick goop on them, and it's good lubrication, but it would be nice to be able to start with a bare metal chain, then put whatever lube you wanted on it. Ultrasonic cleansing tanks seem like sic'ing a pit bull on a mosquito. Is there a degreaser that truly works? We're open, but skeptical.

Crank Design and Gearing

People who talk too much about gears and gearing get made fun of, so at the risk of sounding overly dogmatic for not fully explaining everything that follows, I'm just going to shoot for short nuggets you can pop in and swallow or spit out, as you like. This doesn't apply to racers or fast club riders, but it works for most others.

1. Instead of 53t/52t big rings and 42t/39t inner rings, try something like 48t/46t big rings and 36t/34t inners. A gear over about 95-inches is useful only on flat roads with tailwinds or slight downhill. A low gear of 18 to 22 inches covers most needs.

2. With a big ring of 48t or 46t, a middle of 36t or 34t, and a small of 26t or 24t, you're all set for life, chainring-wise. The small big ring reduces all the adjacent gears, so you'll find it much more usable before you have to shift down to the middle ring. Likewise the smaller 36t or 34t middle ring is way more usable than the far more common 42t or 39t middle or inner rings, for the same reason—they give a lower gear with any of the rear cogs, so you stay in them longer before shifting to the granny gear.

3. A 30t or bigger inner ring on a triple is a shame. They should be embarrassed.

4. Now that Shimano and ISIS have splined bottom brackets that mate with splined cranks, the media has started to refer to square-taper cranks as being obsolete or old-fashioned and inferior. While it is true that a larger-diameter hollow spindle can weigh less and flex less, the weight savings isn't more than an ounce or three, and a good square taper bb is plenty stiff. People like to believe that they can buy speed with stiffness, and it doesn't work like that.

We still much prefer square-taper cranks and bottom brackets, because they let you adjust the chainline (outboard position of the chainrings relative to the bottom bracket). With a splined system, there is no adjusting that. If you buy their crank and their bottom bracket, there's no need to, but as far as we know, nobody who makes a splined bb also makes a crank with the gearing (see above) that we like. Buying a splined crank and bb to save a couple of ounces, only to gain some of that weight back in larger chainrings, and added stiffness doesn't make sense.

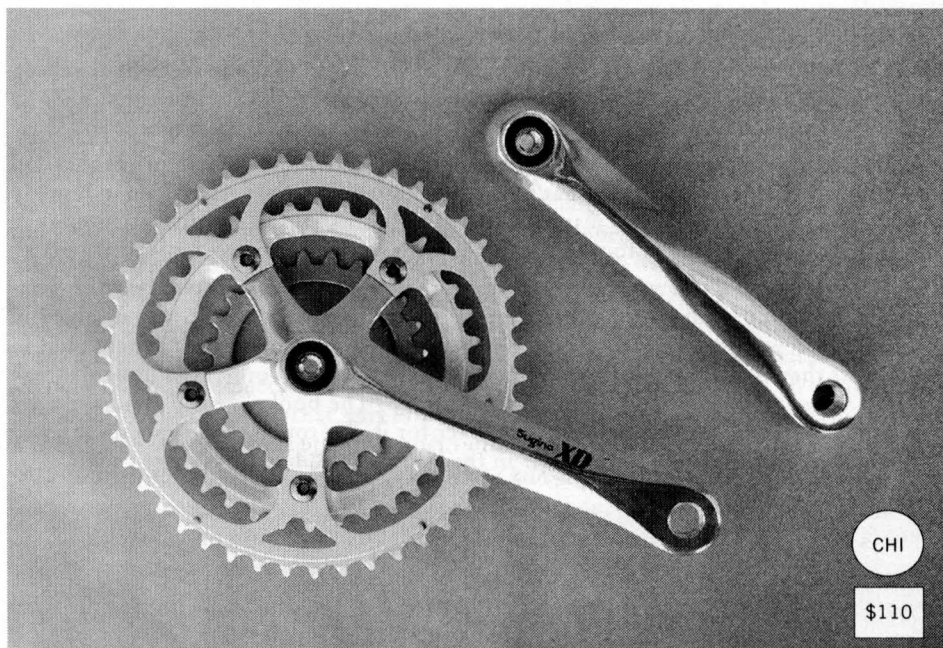
5. Silver cranks with polished or anodized finishes seem to be harder and harder to get. It's cheaper to make a black crank, because it means less preparation before the finishing—you just paint it black. It covers surface flaws that don't hurt a crank, but would make it look lousy. We'll continue to offer only silver cranks as long as we can get them.

6. Campy came out with a 110mm compact double, but made one of the chainring bolts slightly different, so you can't use any other 110mm chainring on it. That's not a helpful thing. If you're looking at compact doubles, think about your chainring options, too. There is a decent chance that Shimano will introduce a 110mm double for next year (it would make sense, it wouldn't surprise anybody). I'd be shocked if Shimano pulled a similar stunt.

7. The loose ball-and-cone bottom bracket is gone for good. Although the new sealed bottom brackets are good, and are great values—the simple, fundamental design of a ball-and-cone model. Extinction is serious, in anything.

8. Off-the-shelf road bike gearing, with a 52 or 53-tooth big ring and an 11t or 12t small rear cog, gives you a high gear of 117+ inches. You get the number by dividing the number of rear teeth (like, on the cassette, the cog that your chain is on) into the number of chainring teeth, then multiplying by the nominal diameter of the wheel, in inches—27 for a 700c wheel, 26 for a 26-inch wheel, and so on. It's not the smartest way to compare gears; actually, a good case can be and has been made for how dumb it is, how fraught with faults and lousy logic and inconsistency it is.

Sheldon Brown has come up with a better way, called Gain Ratio. It's a much more logical system than anything else out there, but has the disadvantage of having been born rather late in a game where logic doesn't always count. If you want to read about Gain Ratio, go to www/sheldonbrown.com/gain.html. —GP



Sugino XD2 Triple

The best value ever in a triple crank.

This is the smartest and most versatile triple crank on the market, and is almost too smart and all-around good to even exist in these weirdo times. It's possible that Sugino wishes it could wipe it out with a new "modern-style" crank, but hasn't the resources to do that yet. So for now, everybody with a decent job should dig deep and buy at least two of them, just to encourage Sugino to keep making it.

It has about a 161mm to 165mm Q Factor (outside-to-outside width), depending on what length spindle you mount it. In the old days we'd consider that wide, but by modern standards it's smack dab medium. On road bikes with straight (normal) chain stays, mount it on a 107 to 110mm bb. If your bike has bowed-out chain stays like most mountain bikes, it'll need a 113mm. Unlike most cranks, it also comes in a 165mm arm length. At only \$110, it is a shocking deal. 110/74 bolt circle design with 46x36x24 rings.

165mm: 12-231 170mm: 12-167 175mm: 12-190 \$110

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 shortage of shorter cranks will continue. Common sense ought to win sometime!

Our Dearth-o'-Nines Pricing Strategy

Many of us here feel that nothing, but nothing, wins the "Make it seem like a cheap trinket while simultaneously insulting the customer" award like a price that ends in \$0.99. The higher the price and the more 9s there are in the price, the worse it is.

No doubt studies have shown it to be effective—probably more so than prices that end in \$0.95, which to us are just a gnat's hair more tolerable—but who does it actually fool? Fools, is who! Non-fools just round up, and fools should be protected, not taken advantage of. We say this as fools and former fools, speaking for all fools, if we may.

We're even careful about whole-dollar prices that end in 9, and in ten years of catalogues, I think only one of them has slipped in, and it was a mistake, and changed in the next catalogue. Prices that end in \$0.50—we have no problem with them, and in some cases they'd make a lot of sense, but we're trying to keep our "even dollar" streak alive, so we sometimes round down, sometimes up. The books we sell almost always end in \$0.95, and we don't berate the publisher for it. We round those up a nickel, and that may make us the high-price leader in the book world, but what's five cents?

Our Guarantee

We won't sell it to you unless we know from personal experience that it's good. We don't exaggerate any claims. Every now and then, except in Nitto's case, a flawed something slips through from an otherwise reliable maker. Truly defective merchandise is rare, and defects that show up after extended use generally aren't defects...however, if after extended use, you find yourself dissatisfied with something, tell us why and we'll do our best to make it right. Over the years we've come upon some serious abusers and folks whose social life seems centered around returning merchandise, which forces us to say: We reserve the right to not sell to you, if we suspect we're just playing catch. But for the rest of you, we want you to be happy, and will do all we can to make sure that happens. You may return any item within 30 days of purchase for a refund, exchange, or credit, as you wish. After 60 days the refund's out, but you can still exchange it or get credit. You pay the postage.

What are We Missing?

You know the kinds of things we like, and our customers like. Can you think of something we ought to carry? It should be currently made and readily available, not a local feller's sideline hobby when he gets around to feeling like making one or two. We're most interested if it does something, no matter how unimportant that thing might be, better than anything else on earth. And we need good delivery. Let us know. Thanks.

This, Mi Amigo, is a \$10 Coupon

It is actually worth \$10 on any order over \$10 between now and December 31, 2005. You must cut this out and mail it in. No phone use, no faxes. It has to be this actual piece of paper. Thank you. Members or non-members, this time it doesn't matter. Print clearly.

Name _____

Address _____

City _____ State _____ Zip _____

Telephone _____ Email _____

Send it in with the order form, also in this catalogue. The order form can be a copy.

Tips for Happy Riding

Learn right away that the front brake is the most effective one, and to never lock the front wheel in dirt. Learn 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 10, 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 bring-along 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," but if it's a woman and you aren't, don't assume she wants to chit-chat. If you're a woman and it's a guy, you can chit-chat all you like. If you see another rider approaching you from the rear, trying to catch you, let it happen. Fun is more important than fast. 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 seersucker shirts for hot weather riding, and long-sleeved ones are best. Don't underestimate fig 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..." If you see a stocky woman rider, don't suggest she race track. Have at least one bike you feel comfortable riding in a down-pour. 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 with faster descenders if you're not comfortable descending. 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. Wear out something. 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.



Going Clipless (Rivendell Style)

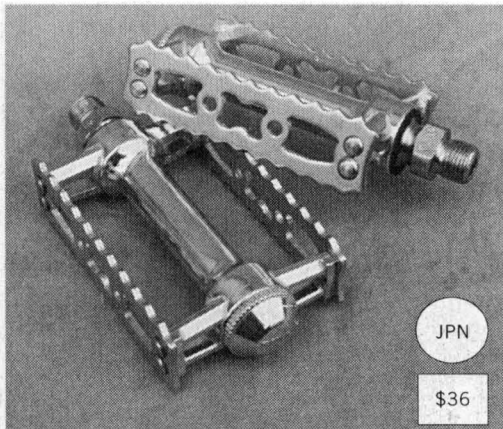
Most of the time, having your foot attached to the pedal is no real benefit. It's said to be more efficient, and all I can say to that is: Maybe a little, but so what? Certainly, if pedaling connected made a difference of five minutes per hour of riding, then for certain types of riding (including long 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. This goes against all intuition and what you've been raised to believe, but just try it yourself. Most riders have tried "step-on" pedals only on the bike they had before they "got serious." They have cheap-slow-heavy associations with that kind of pedal, but have never tried it on a good bike... Their switch to click-in pedals coincides with a more rigorous riding schedule, and they attribute their newfound speed and efficiency to the pedals, not the riding itself.

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. Also, riding unconnected means you can't as easily hop over dead animals and potholes. That's a semi-biggie, but even when I throw that into the mix, I still prefer No Connection.

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,"—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.

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. —GP



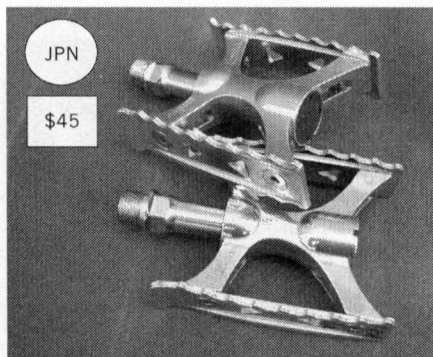
JPN

\$36

MKS Touring

Our most versatile pedal, and most popular one, too. 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.

MKS Touring: 14-020 \$36



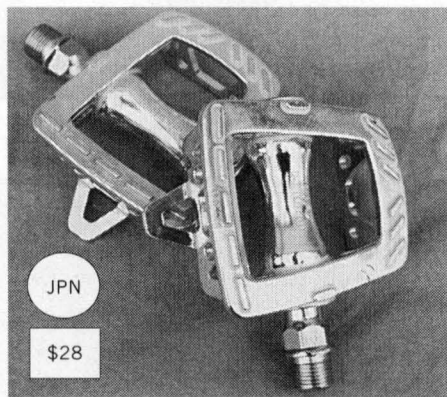
JPN

\$45

MKS Fancy Touring

Like the pedals above, but at 308g per pair, lighter by 72g; and with a shorter cage for better cornering clearance. We had MKS do that just for us. So if you pedal around corners or tend to be careless, get this one instead. Also made by MKS, with the custom shorter cage (for more ground clearance). Not compatible with Power Grips, but great pedals, anyway.

MKS Fancy Touring: 14-048 \$45



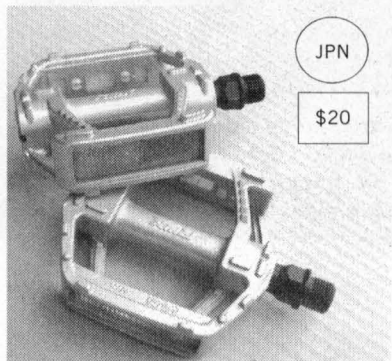
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\$28

MKS Platform

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 rear cage and the big flipper tab make them a cinch to flip into. At \$28/pair, a write-home-to-mom-about deal.

MKS Platform: 14-030 \$28



JPN

\$20

MKS Sneaker Pedals

All of our pedals are inexpensive and good—try them and see what you like best, or ride a variety. These made the cut because they're extra supportive and good with sneakers; AND they have built-in reflectors, so even if you forget your lights or ankle bands, you're still visible and identifiable as a rider. Most of us here have them on at least one bike. What a bargain—only \$20. That's nothing! You will absolutely like them. And cheap!

MKS Sneaker Pedals: 14-047 \$20

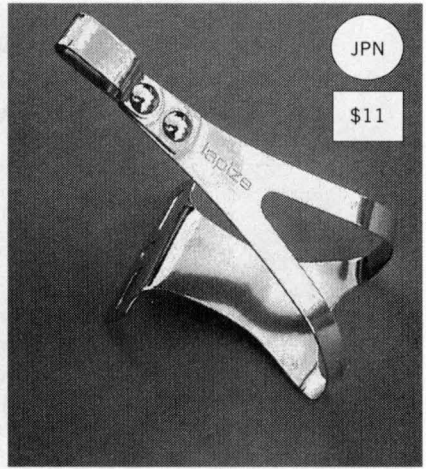
Steel Toe Clips

Christophe of France finally quit making chromed steel toe clips, and then ALE of Italy thought, "Hey, maybe Christophe is onto something" and followed suit. The trend hasn't made it to the East yet, so we're still able to source these from MKS of Japan. I expect they'll quit making them within 5 years; it's just the way things go.

Bend the upper part to fit your instep, and you're all set for toe clips for the next 20 years or so. They won't break.

S: 14-015 M: 14-014 L: 14-013

XL: 14-016 \$11



ALE Toe Straps

Plain, non-laminated full-grain leather with buckle pad, to increase comfort just slightly if you have them cinched too tight; and to add classy looks and protect shoes.

We used to sell both plain and laminated straps, but laminated straps are mainly for track competition (the laminate decreases stretch, so you don't pull out of the pedal at the start of your kilo)—and modern-day track riders who still use toe straps will now have to fend for themselves. The plain ones work fine for all practical toe-strap uses, so that's what we got. Assorted colors, but mostly Blue, Red, Yellow. Grab bag.

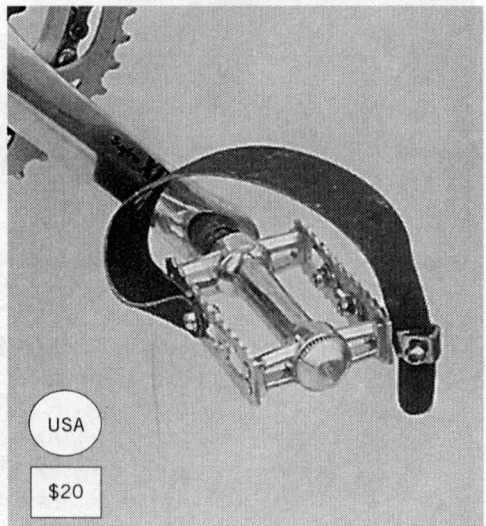
ALE Toe Straps: 14-044 \$13



Power Grips

Originally marketed for people who were afraid of toe clips, they naturally repelled, and continue to repel, experienced gear snobs. But they are a joy to use. They keep your foot on the pedal at all times, and make quick exits and re-entries a breeze. For most of the riding we do, they're just great. They let you ride in any shoe you like, and still allow 90 percent of the freedom of nothing at all. We mount them inside out, to hide the logo. But everybody knows it's a Power Grip, because nobody makes anything else like it at all. Black.

Power Grips: 14-046 \$20



Brake Design and Brake Issues and the Future

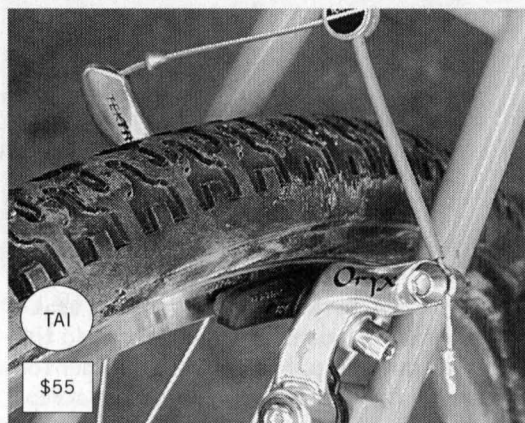
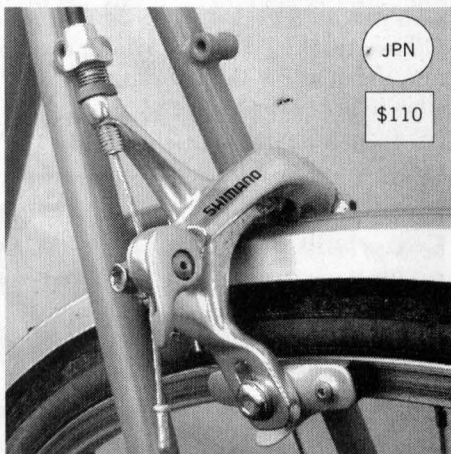
The Dia-Compe Mod.750 centerpull brake shown below has the highest function-to-respect ratio of any brake in this catalogue, and likely any brake made today. Centerpulls are so out of fashion, and have been so out of fashion for so long, that old riders associate them early with the first bad bike they ever had; and new riders don't know what to think about them. There are good reasons to like them...

They're easy to set up. They provide lots of tire clearance. The arches are shaped to accept fenders. They work well. The action is a little heavier than the faerie-weight action of a Shimano brake, but I put them on my bike and forget they're there; they just work. The brake shoes that come with these are not great, so get some Mathausers or Kool Stop salmons, or some other better shoe. The reach is an issue. These have a minimum reach of 62mm and a maximum reach of 78mm, so you can't just retrofit your modern road bike with them, because they won't meet the rim. These brakes are ideal for bikes designed for mid-to-large sized road bikes with fenders (that smart thinking went into lots of the old cheap bikes), and we make a tourish frame called the Saluki that these work great on. It would be neat if other brake makers would see the good points of centerpulls and remake them in a variety of reaches, but most modern parts makers are too image-conscious to risk that. —Grant

Shimano Ultegra 57mm Reach Sidepulls

These go on most Rivendell road frames, and as sidepulls go, they're unmatched. Note that these are the longer of Shimano's two different reaches in this style. They won't fit on typical modern racy road frames, but they'll go right on any road bike built for brake reach between 47mm and 57mm. These work best with sprung (like Shimano) levers. Minimum reach, 47mm; maximum, 57mm.

Ultegra Std Reach Sidepulls: 15-094 \$110



Tektro Oryx Cantilevers

Tektro is a Taiwan company that makes pretty good-to-excellent brakes, and this is the canti model we like. It's a simple design and seems good and powerful, and the brake shoes, heavens, are so, so easy to set up and adjust because they use a ball-and-socket arrangement. The way most V-brakes are.

These are cold-forged and decently finished, and work well with every brake lever we offer.

Tektro Oryx Cantilevers: 15-098 \$55

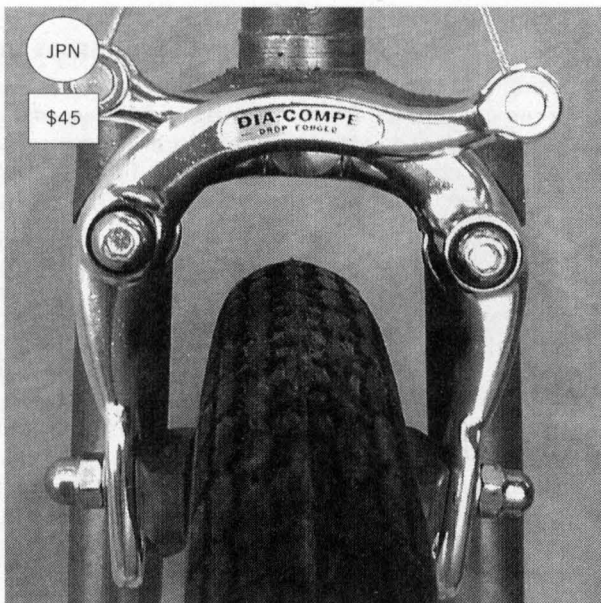
Dia-Comp 62-78 reach Mod. 750 Centerpulls

If you've been riding bikes forever, you still haven't seen these new in at least 25 years; but these are new, made just last year. And, if you're newer than that to bikes, you may never have seen or noticed them.

Well...they're back and we like them. We won't sell many of them—that would require an all-out campaign, and we haven't the time. But they beat sidepulls in clearance, they stop you just fine, and they have symmetry that

not only looks good, but works great. The minimum reach is 63mm, so they won't fit on most bikes, but if you have an older road bike with lots of clearance OR are thinking about a Saluki, these are an excellent choice. Don't just dive into them; know they're right for your bike, first. Front allen, rear nutted (with allen filler for the bridge).

Dia-Compe Mod. 750 centerpulls: 15-111 \$45



Paul's 55-70 reach Centerpulls

Paul Price of Chico, California is a rider-machinist who makes fine and expensive bike parts, and he's really come through with this set of centerpull brakes. They're designed for tires between 32mm and 44mm wide, and have ideal clearances and details. Each arm adjusts independently, which itself is no great shakes, but the neat thing is, you can tailor the spring tension light or stiff, as you like.

He based his design on the Dia-Compe above, which is a great place to start, because that's one great brake. But then he made minor changes here and there to optimize everything, and the result is one hellatiously fantastic brake. It's not cheap, but neither is dinner for two and a movie afterwards. If you can handle the initial sticker shock and accept that super fine American-made goods are worth ponying up for, you'll be delighted with these. Make sure your bike has the right clearances for them. They're good for the Saluki and Glorius/Wilbury bikes of ours. Priced per set. Usually you see these priced per wheel, but you need two, so...

Paul's 55-70 reach centerpull brakes: 17-126 \$245

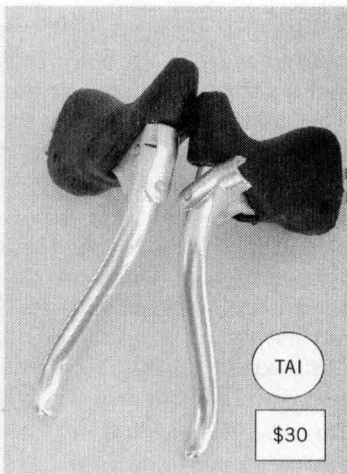


Dia-Compe 204Q

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 five mm 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!

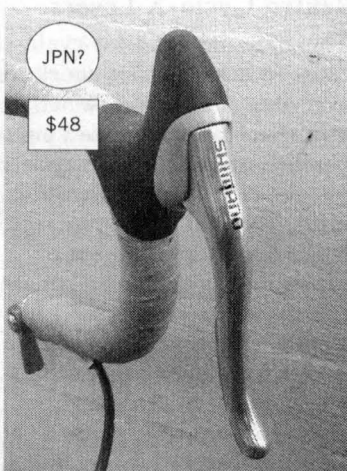
Dia-Compe 204Q: 15-101 \$30



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 nice aero brake levers that you'll love the instant you put your hands on them, get these.

Shimano Tiagra Lever: 15-091 \$48



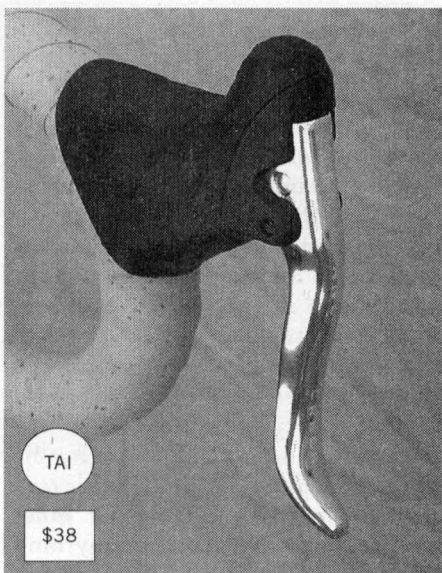
Cane Creek Chubby Lever

These are wider across the lever body than Shimanos are (they're like Campy Ergo levers in that way), and many riders try them, get used to them, and then prefer them. If that were all they offered, we wouldn't offer them, but it's not.

One really nice feature is a quick-release built into the lever body. This lets you open up the brake calipers more, to let out a fattish tire mounted on a skinnyish rim. It's not a make-or-break feature, but it's a thoughtful and convenient, if not convivial one. This lever is also available in a short-reach version for wee folk.

Cane Creek Normal Lever: 15-123 \$38

Cane Creek Compact Lever: 15-122 \$38



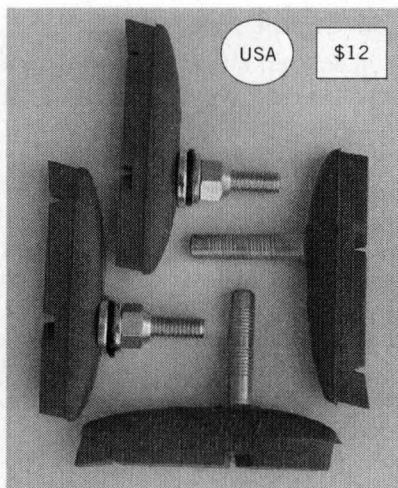
Kool Stop Salmon Shoes

They're close to the color of salmon flesh, and it's the best brake compound of all time. The shoes are curved to fit the rim, and the hardware makes it relatively easy to toe them in properly to avoid squeaks.

Some cantilever brakes require the threaded ones, and some sidepulls require the post-style. No, wait. That's not right. Yes, about some cantilevers needing the threaded kind, but hardly any; and the post kind is for cantilevers probably exclusively. Sold by the pair, good for one wheel.

Threaded, for road brakes: 15-119 \$12

Posted, for most cantilevers: 15-061 \$12

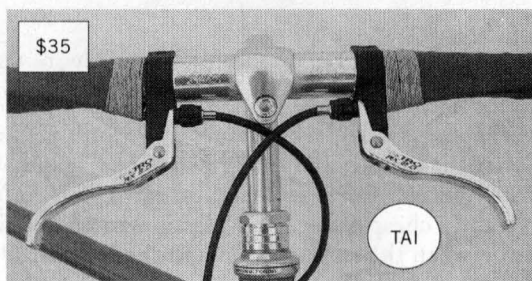


Tektro Cyclo-X Levers

These are designed for cyclo-cross racers, and they work for everyday riding, too. Whether you want to complicate your handlebars is another matter... but the fact is, these are quite nifty. You still have your regular brake levers, and one set of cables, but both your normals

and these "interrupters" work the brakes. It's hard to explain, but in real life it's simple, so if you're nervous, don't be. This isn't the dream set-up if you ride with a handlebar bag, but not all bikes wear bar bags, and if you've got one that doesn't, and you ride it either in town or off-road a lot, and/or your handlebar is too low anyway, then these are just the ticket. A hinged clamp makes them go on easy. Instructions included, too.

Tektro Cyclo-Cross Levers: 15-109 \$35



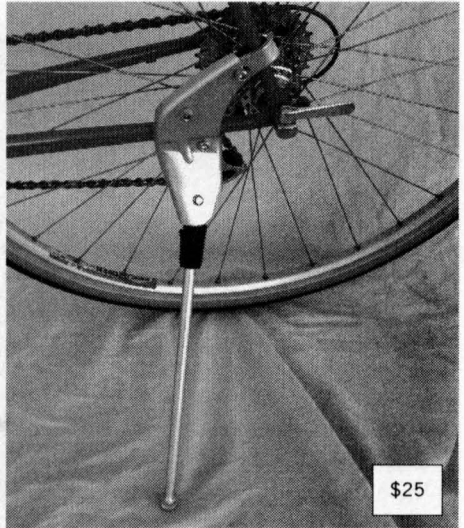
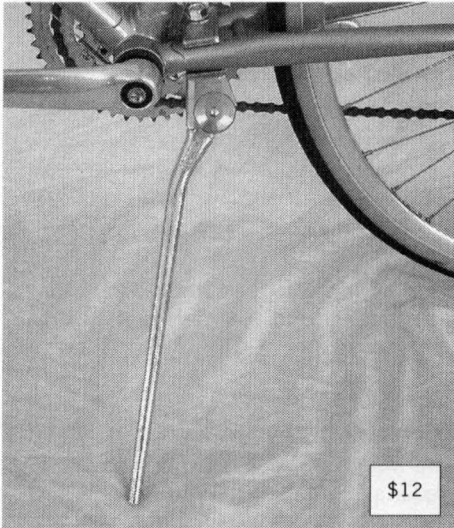
Dia-Compe SS-5

(for canti, centerpull, sidepull)

These are the best mountain levers we've seen, used, tried, or heard of. Made in Japan years ago, but new-in-the-box, and this is the last of them. Superlight, beautiful in all the details, cold-forged for strength, designed for cantilever or sidepull brakes (not V-brakes). These are as good as this type of lever gets, and once our supply is gone, see you later. Will you ever have a need for this type of lever? Then get these now or something worse for more loot later. This is our preferred lever for the Albatross and Dove bar. Blue anodized only. No cables or anything like that, but they come packed well in a nice box.

Blue SS-5: 15-112 \$45





Two Fine Kickstands

The Greenfield on the left has been made in America for 25+ years with no perceptible changes, because it works. If you've spent any time at all around bikes, you've seen a Greenfield kickstand or five hundred. This model is the center-mount (normal) one, and it mounts onto the chainstays behind the bottom bracket. Tip: Tape the tubes first, and don't play Charles Atlas when you clamp it on. Not Lou Ferregno, either. Die-cast aluminum, 9.9oz.

The Minoura, a rear-mount kickstand, clamps onto the rear stays of most bikes. Tape the tubes first. This style is more stable but also less stealth-like (sneakers be warned!). It works great, and is out first choice for light-tubed frames, but don't let that scare you off of the Greenfield. They're both good.

Greenfield center-mount: 20-104 Minoura rear mount: 20-107

Kickstands Aren't Lousy Things!

Most bike aficionados go their whole adult life kickstandless, and yet some people can't imagine riding a bike without one. A kickstand doesn't weigh that much—about 10oz. In the sane world, that's light.

It's easy enough to lean the tricks of secure bike leaning so you don't need a kickstand, but there are times when having one is a huge help. Loading a bike with camping gear is easier when the bike is partially supported by a kickstand. Parking the bike at rest stops on organized ride is another time, because often all the good spots are taken. For commuting, it's nice, if not essential, to not have to lean the bike against the store's window; and if you bring your bike into the office, a kickstand is the polite way to park it, too.

There are center-mount kickstands that clamp onto the chain stays behind the bottom bracket, and rear-mount kickstands that mount back by the rear dropouts, onto the seat stays and chain stays. They both have their pluses and minuses, but they both work fine. If no matter what, you refuse to use a kickstand but you still want a stable way to keep your bike upright, put a thick rubber band around the front wheel's valve stem, then around the down tube, then back onto the valve stem, hooking over it in the opposite direction from the first loop. This stabilizes the front wheel, which makes the bike less likely to roll and flop.

Finding your Right Saddle Height (SH) from your Pubic Bone Height (PBH); and then once you've done that, figuring out your Right Fame Size.

There are lots of ways and systems and approaches to figuring out the best size for you, and then setting it up (with stem height, extension, saddle height and fore-aft position, and so on). There's the LeMond Way, the Guimard Way, the Fit Kit Way, the Size Cycle Way, the Local Guru Way, the Ask a Fast Guy Way, the Chat Room Way, the Way You've Always Done It Way.

Certain funny bike styles may require a different way. But for normal bikes, the way we do it works well all the time, and it's simple, and you can do it with a friend using things you have laying around the house.

$$\text{SH} = \text{PBH} \text{ minus } 10 \text{ to } 10.5\text{cm}$$

But: Thick-soled shoes and Look pedals require a higher saddle.

What to look for when it's right: A slight bend in your knee when your pedal's at the bottom of the stroke and your foot is horizontal. No rocking side-to-side when you pedal.

Think about This when Picking a Frame Size

1. You should be able to straddle the top tube with an inch or so of clearance. For trail bikes, two inches is probably better. Tall people always get more clearance than short people; it's no better or worse, it's just a fact.
2. Fashion affects what we think looks good. Up to the early '70s, "a fistful of seat post" was the rule—if you need more than that, your frame's too small. These days, "compact" style road frames and long seat posts are common, and anybody who pays attention to magazines is used to seeing two fists of post or more.
3. Get the biggest bike you can straddle with sufficient clearance. This suggestion will make modernists howl, but it makes sense, because the higher your bar is, the less stress there is on your back, neck, arms, and hands. (Generally; but one customer said his backaches went away when he lowered the bars, so maybe we don't know all we think we know.) But most of the time, higher bars help, and bigger bikes allow higher bars.
4. Flexible skinny riders can comfortably ride lower bars than can heavy and stiff riders. But higher bars won't make you heavy/stiff, and low bars won't make you flexible and skinny.
5. A bar with rise (like the Albatross), or a tall stem can compensate for a frame that's a bit small.
6. For riders over 6'3", PBH minus 27 to 29 is a ballpark frame size. For riders between 5'11" and 6'3", PBH minus 26 to 27. Between 5'8" and 5'11", PBH minus 25 to 26. Up to 5'8", PBH minus 24 to 25. Use a metal metric tape.

Handlebar Height for Different Terrain

When you climb, the front end of your bike is elevated, so low bars feel higher. And, when you climb off the saddle, your reach to the bars is decreased. So for climbing hills, lower handlebars aren't so bad. BUT: For flat riding and descents, higher bars are much better. So what do you do if you ride up and down and level? Set up your bars for flat riding and descending. It'll still feel fine for most climbs, but on a super steep one when you're leaning way forward and barely turning over the pedals, the normal hands-on-hoods climbing position may put the bars too close to you. That's not a problem, though—just climb on the drops.

Learn Your Pubic Bone Height (PBH)

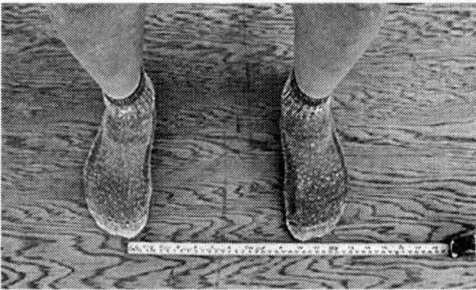
It's not the inseam on your pants, it's the distance from the ground to your pubic bone, when you're in socks or bare feet. From this you can derive your best saddle height (within 5mm or so). PBH is a key measurement we use to design a frame. It's easy to measure, and if you're reading this catalogue, it's a good indication that you're deep enough into bikes that you ought to know yours. Here's how to do it.

You will need:

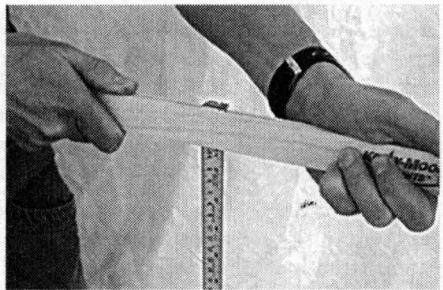
- Two paint stirring sticks, rulers, or a thin hardcover book.
- A metal tape, and you might as well make it metric.
- An honest, helpful person with good vision.

(Note: It is not necessary that this person be a friend.)

- Bare feet & a hard floor. Actually, socks are allowed, but no soft floor.



On the hard surface, stand with your feet about 10-inches apart. Plus or minus an inch.



Sandwich the tape between the stirring sticks. Then call your helper, because from this point on, you can't do it accurately by yourself.



With one hand in front and one behind, pull up **HARD** on the sticks, past the soft tissue, until you hit bone. If you're chubby, you may not make it all the way to bone, but try.



Your helper should make sure the tape is straight. Once it is, that same person reads the tape on the hard surface. That's your PBH. As long as the tape is straight, you cannot overmeasure your PBH. If you do this procedure 10 times, the highest reading will be the most accurate.

We May Have Some SPEEDBLEND Tires, Too

SpeedBlend™ tires are my invention, but they're not what you'd call a brainy one. They're so obvious that somebody should have done them fifty years ago.

Here's the idea: You put two or more colors on the tire (in the tread or on the sidewall, as available technology allows) so that when the wheel rolls, the colors blend to form another color. The speed at which they blend depends on the length of the color segments; the smaller they are, the more readily they blend at slow speeds. You can design tires that blend at 3mph or 50 mph or anywhere in between.

Despite the name, determining speed by the color blending isn't exactly the point. The point is fun, not in the thrilling, throw-back-your-head-and-cackle sense, but in the sense that it's fun to see the colors blend.

It's theoretically possible to make the color blend to any color you like. Equal-sized segments of navy, yellow, and red blend to form tan, the same color as a skinwall tire. In that case, the tire looks wild at rest and normal at speed.

Another benefit of the colored sidewalls is UV protection. Lightweight tires often suffer from long exposure to the sun, and the color here is like a sunscreen.

What I really want is for some car tire maker to think this is a good idea, and then either buy the patent from me, or license it. Either way, I get happy. But it seems that car tire makers prefer their tires to look the same as everybody else's. Still, if enough of these get out there, maybe that will change. Until then, ride them as though they're normal tires, and wave and smile at the people who wave and smile at you and say something like, "I like your rims!" even though it's the tires.

SpeedBlend tires cost a lot to make. We sell them for almost no profit because I want to get them out there where a car tire maker will see them and want to buy or license the patent from me. Check www.speedblend.com for pictures and current availability.

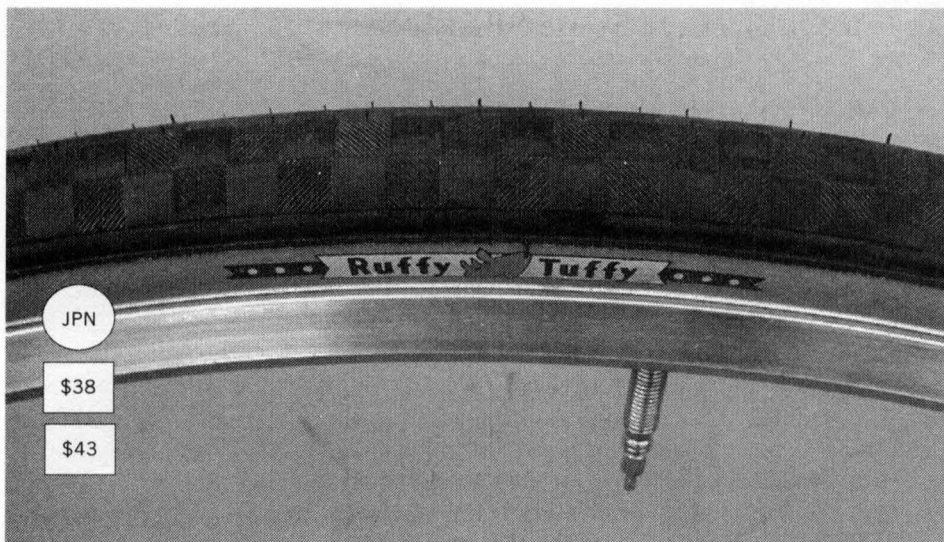
How Fatta Tire Ought You Ride?

Except for racing or pretending to race your friends and clubmates, there's no fantastic reason to ride a tire less than 27mm, no matter what you weigh. A little more air and a little softer ride gives you more comfort and traction, and protects your wheels better. The listed width, by the way, is actual width, which is usually less than the stated width.

Rider Weight	Surface	Minimum we suggest	Minimum PSI
Under 180lb.	Smooth	27mm	80
	Rough	32mm	60
	Dirt/trail	35mm	55
180 to 210	Smooth	27mm	85
	Rough	32-35mm	65
	Dirt/Trails	35mm+	65
215 to 250	Smooth	27mm	100
	Rough	35-37mm	70
	Dirt/Trails	37mm+	60

Skill and judgement have a lot to do with it. Higher pressures protect against pinch-flats better, but don't cushion the bumps as much. If you ride softer tires, you'll get more traction and comfort, but you have to avoid hitting sharp edges.

Bike riding is a skill that's best learned when there's no pressure to keep up, impress your riding partners, or prove anything to yourself. Have fun, stay alive, and don't blame anybody else for your crashes, even if it is their fault.



For Road Riding The Roll-y Pol-y (RP) & the Ruffy Tuffy (RT)

These are the roundest, best-cornering, strongest, and safest lightweight road tires we've ridden. If you don't race, you don't need and arguably shouldn't be riding on anything lighter or skinnier than these. The two models are almost identical, and we'll tell you the differences at the end. Here's how they're alike and why they're so good:

1. Width: 27mm. That's skinny enough, and can be pumped up to 120 psi, but still has enough volume to be ridden at 80psi, for more comfort on bad roads. At 290g (Roll-y Pol-y) & 320g (Ruffy Tuffy), they're light enough for any non-racing use.
2. They're extra round, due in part to a special 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. Their sidewalls are different enough in color from the black tread that you can look down from the handlebars and tell if your tire's going flat.
4. The tread is smart. It's black, because that's a good color for tires; and is checker-board, because we aren't sure whether slicks or treaded tires work best, so it has both. Basically, it functions like a slick, which is the way to go for road riding.
5. The sidewalls are super strong, for extra safety. The casing itself is nylon threads, as usual, but it is reinforced (invisibly, inside) with a super tough taffeta. That way, you're less likely to get a cut sidewall that could blow out suddenly and send you down.

The Ruffy-Tuffy and Roll-y Pol-y have every quality we like in a road tires. You won't find better made tire at any price.

The RP and RT are visually identical, but there are some differences:

1. The RP's tread is 1.5mm, which is normal for today's light tires. The RT's is 2.5mm, for even longer wear. A 200-pound rider typically gets 3,500 on a rear RT, and about 2,700 on a rear RP. That's long wear in both cases.
2. The RT has a kevlar belt beneath the tread, for extra puncture resistance.

Roll-y Pol-y (700x27): 10-034 \$38

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

JPN



Panaracer PASELA: When you need more volume for touring, lousy roads, and light trail riding.

The PASELA has evolved slowly over the past 7 or 8 years to its current state of perfection, and where before we just liked them a lot, now we actually love them. They are consistently round, the tread never wears out, they're light for their volume, they ride great on all surfaces, and in seven years and several thousand tires, we've seen just one defect.

Nashbar and those guys sell PASELAS also, but ours are the folding models with kevlar belts, for lighter weight and extra puncture resistance. We carry a range of sizes, and there's a chart a page or two back to guide you to the right one. If you have a typical short reach modern carbon frame or fork, you probably can't fit any of these tires.

That's too bad. Next time, seriously, make sure you get a frame that has more clearance. In the chart below, Ø is diameter, and widths are listed in millimeters, mounted on a 22mm wide rim and inflated to recommended max.

Size	Part no.	Price	Ø	Width	Size	Part no.	Price	Ø	Width
700x32	10-072	\$30	690	31.5	26x1.25	10-xxx	\$30	690	31.5
700x35	10-071	\$30	696	34.5	26x1.5	10-070	\$30	696	34.5
700x37	10-075	\$30	700	37	26x1.75	10-074	\$30	700	37

Inner Tubes

The superlight 700c fits to 700x28; the 700 Normal, to 700x40; the 26x1, to about 26x1.25; the 26 medium, 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
26 Skinny	119g	10-005	\$6
26 Medium	133g	10-002	\$7
26 Fat	200g	10-007	\$7
650B (all)	125g	10-066	\$7

A Better than Average Selection of 650B Tires

650B wheels have a bead seat diameter of 584mm, which is bigger than a mountain bike tire (559mm), and smaller than a 700c road tire (622mm). Last year we introduced the Saluki, a bike made for this wheel size, and that obligated us to support it, which we'll do from now on forever. Our selection is by no means complete, but it represents a good sampling of the sizes you're likely looking for, and it will continue to grow as other models become available or we have them made for us. In the coming years we expect more models to become available, as more 650B bikes are made. It's still not in the top three choices for round-the-globe touring, but it's harder and harder to reject this size based on scarcity, because it's no longer scarce.

Panaracer C de la V 584x36

A lightish, puffy, skinwall tire that measures 38mm wide and weighs 430g. It grips well, rolls smooth and fast, and with a psi rating of 50, it's like riding on fast marshmallows. A wonderful tire in every way. We're lucky they make it.

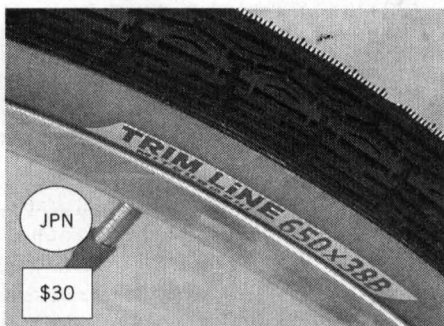
Panaracer 650B: 10-063 \$28



Mitsuboshi Trimline 584x37

This model is virtually identical to the Col de la Vie and we're stocking them both just to drive home the point that yes, we're serious about this tire size. At 38mm wide (and 420g), one wonders why it's the "trimline."

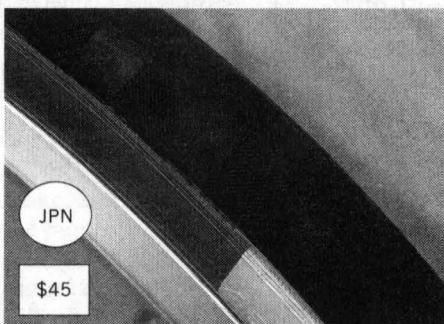
Mitsuboshi 650B: 10-061 \$30



Nifty Swiftly 584x33.5

Basically, a chubby 650B Ruffy-Tuffy, with reinforced sidewall for safety, 2.5mm tread for long wear, and kevlar belt for puncture resistance. One sidewall has a rainbow SpeedBlend, the other is tan. Wire bead, about 400g, rideable from 50 to 75 psi. Comfortable, swift, and nifty. Ours, by Panaracer.

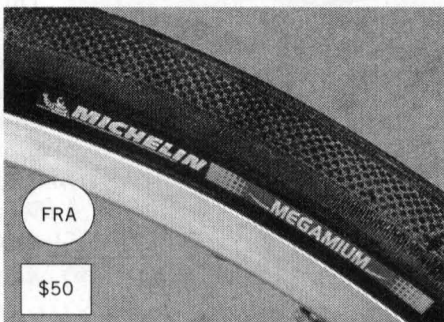
Nifty Swiftly 650B: 10-082 \$45

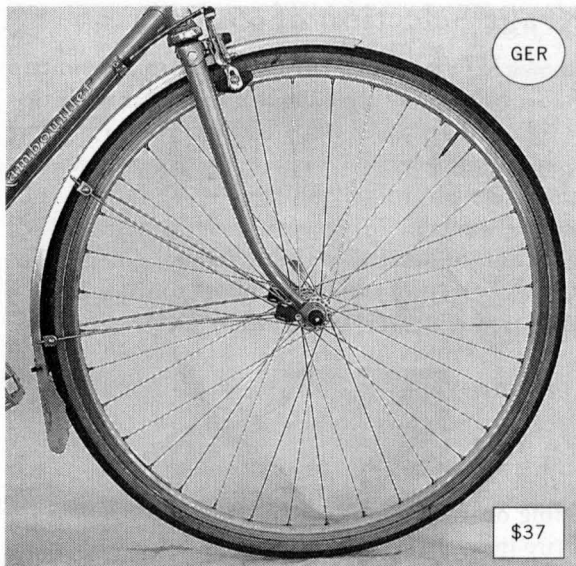


Michelin Megamium 584x30

The fast and skinny French cousin to the Japanese tires above. It measures 30mm across and has a pressure rating of 75psi. When the road is smooth and speed is your utmost concern, go with this tire. It weighs 360g. Blackwall.

Michelin 650B: 10-064 \$50





SKS Fenders

America is the only country in the world where 90 percent of all cyclers don't use fenders in the rain. But one ride with fenders will convince you to never ride in the rain without them.

These are our favorite fenders. They're recycled German plastic and have top-notch stainless steel hardware. We've tried many others, and continue to do so, and always come back to these. They aren't perfect. Honjo fenders are longer and cover more, but they cost \$100+ and are more difficult to

mount. Zefal fenders are longer, too, but are harder to mount also, and less secure when mounted. SKS fenders are on the short side, so please add mudflaps to the back of each fender. The easy way is with duct tape, but if that offends you, make them from cut up water bottles, tongues from old desert boots, or something else. Drill holes if you need to, and affix them with zip-ties. It's easy.

Four sizes fit 26-inch and 700c wheels, fat and skinny.

For 26-inch tires up to 1.5: 27-002 \$37

For 26-inch tires up to 2.0: 27-003 \$37

For 700c tires up to 700x32: 27-004 \$37

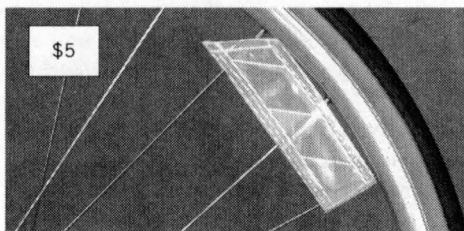
For 700c tires up to 700x40, and 650B: 27-005 \$37

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

Spoke Reflector (one)

Regular plastic spoke reflectors are fine, but everybody takes them off bikes because they're rigid plastic, heavier than necessary, and make it harder to true a wheel. Not so with these! I/Grant have used these for more than 21 years. It weighs 11g and mounts in two seconds.

Spoke Reflector: 31-371 \$5



This tire is rolling to the right. Mount short edge toward tire, folded in front.



Ankle Band (one)

This is the best ankle band out there. It's our own design, and one I/Grant have used for 14 years. It closes up the pants, and places a big reflective strip out towards traffic, where motorists can see you. Easy on and off. Sewn for us in Colorado by the same woman who used to sew them for us in California, Connie. White or yellow Reflexite. No color choice, they're both bright.

Ankle Reflector: 31-370 \$5



Zefal HPX frame pump. Good, French, C-minus looks, hard to get.

In the last catalogue we raved so highly and loudly and longly about this pump that we jinxed it, and we haven't been able to get them for months. If you order the Zefal and we don't have it, we'll send the Topeak unless you say not to.

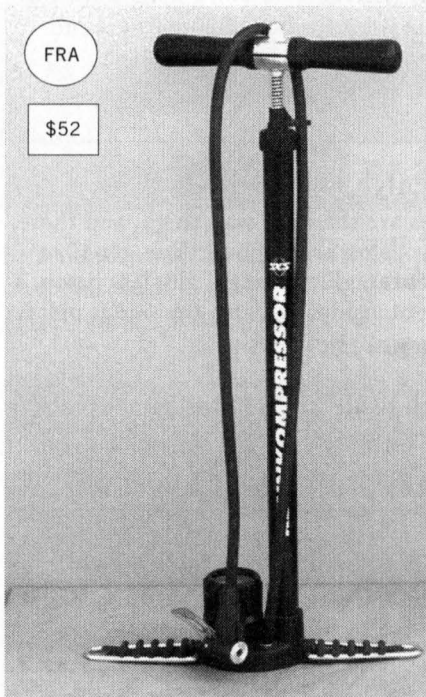
Sizing: Measure the distance between the tubes, not the tube length itself.

Zefal #3 fits gaps 46cm to 52cm: 28-013 Zefal #4 for gaps 50cm to 56cm: 28-014 \$30
 Rebuild Kit: 28-018 \$10 (Contains cap, rubber gasket, rubber plunger, wings, lever)

Topeak MasterBlaster. As good, Taiwanese, A-minus looks, easy to get.

If you consider that this pump weighs the same (9.4 oz Medium) as a Zefal, works as well, looks better, and is more readily available, then maybe the name "Master Blaster" isn't a deal breaker after all. Want a nice-looking, great working frame pump? This is all that. **Sizing:** Measure the gaps between tubes, and go by this:

M fits gaps 49 to 54cm gaps; L fits gaps 54 to 59cm gaps; XL fits 59 to 64cm gaps
 M: 28-024 L: 28-025 XL: 28-026 \$27

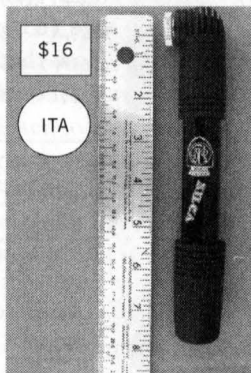


FRA
 \$52

SKS Renkmpressor

The floor pump market these days is going nuts, and there are many good ones. We've used a few of them, and this is the one we end up using every day, a lot, in our shop. In any month, we pump more tires with it than you will in five years. There are more clever pumps out there, but none is more reliable; and it's still made in France. Our website has spare parts for it, if you need them. The gaskets aren't all that east to put in. If your time's worth nothing, go for it, but most of us here think the separate head is the way to go (when all you need is a gasket).

SKS Pump: 28-015 \$52 Separate Head: 28-020 \$13 Xtra Gasket: 28-022 \$1



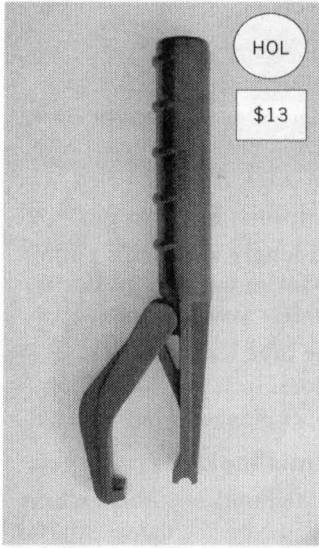
\$16
 ITA

Silca Mini

The best mini we've tried, and we tried many. Some are even smaller and lighter, more clever, or more powerful, but there's always something about them that kills the deal—

hard to grab, or the plunger handle hits your other hand, or the stroke is too short. This Silca wins because it telescopes, so you get a much longer stroke; and it's easy to hold; and when you pump with your right hand, you don't pinch your left hand. The head converts from Shrader to Presta.

Silca Mini: 28-023 \$16



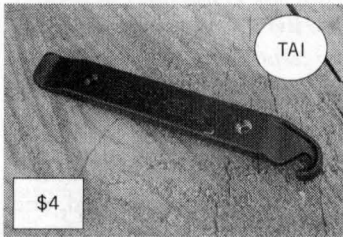
HOL

\$13

Vermeer's Tire Lever

This isn't the tool you take with you on a day ride, although at 3.5oz it's not that heavy; and if you have weak hands, it'll be worth it. But mostly we sell it as the tool you use to install a difficult tire when you're out in your backyard. It out-and-out out-performs any tire lever we've used, and it's safe to say that if you can't pull a tire onto the rim with this baby, you're not following the simple instructions. It's made in Holland (Vermeer, Van Gogh, woodshoes, windmills, Dutch girls, and so on), and is the only lever we'd trust on a cold day with a new Schwalbe tire. It doesn't have a lever part built into it, so it's no good for taking the tire off the rim. When you need it, nothing else comes close. Made by Noswis or Simson.

Vermeer's Tire Lever: 19-077 \$13



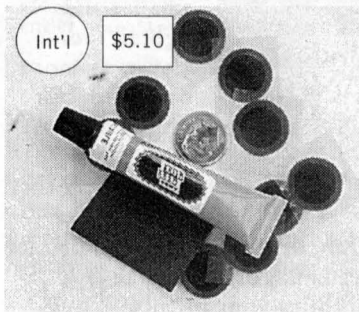
TAI

\$4

Magnetic tire levers that won't break

But you don't understand—these SOMA brand levers have *steel cores* that won't ever break or mar your rims. Usually you don't need steel, but we've bent aluminum and broken plastics, and now that can't happen ever again.

Steel core levers: 19-075 \$4 each



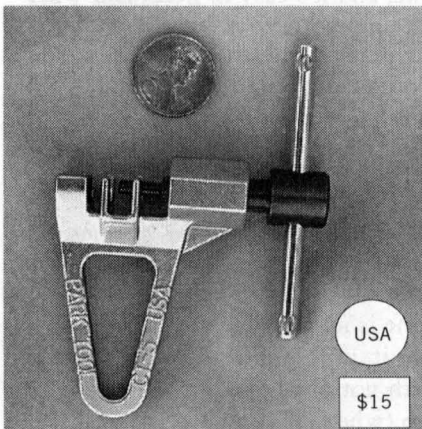
Int'l

\$5.10

Einstein's Patch Kit

Small patches are the only way to go, and these, Frenchies by Velox are the best. You get 10, a tube of European glue, a single glueless patch, a small square of sandpaper, and a ten-cent piece.

Albert's Patch Kit: 10-048 \$5.10



USA

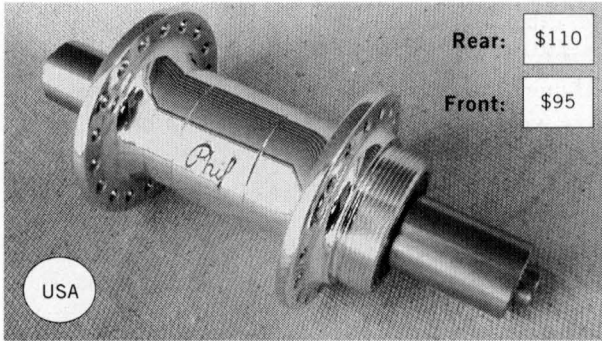
\$15

The Classic American Chain Tool

Good luck if you break a chain and don't have a chain tool. Also, can you imagine the satisfaction of helping somebody with a broken chain? This one works well. Made by Park, in the land that brought you Russell shoes, Bob Dylan, Hiawatha, and 10,000 lakes.

Park Mini Chain Tool: 19-076 \$15

(penny shown for scale, not included)



Rear: \$110

Front: \$95

Phil Hubs

If you still ride freewheels, 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 five minutes. Phil hubs last a lifetime, and so are always a bargain.

Rear:

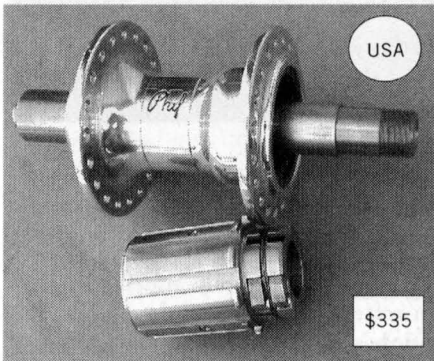
130x32°x7sp: 18-035 135x32°x7sp: 18-036

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

Front:

32°: 18-033

36°: 18-034



Phil Cassette 8/9 Speed

If you must have the best and the price won't cause a spat that could lead to a separation, this is the cassette for you. 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. Plus, Phil will always

be around, and if anything ever happens to this and it needs service, they'll hop on it for cheap.

130x36: 18-142 135x36: 18-143 \$335

We have more Hubs than This; and Can Build You Fine Wheels, too.

We have a good variety of Shimano hubs, and one old SunTour front hub as well, and all of the Phil hubs, front and rear, cassette and freewheel.

Rich Lesnik, who works here and has his own business (Hands On Wheels) builds strong, reliable wheels that all of us here ride on, and recommend without any reservation. He builds all of our wheels, either here or at home, and has for the past two years. DT spokes, brass nipples, no nonsense, even if you ask for it.



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.



Bike Camping

How it's different from touring, and why you do have time for it

Bike camping and bike touring require the same kind of gear, but bike touring emphasizes the journey, and you stop only so you can refresh yourself and do it again the next day. Bike camping emphasizes the destination and what you do once you get there—play dominoes, read, goof off, go hiking, or just eat dinner and sit around talking before going to sleep outside. They're both good, this isn't a shootout, they're just different, and the main difference is time.

If you have to work for a living and don't have summers off, bike camping is easier to fit in, and the easiest way of all is with Sub-24 Hour Overnight (S24O) trips. You leave on your bike in the late afternoon or evening, ride to your campsite in a few hours, camp, sleep, and ride home the next morning. It's that simple, and that's the beauty of it. In the past four years I've done more than fifty of them, and I'm no planner.

The S24O is like the movie *Groundhog Day*, because you get to refine your style over and over again, without major suffering or consequences. You can take notes in the evening about what you should've brought and what you didn't need to bring.

The ideal S24O destinations are regional parks & open spaces. You can discover good spots on trail rides, or look at maps. Any place you're plopped down to look at the view is a good spot. If there isn't a good place to go that you can ride to, drive a car to a decent starting point. There shouldn't be too much dreadful riding in an S24O.

Try to get somebody to go with, because people get comfortable with their routines and get uncomfortable when they're interrupted by things with unknown elements, and that pretty much describes an S24O. It may be hard to find a friend who's game, so go alone if you have to. The first few may be uncomfortable, but they get easier, and eventually somebody'll want to go with you. Exaggerate about how much fun they are.

Most of our catalogue covers and the lots of the action photos on our home page were taken on S24Os. The wettest, windiest, worst ones are more memorable than the fluffy ones. If it's been a while since you've slept under the stars or in a tent, put aside about 18 hours for an S24O. Even if you have a lousy time (unlikely, but anything's possible), you'll be glad you did it later on.

The following pages have the gear we most often use on our S24Os.

A basic S240 bring-list

Sleeping bag: Compact, 1 to 2.5lbs.

Pad: 7oz to 1.5lbs, \$15 to \$60.

Tent, stakes: 2 to 3.5lbs, \$100 to \$300.

Pillow: If you use one at home, you'll want one here. A separate pillow weighs less and takes up less space than sleeping on spare clothes, and for an S240, there shouldn't be any spare clothes. If you like your home pillow, bring it; and there are lots of inflatables and cheap stuffables out there, too.

Toothbrush kit: About 2 oz. You can put the toothpaste in a film can.

Headlight: About 1 to 2oz., mainly for reading at night. (Black Diamond Ion)

Extra clothes/pajamas: A fresh set of woolies and wool sox. About 1.5 to 2lbs.

Beanie: Ours weighs 2.4oz., works great.

Stove, fuel, fire kit: Only if you're going to cook. Around here, if the grass is green we cook, and if it's brown, no cook. Less than 8oz.

Potset, eating gear: A cup or bowl, and maybe a spoon. About 6 to 17oz.

Food: Bring what you like. About 2 to 3lbs per person, and everybody's happy.

Book, camera: If you read or take pictures.

Other & notes: You'll be hard put to include all of the above for under 18 pounds, but hot summer overnights with no stove, 15lbs is do-able. It'll all fit in a Hoss or a large stuff-sack in back, and a basket or a large handlebar bag up front. Don't go nuts on the weight, but a small, light kit is all you really need.

Our Small but Good Selection of Bike Camping Gear

The camping gear on the following pages is our favorite for S240s, and it's all useful for touring and general camping, too. Here's some information about some of the companies that make the gear we like.

Trangia is an old Swedish company. We don't know much about them, but the stove is good and really inexpensive.

Snow Peak is a Japanese company, founded in 1958 by mountaineer Yukio Yamai. He died in 1992, but whoever took over has kept a Japanese approach to equipment. It's simple, smart, nice looking, and extremely well made.

Eureka! tents are owned by Johnson Outdoors, the Johnson Wax people. It's a big company that owns lots of smaller companies. Eureka has always made smart tents, and even more impressive, has never made a dumb one. The one we offer is too good and too cheap, and we couldn't resist it.

Big Agnes is a small, relatively new Colorado company that has its own ideas about gear, and we think they're good ideas. The bags in particular are nearly unique in that they use sleeping pads on the underside, instead of insulation. The pads fit into the bags so you can't roll off them. All in all, it's a good way to go.

Western Mountaineering has been in California for more than 30 years, and actually makes the stuff in California. Do you know how rare that is, especially in camping gear? Their quality, design and approach to sleeping bags is much like ours is to bikes, so we had no choice. They make about 25 models, but we narrowed our selection to the two best suited to bike camping & touring.

Having bike-camping items opens up possibilities that let you expand your riding, and are useful for backpacking or family car camping as well. You can get your gear at outdoor stores, but the selection is so vast it's easy to get paralyzed with indecision. We've boiled our selection down to what we feel is the best and the best value, and like everything else in this catalogue, it's all stuff we use ourselves. —Grant

How to Stay Warmer when You're Sleeping Outside

A motionless body doesn't generate heat, so you need insulation to conserve what heat you have. Sleeping warm isn't about getting warm, but *staying* warm. You lose heat four ways—by conduction, convection, evaporation, and radiation.

1. **Conduction** is losing heat by direct contact with something colder than you are. The thing can be a cold rock or patch of snow you're sitting on, or cold air you can't see.

You prevent it by putting a pad beneath you and puffiness on top of you, by creating a barrier of still air between you and the cold. The thicker your foam pad and the puffier the sleeping bag, the better it works.

2. **Convection** is air movement, like wind. You get colder when it's windy because the insulating layer of air that's next to your skin gets blown off. You stop it by blocking the wind with clothing or shelter. Convection isn't a big deal when you're sleeping, because any sleeping bag fabric is essentially windproof.

3. **Evaporation** is what people and hot soup have in common. Your body is constantly evaporating vapor, not just to cool you off so you don't have to pant like a dog, but also to keep your skin moist, so it doesn't dry out on you. If you stop evaporation by wearing vapor-impermeable plastic or coated nylon, you'll stay warmer. You won't sweat unless you're too hot. Sweating is your body trying to cool off. If that happens, reduce your puffy insulation, or get out of the vapor-barrier clothing or sleeping bag liner.

4. **Radiation.** Your body loses heat just like a campfire or a genuine radiator does. You stop heat loss by radiation by reflecting it back onto you. The coldest nights are cloudless, because clouds reflect back the radiation you lose. So do reflective fabrics, which is why aluminum foil keeps food hot, and why survival sheets are usually reflective.

Facts about "waterproof yet breathable" fabrics

If you've been around outdoor equipment during at least some of the past 20 years and have paid any attention at all, you know that waterproof breathable fabrics have pores too big for water to go through, but small enough for water vapor to go through. And most people understand that osmosis is when a substance (such as water vapor) passes through a membrane from an area of greater concentration to an area of lesser concentration, until a balance is reached.

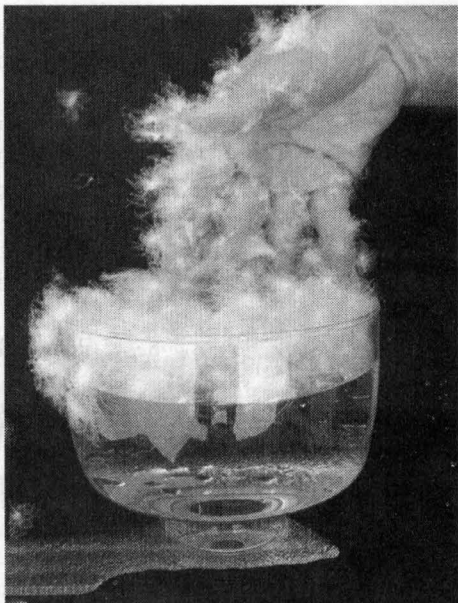
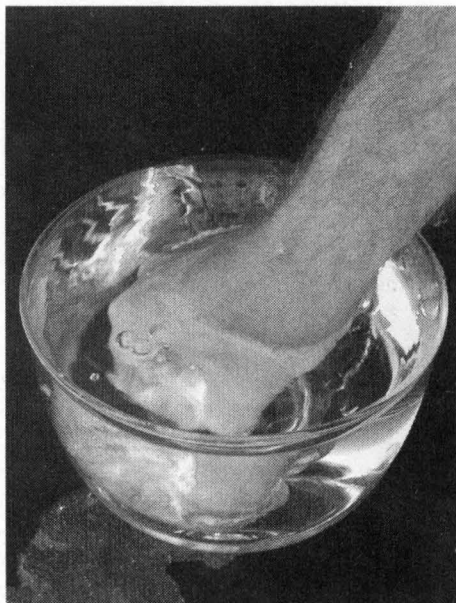
But fabric doesn't know which side of the fabric your skin is on and which side the outside world is on, and it can't clearly distinguish between vapor your body gives off and humid outside air, and it doesn't care how much your rain coat cost. It just obeys osmosis.

If it's humid on one side of the fabric and dry on the other, your body vapor readily passes though to the other side. If it's warm next to your skin and cold outside, the temperature difference will aid the "breathing" in the same way. That's why waterproof, breathable fabrics work best in cold, dry climates: They have humidity and temperature differences in their favor. But on a typical rainy day, the waterproof-n-breathable fabric gets confused. It's just as humid outside your jacket as it is inside (or even more).

The waterproof-and-breathable fabrics also work better close to your skin. When you put layers of insulation between you and the fabric, by the time the vapor molecule reaches it, it may be too big to fit through the holes. So the waterproof & breathable fabrics pass body vapor best in cold, dry air, and when they're worn close to your skin. They're most confused and least effective worn over a layer of insulation in a warm rain or otherwise humid environment.

The fancier waterproof-n-breathable garments have underarm zips, which compensate for a fabric that doesn't let vapor pass through. When you open the zips, you confuse the fabric even more by equalizing the temperature and humidity differences on both sides of the fabric. It's usually worth it, because the fabric isn't "breathing" at that point, so you might as well let the wind have a chance to blow it away.

At some point, probably next year, we'll have our own "waterproof, breathable" shell. No matter what we say about it then, it won't change the facts you've just read. But in the unlikely event that we do make outrageous claims, please call us on it.



Left: We dunked a handful of goose down in a bowl of water. Right: Then we opened said handful underwater, and puff-puff, the down floated to the top, and blew away with the wind.

Synthetic Sleeping Bag, or Goose Down?

In defending synthetics, you always hear proponents say “down is worthless when it gets wet.” And the prospect of spending a night soaked to the bone has a huge impact, no matter how remote it is. But as you can see above, that’s a gigantic exaggeration. Continuous exposure to water will eventually soak goose down, but it’s hard to get down that wet, because it has natural oils in it. Geese are waterfowl, after all, and there’s 30 million years of evolution in every cluster of down.

While it’s true that geese have outer feathers to shed most of the water, even small goslings who haven’t grown those feathers shed water. If they didn’t, they’d drown! You keep most of the water off the down in your sleeping bag with the bag fabric and your tent—double protection. It’s easy to keep down dry, and hard to get it wet.

Today’s synthetic insulations are better than the best synthetics of 30 years ago, but even so, down insulates better, compresses smaller, and lasts at least three times as long as synthetics. If you’re liable to dunk your bag in a river or sleep out uncovered in a downpour, or you’re looking for an affordable knockabout bag for general sleepovers, car camping, and stadium use, a synthetic bag is a better choice.

If you suspect you can protect the bag from a flood, and can afford the higher cost, a top quality down bag is better. It costs less per use and lasts much longer, and makes a lot of sense for cycling. Modern synthetics are *pretty* good, too, but not *as* good.

About Down, Roominess, and Comfort Ratings

Down is rated by fill capacity in cubic inches per ounce. In the '70s, 550 cubic inches per ounce was considered good, and 600 was exotic. Nowadays 650 is common. Big Agnes uses 750 down, and Western Mountaineering, 850—the fluffiest & most insulating.

Skinny bags are more efficient, but we don't like them, so we don't offer any. Comfort ratings are a rough guide. Fat guys sleep warmer than thin women. The air inside a tent is about 10 degrees warmer than the outside air, and a belly full of food and a beanie on your head make a big difference. A vapor barrier liner (vbl) adds at least 15 degrees of warmth to any bag, and even though they're usually recommended for extreme cold only, they can make a huge difference whenever you're cold, and in fact we've used them in temps as high as the 50s.

Western Mountaineering Mity Lite

It's longish (fits to 6'3"), wide, weighs just 26 ounces, and according to the maker, it'll even fold into your wallet. I've had one for two years and haven't tried that yet. The WM catalogue says it's good to about 40-degrees, perfect for late Spring to early Fall anywhere below 10,000 feet. For bike camping & touring, you can't beat it. There's no side baffle, so you can push the down around and get more insulation. If you're still too cold, there's room enough to wear extra clothes. Put on a hat, for sure.

Appropriate for a Spring-thru-early Fall bag, it is sewn-through, which is why it costs "only" \$240. You can use it as a quilt, zip it to an Aspen (below) or a summer coupler (below right). It's teal outside, black inside. The best bag out there for superlight bike camping.

Western Mountaineering Mity Lite,
fits to 6'3": 52-026 \$240



Western Mountaineering Aspen

Same semi-rectangular shape as the Mity Lite, but it's baffled (not sewn through) and filled with more down, so it's good to about 25°F, or so—and it still weighs just 31oz in a regular, and 33oz in long. If you're a cold sleeper looking for a perfect May-through-mid-September bag, this is it. If you're a warm sleeper you'll be able to use it even more. It's blue.

It zips to a Mity Lite or a summer coupler, so there's always that option, too. This Aspen is a wonderful bag that'll last you 20 years with reasonable care.

Western Mountaineering Aspen regular, fits to 6'0": 52-033 \$290

Western Mountaineering Aspen long, fits to 6'6": 52-034 \$305

What About a Pad?

With the WM bags, you need a pad. Get a light Thermarest or a blue, closed-cell foam pad. They cost \$15 to \$65, and weigh 9 to 22oz.



\$165

\$175

CHI

Big Agnes Yampa

All Big Agnes bags have a sleeve in the bottom part to hold a sleeping pad. In this case, it's an inflatable air mattress. Slip that into the sleeve, and you're covered below, with the down on top. It makes a lot of sense and works great.

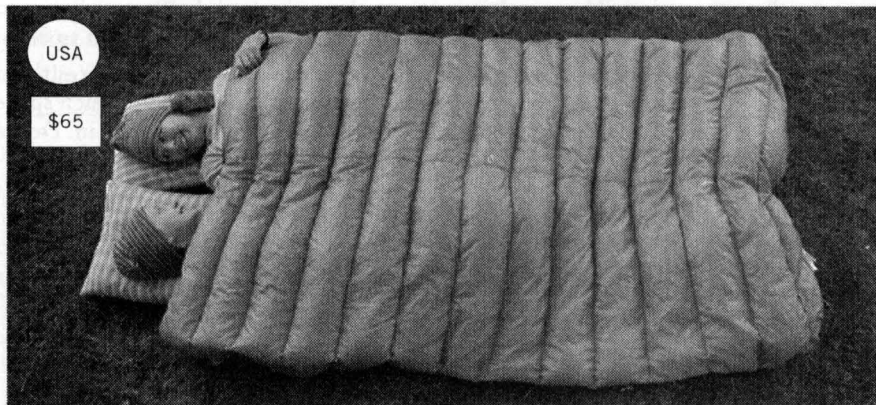
The Yampa is a fantastic bag for bike camping and touring. They rate it to 40°F, but results will vary, and you can add a VBL (below) for another 15° or so. It's wide enough to wear extra clothes in, if you need to. It's light, packs away small into a saddlebag. Three of us here have them, and it'll be four soon. Grey.

Yampa regular, to 6': 52-004 \$165

Yampa long, to 6'6": 52-005 \$175

Air mattress regular: 52-011 \$50

Air mattress long: 52-012 \$50*



USA

\$65



USA

\$85

Western Mountaineering Coupler

It's a zippered blue sheet that turns your Mity Lite or Aspen into a wide, 2-person bag, with the coupler as the bottom, or lets you use your bag as a comforter on your bed, without it sliding off. You can't see it in this picture, but, like the wind, you can see its effects.

Regular, fits to 6': 52-030 Long, to 6'6": 52-031 \$65, either

Western Mountaineering Hotsack VBL

It adds 15-degrees to any sleeping bag by stopping heat loss through evaporation & radiation. If you have a light bag you want to use in cold weather, sleep in light wool underwear and put this in your bag, and you'll be toasty, if slightly clammy. Also ideal for naps during long brevets. Fits riders to 6'6", weighs 4.5oz, packs small.

HotSac Vapor Barrier Liner: 52-032 \$85



Tents

Some people use tents only as a last resort, figuring if they're going to sleep outside, it might as well be under the stars. That's a mellow, close-to-the-earth approach, but when there are mosquitoes, snakes, biting ants, or nasty weather, sleep in a tent.

There are tons of fantastic tents out there these days. They're cleverly designed, look nice, are well-stitched, and stand up well to the wind and rain. They have to, because there's so much competition. There isn't a tent out there that any boy scout between 1910 and 1960 wouldn't have violated most of the rules in the Boy Scout Oath to own.

People who haven't spent much time outdoors and those whose tent use requires them to spend lots of time inside the tent tend to prefer dome tents. They want as much space as possible between them and the tent, and the big roundish shape is fun to be in. Dome tents became popular in the mid-'70s, when some designers from The North Face introduced them, complete with an endorsement from Buckminster Fuller. But no dome tent functions like a true geodesic dome, because the load isn't distributed the same way. They can still be strong as tents go, but they're heavy; and you need a bigger area to pitch them. For bike camping, they're not ideal, although if you're going to live in your tent for months at a time, the weight and bulk may be worth it.

Tunnel tents, shaped like tubes cut in half, are halfway between A-frames (with sloping-in walls) and dome tents. They're lighter than domes and roomier than A-frames.

A-frames are the most efficient tents, and the best A-frames (which are no longer made) will outperform any other style. But once domes were introduced, and then the tunnel tents followed, nobody bought A-frames anymore. A-frames are sort of the friction shifters of tents. The tents we offer are variants of the A-frame, with enough modern details to be attractive to tent sellers and competitive in a market where most buyers (understandably) want quick set-up and lots of room.

Free-standing tents are tents that don't need to be staked to the ground or held up with guy-lines. On the surface it seems like a fine idea, but in bad weather, any tent needs to be staked down, and in any case, pounding in two-to-four stakes shouldn't make you cranky. It's a time-honored ritual of camping, and just one of those things to do with good cheer when you're not sleeping at home.

Our opinions on tents aren't as snippy as they are on bikes, but over the past few years we've used a lot of tents for our trips into the hills, and the weather has ranged from mild to ferocious. If you scope out the entire range of tents being offered today, you may find some that tweak your fancy more, or in a different way, than the two we offer do. But the two we offer are here because we think they're the best of their types, and our own favorites.



Big Agnes Seedhouse SL-2. It's a Two-Person Tent.

It goes up in a minute, holds two, is luxurious for one, and has a soft sage-y color that makes it almost invisible to forest rangers. It's a well thought-out, well made tent that's a pleasure to use, and if you can search the internet until your spouse threatens to leave you, but you won't find a better tent for cycling.

It's free-standing (no stakes required), but stake it down anyway, so the wind doesn't blow it away when you're not in it or looking. Shown without fly.

The footprint is a floor protector, and also lets you set up the fly with the floor, but no tent, if there are no bugs but it might rain. It's not a bad idea, but don't consider it a "must have," like a lens cap or something. You can use this footprint for the Eureka Spitfire, too. It's just a tarp, and the exact shape doesn't matter that much.

Seedlight SL two-person tent: 52-003 \$280

Seedlight 2 Footprint: 52-002 \$55



Eureka Spitfire Solo Tent. It's a One-Person Tent.

The Spitfire is such a good 1-person tent and such a good deal that if you have even the remotest notion of going bike touring or camping, or just want a smallish lightweight tent for whatever, this is the one to get. It requires a couple of stakes to pitch, but that's easy. It's a mesh tent, so you can leave the fly off and see the stars (or your bike); and it has a fly for wet weather, and a small vestibule for storing gear. It's easy to set up and to spend the night in. It's not as roomy as the Seedlight-2, but it's a great tent, and the price is so low. Shown with fly on.

Spitfire: 52-025 \$100



Food & Cooking

Reaching out to increasingly lazy, impatient, performance-demanding customers who want flame control from simmer to torch at the blink of an eye, stove makers have developed stoves that are equally suited to melting snow for survival 14,000 feet up in the mountains and warming up quesadillas on the beach. They cost \$80 to \$180, and if you need that range of performance, they're worth it.

But for low altitude bike camping and non-gourmet cooking you just need a stove to heat up a quart of something so you can start or end the day with hot food or drink in your belly. For that humble purpose, a simpler stove just seems more appropriate.

We ruled out cartridge stoves because the convenience they provide isn't important on a short trip, and then there's the empty cartridge to dispose of. We ruled out gas stoves because the heat and efficiency they offer aren't critical for low-altitude camping, where a cooler, less efficient, but less volatile fuel works fine. When the final cut was made, we were left with two old, proven, work-horse cheapies: The Trangia alcohol stove from Sweden, and the Esbit fuel-tab stove from Germany. They're both easy to use, and will last twenty years plus. They were well-designed half a century ago, and haven't changed since, and they go with us on not only campouts but often on cold-weather day trips, too—since they're small and light enough to pack almost anywhere. The Trangia burns denatured alcohol, which you can get in any paint or hardware store, and the Esbit burns Esbit fuel tabs, which are easy to get from us or any of the many Esbit dealers in the world. If you run out and can't find any, you can burn sterno, wood, or paper. The Germans didn't want their soldiers eating cold.

Cookware...should be simple, light, quiet, and easy to pack—not bulky, heavy, and rattly. We stock only one bowl, one pot, one cup, and a ladle. Add more later if you find yourself bit by the cooking bug, but otherwise, this will do well for you. The bowl and cup are useful at home, too. Being titanium and made in Japan makes it expensive, but titanium is the way to go for superlight, super durable, no-risk-of-Alzheimer's cooking ware. It's more hand-friendly when it's full of hot food, too.

Supply your own spoon. We have a folding ladle only because it's another irresistible Snow Peak item. It's stainless steel, and costs just \$3. We like soup, and a ladle works better than pouring it, and \$3 is cheap.

The pot we sell is the lightest, best-made, and best-sized pot we've found. At \$50, it's extravagant, but a good aluminum pot costs \$25, so if you think of the titanium one as just costing \$25 more, it might be easier to justify. —Grant

Absurd Tips for Thinness & Popularity

1. Have a large glass of water before heading out on a ride, and another when you get back home. This will trick your stomach into thinking it's full, so you won't be tempted by high calorie foods either before or after your workout. It works great.
2. Instead of rewarding yourself for that long ride with a big meal or special snack, reward yourself with a good book or an extra 10-mile ride. After a chapter or two, or upon return from the ride, all thoughts of food will have gone by the wayside.
3. Think bulk. Most people eat by volume and time, not calories. So instead of eating concentrated calories, try an even higher volume of tossed green salad with bell peppers, broccoli tips, tomatoes, cucumber, mushrooms—the works. Toss it with a homemade dressing made from 5 parts non-fat yogurt to 1 part vinegar, with dill to taste.
4. Make each meal a ritual. Treat yourself to a nicely set table, with fine plates, napkins, silverware, even a candle. Don't read or watch television while eating. Put your fork or spoon down between bites, and chew each mouthful thoroughly. *Honor thy food.*
5. Trick your body into burning fat, rather than sugar, for energy: Go for a brisk, two-hour ride on an empty stomach (water is okay) three times per week.
6. After a long ride, avoid eating for at least an hour and a half. This is when your metabolism is highest and best suited to burning fat. If you give it food now, it'll burn the calories in the food rather than the stored fat you want it to burn.
7. When dining out, ask to speak directly to the chef, and let him/her know of your program. This can be challenging when English is not his/her main language, but if they want you as a regular customer, they'll be happy to accommodate you. For instance, many restaurants have pre-tossed Caesar salad, which is notoriously high in fat calories; but most are perfectly happy to make you a "dry Caesar" with dressing on the side, and with whole wheat croutons. Or bring your own dressing & croutons from home, and since you're saving the restaurant money, ask for a price break on the meal. This is especially effective on a date or in groups, when the savings can multiply.
8. When riding with slower riders, explain to them that you're on a training program, and you'd appreciate their support. Then during the ride, do five minute intervals, and either a) Ride back until you meet up with them again, or b) When your interval is up, do a track stand with the bike, looking over your shoulder several times until your friend catches up. Worthy riding partners will be impressed by your discipline, and/or your balance. Be prepared for many questions.
9. Another "riding with others" tip: If a friend just bought a fancy new bike, invite him/her on a ride. If you suspect he or she is not as fit as you, ride a one-speed beater. This will show your friend that "it's not about the bike." That way, your friend gets enlightenment, and you get a better workout. Where we come from, that's *win-win*.
10. Become a futurist. The next time you see a snack and are about to reach for it, stop and ask yourself: *In a week, will I be glad I ate this?* Let your answer be your guide.
11. Big plate, small portion. Psychologists tell us we'll feel fuller if a small portion is served on a larger plate. When you're finished, you'll feel as though you ate more than you did (the mind is simply amazing). Plates notwithstanding, this also works for cereal and ice cream, which—in our American culture—are traditionally served in bowls.

Win \$\$\$

Send us *your* tip on a postcard. If it makes us thinner or more popular, we'll send you one million dollars, tax free.

Offer good through December 31, 2005 and contingent on our bank balance being at least \$1.2 million, and limited to one winner per household.

send it to: RBW/T&P • Box 5289 • Walnut Creek, CA 94596

Trangia Stove

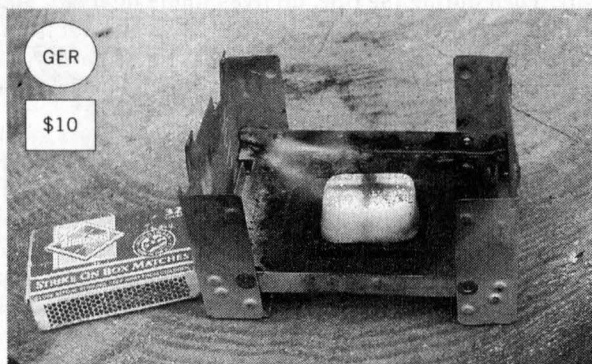
This stove has been around for more than half a century, and has spawned several homemade imitators, which you can learn to make yourself out of Pepsi cans and cat food cans, using free instructions found on the web. The copies are clever and good, no problem, and they weigh as little as 0.4oz, but this one is the original, and is brass, or at least brass-colored, and even though it weighs more, it's still light enough, and more durable for its extra weight.



You pour denatured alcohol into it, then light it with a match, and it'll boil a pint of water in about 7 minutes, and a stove-full of alcohol will burn up to 45 minutes in no wind, or about 20 minutes with. You don't get perfect flame control, but the stove includes a simmer lid that reduces the flame some. For boiling up tea or soup or oatmeal, it's perfect. Alcohol burns clean and isn't explosive. I like this stove because it's small, light, simple, quiet as a churchmouse, fool-proof, safe, effective, and with no maintenance whatsoever, will last forever.

The lousy windscreen, which doubles as a fine pot support, is made in China from 3 flat, interlocking pieces of aluminum, and separates and tucks away anywhere. The stove itself is made in Sweden, as it has been for 51 or so years. The stove and windscreen together weigh just 6.7 ounces.

Trangia Stove with windscreen/potsupport: 52-013 \$23



Esbit

Another 50-year old stove, this one developed for German soldiers. It's not expensive enough or high tech enough or feature-full enough for some people, but it's only \$10, for crying out loud, and it works just great for boiling up to a quart of anything. You could fry on it, too, but

who brang the bacon? It burns cheap, non-toxic solid fuel tablets, and comes with 6 of them, and you can always buy more (we aren't the only source). A single tab burns for 11 minutes. Break it into four pieces, light the crumbs, the lit crumbs will light the big chunks, and you're cooking. It takes about 10 minutes to boil about 15 ounces medium of cold water.

Closed, it's just 3"x4" x 3/4", and you can fit three fuel tabs and a box of wooden matches inside when it's closed. All that weighs just 4.8 ounces. You open it up and it becomes a stove with a terrible windscreen but fine pot support. The tablets are non-toxic, but they give off some kind of weird fumes when you burn them, so don't hover over the heat and inhale a lot.

Esbit Stove + 6 tabs: 52-006 \$10 Box of 10 fuel tabs: 52-008 \$6



Fifty buck titanium pot, 8.6oz titanium (Snow Peak)

It holds 2 quarts, enough for 2-3 people, but at only 8.6oz, it's not too heavy for one famished male. It's not too deep, so food heats fast and evenly. The handle swings out away from the flame, so you don't grab a hot handle. It has a titanium lid and a tight-sealing plastic lid for keeping food warm if you can't finish it all right then and there. If you're more of a nibbler than an inhaler, that might come in handy. Anyway, it's as nice a pot as it ought to be for \$50.

Fifty buck Ti pot: 52-038 \$50

Thirty buck titanium mug, 4.8oz titanium (Snow Peak)

It's a manly mug, with a removable lid so you can use it as a cookpot, or to drain noodles, or to keep hot food hot while you're off on another manly duty. The metal stays coolish so you won't burn your lips on hot metal, and if you grab the chamber rather than the handle, you'll be able to hold it. It has measuring increments on the inside, for precision cooking; and it holds a manly 24oz while weighing a ladylike 4.8 with the lid, 3.3 without. It feels good and looks nice. The handle collapses for packing it away. Manly, manly, manly.

Thirty buck Ti mug: 52-016 \$30

Twelve buck titanium bowl, 1.6oz (Snow Peak)

Regardless of your tax bracket, you can afford this. It's a nice, deep, stable-based, featherweight titanium soup, cereal, or candy bowl, and it weighs just 1.6oz (45g). For packing, put the Trangia stove in it, put them both in the \$50 bowl, and let the cup manage for itself. Layer in a cotton bandanna or something to stop the rattle, just as though you were packing Fine China. If you have lots of these bowls, nest them all together, and the whole lot is light and compact.

Twelve buck Ti bowl: 52-018 \$12

Three buck stainless steel folding ladle, 2oz (Snow Peak)

If you eat soup, we don't have to tell you about ladles. Soup and ladles go way back. If you know how good Japanese stuff is and how expensive it is, you'll be delighted and suspicious at how they can make this so it retails for only \$3. Maybe you don't want to know. It costs us just under \$2, which is even more amazing, and we definitely don't want to know how that happens. A Japanese stainless steel ladle for only \$3? It folds to palm-size in one second.

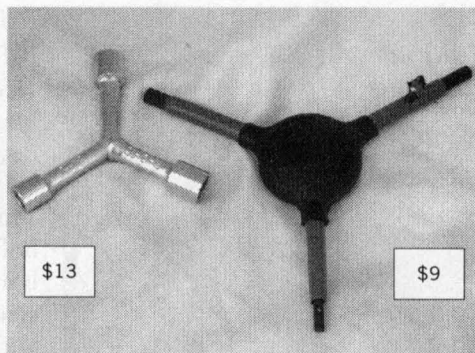
Three buck folding stainless steel ladle: 52-017 \$3

Two Y-Wrenches

The Hozan has 8-9-10mm sockets, and is always the first choice for cantilever brakes and fenders, although you'll find other uses for it, too. The Park is the killer tool for 99.999 percent of the allen fittings on your bike, and we prefer it to simple L-shaped allens. Every bike assembly we do uses one of these. Get it!

Hozan 8-9-10 socket Y-Wrench: 19-023 \$13

Park 4-5-6 allen Y-Wrench: 19-068 \$9



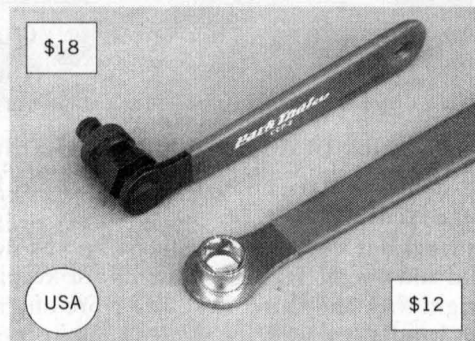
Puller & Bolt Wrench

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: 19-060 \$18

14mm Bolt Wrench: 19-061 \$12



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 Bondhus: 19-011 \$6



USA

\$15

British Dumbbell

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 14mm or 15mm good for fixed-gear axle bolts. The 8mm 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 Dumbbell: 19-063 \$15



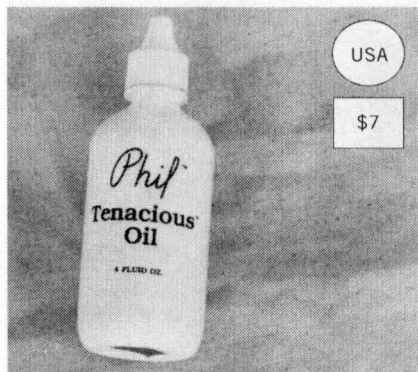
USA

\$6

Quick-Glo

You got bare steel around, you're gonna get rust...eventually. You make popcorn on the stove, you're gonna burn the pan... eventually. Quick-Glo has been around for 41+ years, and is as useful in the kitchen as it is in the garage. Rub it on with a Scotch-brite pad, and just watch that metal gleam! Being non-toxic (no rubber gloves needed). It's cheap and works well. Have it around.

Quick-Glo: 31-015 \$6



USA

\$7

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, and as thick as cold syrup, almost a substitute for grease sometimes. We go though a bottle a year; yours will likely last you five years. Keep some around!

Phil Oil: 31-013 \$7



\$14

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 dries waxy, and works great. One can, 12oz, rustproofs seven frames and lubes a dozen chains.

Boeshield T9: 13-034 \$14

La Nolin

It's the oil in sheep's wool, and it works great for metal-to-metal contacts and threads. Prep for pressing in headsets. Steerer threads. BB shells. I smeared a raw lug with a thin layer of this and set it outside for 2 years, and the water didn't wash it off. Smells great. The tube makes it easy to use. The 2oz tube will last a year, easy, and probably four times that long.

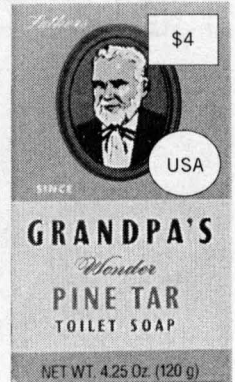
Lanolin: 31-343 \$6



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, and faux French names). Try it once and you'll be back. We sell the biggest size, a full 4.25oz, which is larger than the size you usually see in natural food stores.

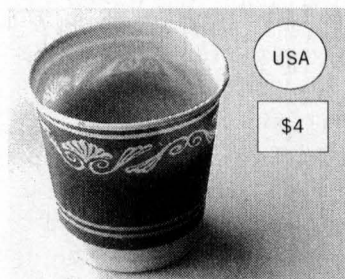
Pine Tar Soap: 25-001 \$4



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.

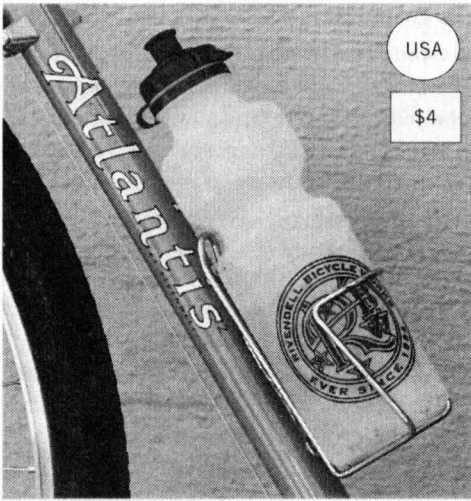
Phil Gritty Brown: 31-038 \$7



Beeswax

It's good on all threaded things you don't want coming loose: Pedal dust caps, crank bolts and dust caps, headset locknuts, chainring bolts. Keeps shoelaces from untying themselves, too. Put it on nails and screws, to make them penetrate wood more easily. The first item we ever sold, on January 5, 1995, was a dixie cup of beeswax, so we're keeping it around forever.

Beeswax: 31-002 \$4

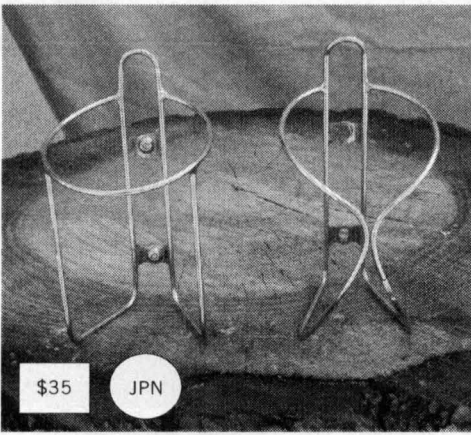


Water Bottle

This big size, clear plastic bottle, is 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. Now and then we get in the big-mouth version, so please be flexible on that one.

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

Water Bottle: 29-010 \$4

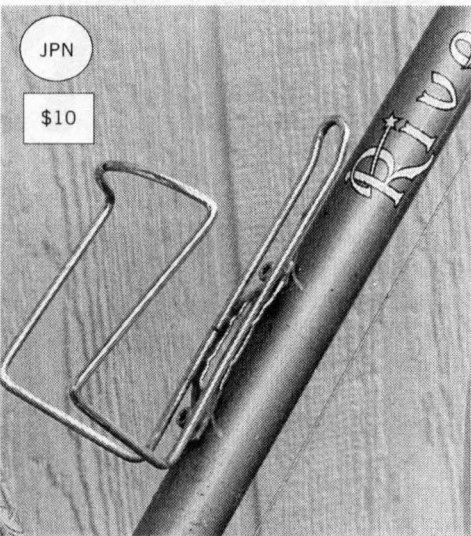


Nitto Stainless Bottle Cages

Bottle cages have come a long way, and these are the ones that lead that way. They've since been mimicked and outright copied by fine firms who get them made in China, where labor is cheap, and if you decide based on weight and price, that's where you'll go. But if you knew Nitto like we do, or have experience with the quality of a Nitto anything, and the admittedly high price won't break you, then get the best and prettiest. The touring cage is better for off-road use.

Nitto Touring Cage: 29-012 \$35

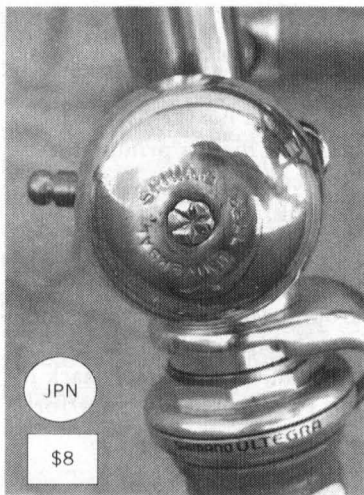
Nitto Original Cage: 20-030 \$35



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



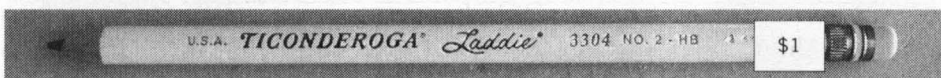
Japanese Brass Bell

Solid brass, made to last a lifetime and then pass on to a Lucky Heir. Brass has the best ring of any material. It's rich and mellow, not the irritating high-pitched tinny ring we've all grown accustomed to over the millennia.

The bell has a coil-spring striker, and it's easy. You just flick it out and it springs back and hits the bell part—you'll be an expert on your third try! Sometimes, on rough roads, it rings itself. If that bothers you, you can space the striker out more. We've found that it keeps the bears away.

This bell rings for 5.5 seconds!

Coil Spring Brass Bell: 31-367 \$8



Ticonderoga Laddie—Two for a Dollar!

Made for third-graders. It's fatter than most pencils, easier for uncoordinated hands but fine for coordinated ones, too. The lead is thicker, almost never needs sharpening, and NEVER breaks. Writes well on paper, cardboard, almost anything. Hard to find, but we got 'em. Good price. Doesn't fit most pencil sharpeners, but you can sharpen them with a knife, a two-hole sharpener (stationery stores) or the famous Boston Ranger 55.

Two Laddies: 31-372 \$1



Riv Readers on CD. Ten dollars per Set.

Thanks to recent, epoch-making technological advances, we offer back issues of the Rivendell Reader in PDF format on CD-ROM. No returns on functional CDs, because then we'd figure you're just out to beat the system and drive us into the poor house. Works with Mac or PC.

Set One, RR 01-11: 24-127 \$10

Set B, RR 12-21: 24-128 \$10

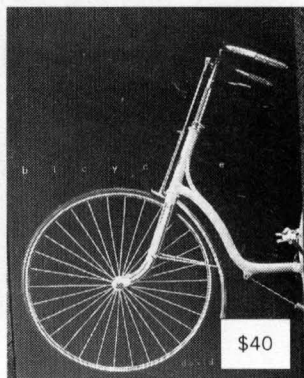
The Third Set, RR 22-25: 24-129 \$10

Quatro, RR 26-35: 24-156 \$10

Bicycle: The History

If you have even the slightest notion that this is a boring compilation of historical facts about a toy we all know and love, you've never been more wrong about anything in your life. It's like reading the morning paper the day after the events happened, and it makes sense of everything. David Herlihy is far and away today's foremost authority on the subject and a great writer. If you like bikes & history, get it. If you like us, get it here, not at Amazon. Or, if you get it at Amazon, spend the difference here.

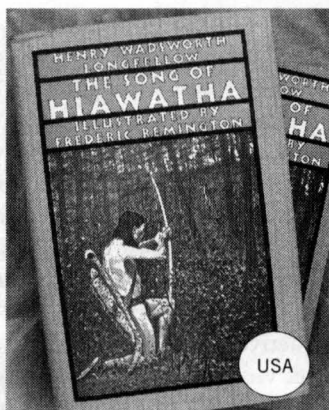
Bicycle: The History: 23-038 \$40



The Song of Hiawatha

It's a book-length poem that reads like a novel and tells the story of Hiawatha, an Indian. Written in 1851 by Henry Wadsworth Longfellow, who was chastised for writing a sympathetic story about Indians. It's written in an 8-syllable per line beat. The language is lovely, almost magical, and if that's not enough, it is illustrated by Frederick Remington. Published by David Godine, with first-class details from type to bindery. It's not a bookshelf book. If you start it, it will pull you through. If you buy this and read a chapter and don't finish it, you may return it for double your money back in credit.

Hardback: 23-034 \$23 Paperback: 23-035 \$14

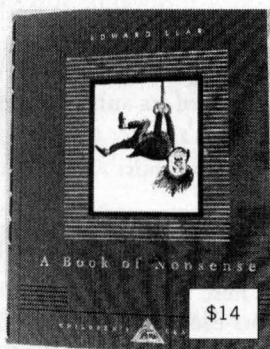


USA

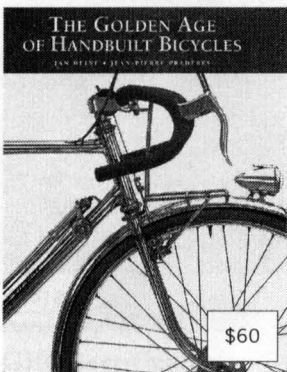
The Book of Nonsense

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 three people have taken us up on it. A beautifully bound-in-cloth edition that belongs in every home.

Book of Nonsense: 23-004 \$14



\$14



\$60

The Golden Age of the French Bicycle

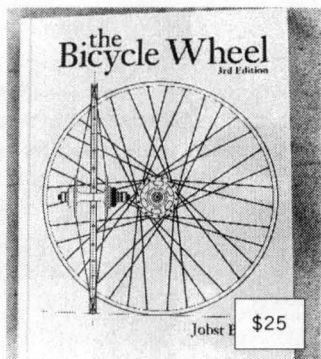
This is a coffee table book of the best kind, mainly because it shows knock-your-head-off color photos of the most stunning collection of old French bikes you're ever going to see in one place. You look at them, and can't help but think, where did we go wrong? Then you look some more and figure out that we stopped thinking it mattered that bikes look beautiful. Either that, or our sense of aesthetics has gone down the toilet. Written by Jan Heine, photographed with real film by Jean-Pierre Praderes.

The Golden Age of the French: 23-039 \$60

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 good and useful information.

The Bicycle Wheel: 23-008 \$25



Jobst B

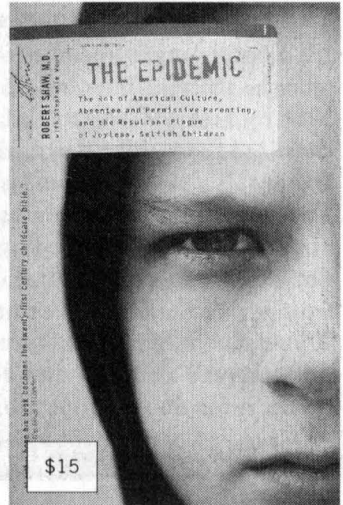
\$25

The Epidemic

This book's subtitle—*The rot of American culture, absentee and permissive parenting, and the resultant plague of joyless, selfish children*—is a downer that suggests the book was written by a tough love champion who believes sparing the rod spoils the child. It's not like that. Author Robert Shaw is a family therapist in Berkeley, and has a breadth of experience to qualify him to a book about how to raise happy children that are responsible, productive members of society and don't rebel and get violent and weird just because they're teenagers. If it's too late for that, he'll show you how to reel them back in and get a new start.

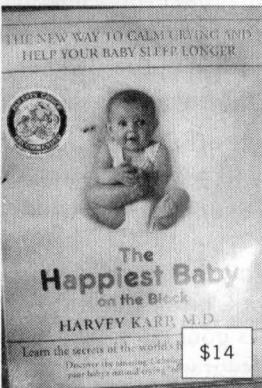
It costs \$15, but if you get it and read it and think it's a gyp, return it within 60 days for \$50 credit, and make a huge profit. That's a serious offer, but it's no risk. This is an important book, and believe it or not, a page-turner. No book with *rot* as the second word of its subtitle makes a happy gift, but if you're a parent, buy it for yourself. It's easier to give as a gift after you've read it yourself, anyway. Don't wrap it.

The Epidemic: 23-037 \$15



Happy Baby & Toddler Videos

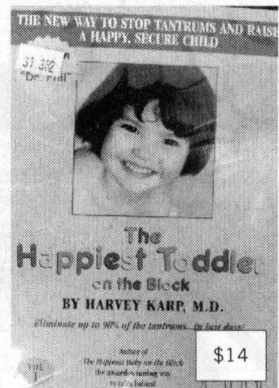
These videos teach you things you might not learn anywhere else. The cover price, for each of them, is \$23, but we sell them for cost just to get them out there.



We've offered these before, and the reaction has been astounding. The Baby one tells you why babies cry and how to comfort them instantly. The Toddler one tells what frustrates toddlers, and how to communicate with them before they reach the age of reason. Good videos, by pediatrician Harvey Karp.

Happiest Baby DVD: 31-380

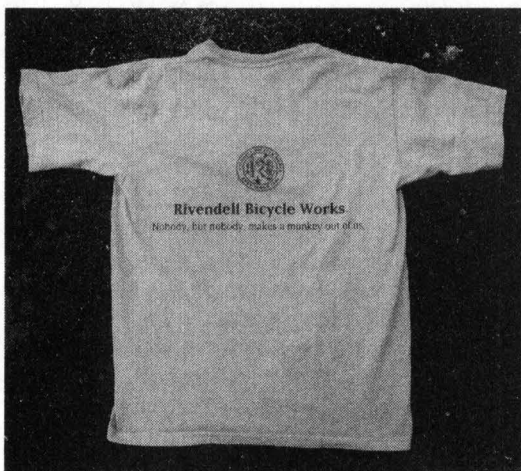
Happiest Toddler DVD: 31-382



"But I thought this was a bike catalogue!"

Well, it is, but with slotted saddles and all, some bike riders are having children, and every now and then there's some really good information that warrants passing along. Bookstores have so many books that it's hard to know where to start. No doubt there are other good books & videos, but the ones here are standouts (outstanding), and if you're a parent, you'll be glad you got them. The videos, especially, make great gifts. The book does, too, but give it before the kids are teenagers, or at least before they're 17. At that point, maybe too late.

We wouldn't stock these if they weren't really special, or if you could find them any old place. But they are, and you can't, and so... —Grant



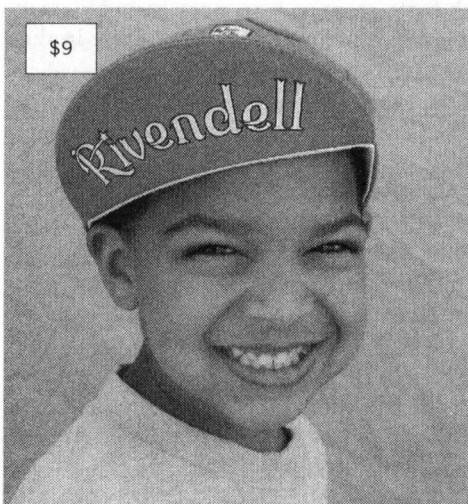
Rivendell SS T-shirt

100 percent organic cotton, made in the USA, and dyed with clay, herbs, roots, or whatever else they can boil up or squeeze juice out of. Colors vary, but all are earth tones (mustardy, grey, light green, and so on). See www.rivbike.com for the current offering, or just trust that if we like it, you won't hate it.

The slogans will change from time to time, and lately they've been getting pretty far out there, but we'll always keep them tasteful, truthful, and not too

embarrassing to wear in public with your spouse or children. Pre-shrunk, but buy up a size, anyway.

M: 22-497 \$20 L: 22-498 \$20 XL: 22-499 XXL: 22-500 \$20



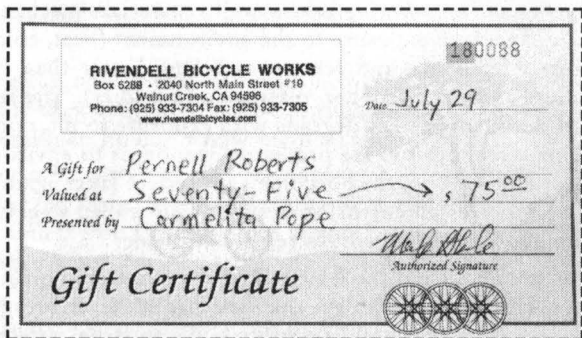
Cycling Cap

100 percent normal ("poison") cotton, made in the USA. These fit large 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, so the current color will vary. For current selection, go to www.rivbike.com.

Cycling Cap: 24-066 \$9

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

Material Matters

It's been said that most people care about three things: sex, money, and food; and that cyclists care about four more things: price, number of gears, peer approval, and weight. This is about weight, and the related topic of frame material.

Weight has been overemphasized by the media, and manufacturers have responded with frames and components that live on the brink of failure. If you haven't heard of them or seen the photos of snapped forks and handlebars, you're just out of the loop, because they're out there.

How safe a bike or part is depends on many things, but in this box we'll talk about different types of strength, and how they relate to safety.

Impact strength is how much impact a part can take before it fails. It matters, but any impact that tests a bike or part's impact strength will send you to the ground long before the part is damaged, and once you're down, who cares about the part?

Fatigue strength is how a material responds to repeated stress, usually flex. It is important in a bicycle because there's always flex happening, as you push on the pedals and pull on the bars. Aluminum has the worst fatigue strength of any common frame material, but aluminum bicycle frames can be made with oversized tubing to eliminate most of the flex. High quality steel has the best fatigue strength of any frame material. It has a stress threshold below which it can survive an infinite number of flexes.

Toughness is a material's ability to stop a nick from growing into a crack, and a crack from growing into a failure. Steel creams aluminum, titanium, and carbon fiber in this area, too. That's why hammers, nails, rebar, and bridges are steel.

Tensile strength (UTS, for Ultimate Tensile Strength) is the most commonly cited gauge of strength, but it is a minor factor in the life of a frame, because bicycle frames don't fail in tension. The material doesn't pull apart, in other words. Frames and parts almost always fail due to fatigue, notch-sensitivity, lack of toughness, or impact. Window glass has a tensile strength five times higher than chrome-moly steel, but tension isn't what kills it.

Tensile strength affects safety, but any of the materials used in bicycles has plenty of it. There are more important factors than tensile strength.

Failure mode is one of those "more important factors." It is how suddenly failure occurs after the first crack, hole, or gouge. Materials that fail fast are said to fail "catastrophically." Of all materials used in bikes, none fails more catastrophically than carbon fiber, and none fails more slowly than steel. You want your bike stuff to respond to trauma by bending and denting, not shattering and snapping. Metals tend to do that. And once that's covered, you want plenty of time and lots of warning between the onset of failure (a crank, for instance) and total material separation. Steel is the first place winner here, too. Repairability is desirable, too, and steel wins that one, also.

Ageing and weathering is how well a material's mechanical properties hold up over the years and with exposure to the environment (heat, cold, salt air, and ultraviolet radiation). Metals age and resist weathering better than the non-metals used in bicycle frames and parts (rubber, plastic, carbon fiber). The resins used to hold the layers of carbon fiber together degrade with exposure to ultraviolet. Rust and corrosion ("rust" being steel-specific) are protective responses to environmental conditions, and once a layer has built up, they become a protective layer against further corrosion. Even so, it is best to prevent corrosion in super-thin-walled steel tubes by spraying them with any number of anti-rust sprays readily available.

Defect tolerance is the least-talked about material quality, because it's easy for a champion misinterpreter to get the idea that whoever brings up the topic must be tolerant of defects. But in building rockets, it's an issue, a defect tolerance acknowledges that no matter how high your standards and how strict the quality control, some substandard samples will be used in production. Defect tolerance is the ability of a material to

be safe even when defective. Think of it as “What IF?” The least defect-tolerant material of those we’re talking about is carbon fiber. The most, steel. Defect tolerance is about the material itself, not about manufacturing standards.

Shock absorption, vibration damping, and comfort get talked about a lot in bicycle media, and they warrant some mention somewhere in this catalogue, and this is the only page that makes sense for it.

Shocks get absorbed by movement, either compression or deflection or a combination, but there’s a notion among bike riders that they can get absorbed without movement. Folks who ought to know better claim that carbon forks offer a “plush, shock-absorbing” ride, even though they don’t compress at all, and are designed not to deflect enough to make a difference in comfort. Yet, the media and so many “experts” who work in retail shops and at the manufacturing level continue to praise their shock-absorbing qualities. If you want shock absorption, ride higher volume tires at lower pressure, and don’t grip the handlebar as though it’s a jackhammer. Suspension forks absorb shocks, but only by moving.

Vibration damping is another largely misunderstood quality whose real benefits may or may not be detectable by a human riding a bike. It is how long a material continues to vibrate once it has started to vibrate—presumably, when it hits a bump. Wind chimes don’t dampen vibration well, which is why they bother your neighbors. Vibration is high-frequency flex. How a material flexes is determined by its Young’s modulus, and how something like a bicycle frame or fork flexes is determined by its material and physical dimensions. But a bicycle isn’t a dangling metal cylinder; it’s a composite of metal, rubber, air (in the tires) and other materials, and there’s a body on it. The water is so muddied that there’s no way for a human to accurately isolate “vibration damping” from all the other things going on during a bike ride, and even more, to discriminate the quality of damping, and attribute it to the proper source.

Physical comfort is how comfortable you are on the bike, and although that’s our favorite topic of all time, we’ll sum it up in these few words: Raise the bars to take weight off your hands. Scoot your seat back an inch or more farther than the experts tell you to. Ride bigger tires at lower air pressure. Relax your body and grip. *Abbbb*.

Psychological comfort just means that if the bike fits you perfectly but you have doubts about it or issues with it, you won’t be comfortable. Some women who grew up riding “girls’ bikes” without a top tube can’t get comfortable on a bike with a “diamond-style” frame. They feel trapped on it, and stressed. Young male whippets who are used to curling their skinny-maggot bodies over a the smallest possible frame (say, a 56cm for a 6-footer), aren’t “psychologically comfortable” on a 62cm, only because they know it’s a 62.

We like steel bikes best, and lugged ones most. But the material and method mean nothing unless the bike is not only well-designed, but well-designed for you, and right for your kind of riding.

We like road bikes that allow you to fit a tire at least 32mm wide. We think all bikes should be able to fit fenders, short (sub-41cm) chainstays are dumb, and modern road gearing is too high.

Brazed-on front derailleurs are okay only if they’re positioned right for the smallest chainrings you’ll want to ride, and they usually aren’t. So, think twice before buying a frame with a brazed-on front derailleur. Find out how small a chainring you can use.

Frame weight is 1/4 as important as bike weight, and bike weight is 1/10 as important as body weight. If you want to go fast, ride harder and more often. We’re not suggesting you should want to go fast unless you’re racing, but if you do, that’s how you’ll achieve it. You can buy a Lightspeed, but it won’t make you light or give you speed.

It has been said many times that engineering matters more than materials. But it’s not as simple as that. Yes, you can make a strong bridge out of styrofoam, or bike frame out of almost anything, but certain materials have inherent qualities that plain make them more desirable. Steel has been around a long time, and that makes it a hard sell these days. But as a strong, safe, repairable, beautiful, practical, and rugged frame material, it is still the best. The fact that it’s not trendy only adds to its appeal.

Our Frames and Bikes

We design smart, versatile bikes, and cut no corners making them. We offer a small range of lugged steel frames, ranging from production models to custom, priced from \$1,400 to about \$2,500. We don't go into detail in this catalogue, but we'll take a few pages to tell you about them. For more information, go to our site: rivbike.com, or contact us for a packet of paper information...with all the details.

Most of our frames and bikes are made by Toyo, a 6-person frame shop in Osaka. Toyo is a small, family-owned business and has built high-end frames for about 30 years. They're expensive, but the quality rivals and often exceeds that of the finest handmade frames made at any price.

How do you judge frame quality?

One way is consistency. When you're good at something, you do it the same way over and over. You create systems to eliminate human goofball errors, and develop the human skills to take care of what systems alone can't control.

There are so many opportunities to mess up a frame—by misplacing a brake bridge, mis-cutting a tube so the geometry isn't what it's supposed to be, incomplete brazing, and plain old sloppy work. Since 1997 we've sold more than two thousand frames made by Toyo, and the quality and consistency are the best we've seen. There are fine frames made in the U.S. and Europe and other parts of Asia, but none are as consistent as the frames made by Toyo. Following is a short summary of our Toyo-built frames:

The Atlantis, our touring bike

It's our most versatile model, mainly because it does everything well and takes a wide range of tires. We introduced it in 1997, making it the first and oldest production frame in our line. Since then we've sold close to 1,300 frames, and are confident that it is the best touring frame made today. The Atlantis is sold as a frameset (with fork and headset), and as a complete bike. Framesets go for \$1,400, complete bikes, from \$2,400 to \$3,000, depending on the parts. We have a paper brochure on it, free for the asking, and you can find out more online, as well, at rivbike.com.

The Rambouillet, our road bike

The Rambouillet is our all-around road bike. It is built with lighter weight tubing than the Atlantis, is designed for a road bike's side pull brakes, and has the thorough, thoughtful, common sense details that are the hallmark of all our frames. The Rambouillet is ideal for anything from smooth asphalt, to chip-sealed roads, to potholed roads, to unpaved roads. Although it's a light-weight frame, it is strong as well, and we recommend it for dayloads of up to about 20 pounds.

The Saluki, for road riding, touring, and fire trails

This bike is the odd duck of our line, but exemplifies our approach to bikes

and resistance to modern trends. The odd thing is its wheel size: 650B. This is an older French size that even in its heyday in France in the 1950s, never really grabbed the world by the nuts, and since 1965 has almost faded entirely away. Last year we resurrected it and have played some role in its return, and now several progressive American builders are introducing 650B-wheel bikes. Although the thought of buying a bike designed for a wheel size that most bike shops have never even heard of scares most sane folks, those who've ridden 650B wheels and want to be part of their rebirth don't hesitate the slightest. It's not the bike for worriers, but if you're looking for a super comfortable road bike with enough fortitude for all but the harshest off-road rides, you'll do no better than a Saluki.

The Glorius and Wilbury, the world's most beautiful mixtes

Lugged bikes are rare enough these days. Lugged mixtes are almost unheard of. Lugged mixtes with custom-designed mixte-specific lugs and designed for 650B wheels are the most unlikely bike on the planet, if you ignore for a moment the fact that we make them. The mixte is known as a girl's bike in America, but in most other countries of the world, they're ridden nearly equally by both men and women. The low, diagonal tube makes mounting easy, and the

rest of the bike is ideally suited to anything from short rides on the bike path to fully loaded, self-contained touring. The women's model is the Glorius; the men's is the Wilbury. These are the most pleasant-riding, comfortable bikes you'll ever pedal.

The Quickbeam, our two-speed bike

The Quickbeam is our quirky bike, a derailleurless two-speed. It has excellent

tire and fender clearance, and is the most versatile, comfortable, all-around useful derailleurless bicycle we've seen. Panasonic makes it for us in Osaka, Japan, using our lugs, fork crown, bottom bracket shell, and dropouts. We've sold about 200 of them, and the next group of fifty is due in late 2005. You can read more about it at rivbike.com, and we are already taking deposits on the next delivery.

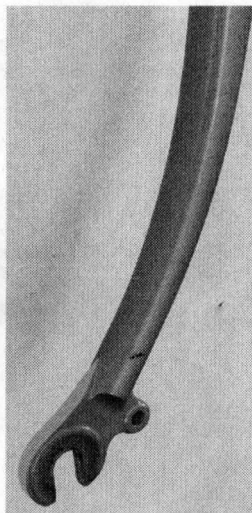
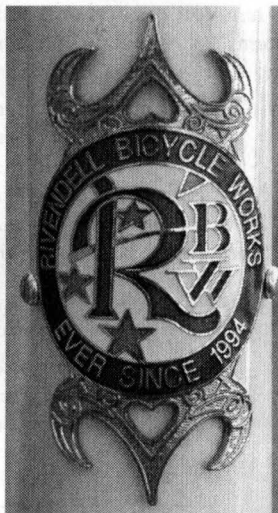
Rivendell Custom

Everything we know about bicycle frame materials, handling, fit, aesthetics, design, and construction goes into a Rivendell custom. I design them according to your body and your riding. We send you a packet with lots of questions to answer about you and your riding. Our communication is clear, and there's no guesswork.

A custom Rivendell frame costs \$2,500, and the wait is 24 to 40 months from the day we receive your \$300 nonrefundable deposit. If you've got the money and can wait, you'll get the best frame it is humanly possible to make.

We have one builder, Curt Goodrich, and are working on getting another who can build bikes to our standards. If that happens, delivery will improve.

—Grant



I would like more frame information. Even though I know I can find out lots on the web, with color photos and all, I'd still like whatever brochures, booklets, or small frame catalogues you might have. Please send them to:

Name _____

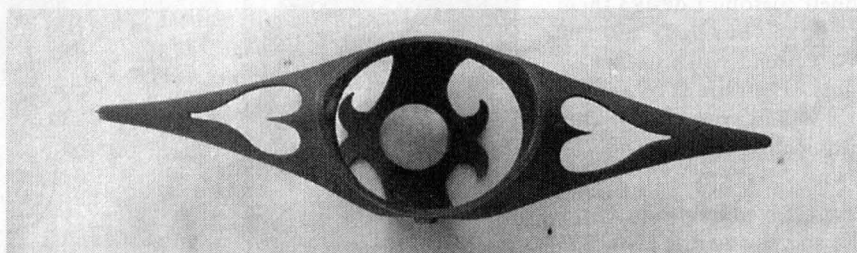
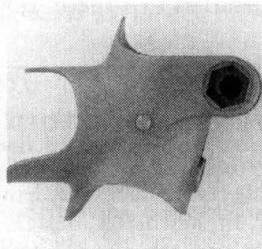
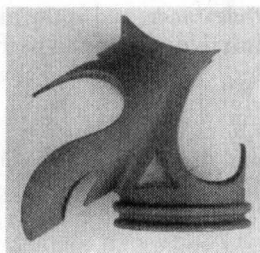
Address _____

City _____ State _____ Zip _____

After reading the following two pages, I am most interested in:

Atlantis Rambouillet Saluki Quickbeam Glorius or Wilbury Custom

Note: If we're out of any brochure, we'll send it when we get more.

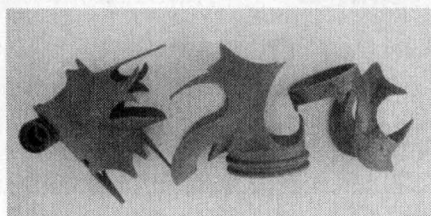


Lugs... and Lugs for Sale

These days when people see a lugged bike, they assume it's low-tech or old-fashioned, or a modern rendition of an old classic. They wouldn't say that about a fine pair of leather shoes, or a nice piece of wooden furniture, or a fine violin. They might say that about a bamboo fly rod, but they'd be wrong there, too.

Lugs are so interesting and beautiful and diverse. There are so many kinds, that if you don't like one, you'll like another. I used to think some lugs were pretty and some were ugly, but over the years I've softened up some. I like some lug details and styles more than others, but I can't look at any lug without imagining somebody drawing it out and being proud of it when it was finally made, and I can't imagine making bikes without them. Besides, when lugs are so rare, why step on any?

We have lots of lugs that we don't use anymore, and spares of ones we do. Some we've discontinued because the frame styles changed, or they were good lugs but a pain to work with, or some other reason that has no bearing on anything. If you want one of these lugs just to have as a neat piece of investment cast steel, or an ornament for your desktop or Christmas tree (don't underestimate its effectiveness there, either), we'll sell you one. You can't get a whole set because we don't want anybody else building a frame with out lugs; and you don't get to pick the lug. On the other hand, we'll sell them well below our cost, just to get them in your hands... and to clear out what, around here, we like to call "dead stock."



The lug you get may not be one of these, but it'll be one we've used and still like, and on the other hand, maybe it will be one of these. It'll be a good lug, anyway.

Random Lug: 31-444 \$2

**Become a Rivendell Member for \$20.
Get a year's subscription to the Rivendell Reader,
money-saving coupons, and seasonal Catalogues.**

Look what your \$20 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 32 to 40 pages long, and contains stories, articles, and interviews that you absolutely, positively will not read in any other cycling publication.

4. Two 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 _____

Mailing Address _____

City _____ State _____ Zip _____

Ship to, if different _____

Work phone: (_____) _____ Home phone: (_____) _____

Fax: (_____) _____ Email: _____

Membership Order Form	Total
I'd like to join Rivendell for one year: \$20	
I'd like to join for two years: \$30	
Sign me up for three years: \$35	
Sign me up for 99 years: \$200	
Foreign subscriptions per year: \$25	

P.O. Box 5289 • Walnut Creek, CA 94596

Phone: 925-933-7304 • Fax: 925-933-7305 • Fax Toll-Free in US: 877-269-5847

PAYMENT

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

Credit Card No.:

Expires (MM/YY) - **We accept Visa & Mastercard**

Something About Us Here

Name/Job here: Mark Abele, Bags, custom frame coordinating, mechanic, other

Work before: Marketing, Del Monte, Kraft

Favorite kind of riding: Hills and trails

Changes I'd like to see here: Shorter lead time for custom frames

Two movies I like: *Thomas Crown Affair*, *The Gods Must Be Crazy*

Two books I like: *The Long Walk*, and *Fast Food Nation*

Best breakfast: Corned beef hash

Good lunch: Grilled cheese & tuna

Best dinner: Clam linguini

Five things I like besides bikes: Fly fishing, wine, apricot cobbler, seafood, high Sierras

Name/Job here: Mary Anderson, Business Manager

Work before (and during) here: School administrator, Mom

Favorite kind of riding: family bike rides on rolling green hills

Changes I'd like to see here: All debts paid off, so more money for fun stuff

Two movies I like: *Fried Green Tomatoes*, *Ladies in Lavender*

Two books I like: *The Lord of the the Rings*, *Cider House Rules*

Good breakfast: Toasted English muffin with strawberry jam

Good lunch: Turkey sandwich

Good dinner: Barbequed salmon

Five things I like besides bikes: Family, quilting, reading, hiking, traveling

Name/Job here: John Bennett, General Manager

Work before: 10yrs retail management & buying (Macy's & elsewhere); 10 yrs with non-profits, working with the developmentally disabled

Favorite kind of riding: S24Os and commuting in S.F.

Changes I'd like to see here: More seersucker

Two movies I like: *Ordinary People*, *Easy Rider*

Two books I like: *A Heartbreaking Work of Staggering Genius*, and *The Corrections*

Good lunch: Steel-cut oatmeal with flaxseeds and blueberries

Good lunch: Curry Tofu and vegetables from the Da Lat, a local Vietnamese place

Good dinner: Giant salad in my oatmeal bowl

Four things I like besides bikes: The White Stripes, green tea, black licorice, Tibet

Name/Job here: Brian Douglas, Head mechanic, lots more

Work before here: Bianchi, Avocet inside sales; independent rep, REI Master Tech

Favorite kind of riding: Winding, shaded climbs, some dirt, Saluki country

Changes I'd like to see here: Central air conditioning, fancier reception area

Two movies I like: *Journey to the Center of the Earth*, *The Man Who Would Be King*

Two books I like: *The Odyssey*, and *A Confederacy of Dunces*

Good breakfast: Swiss Muesli, Peets Coffee

Good lunch: French cafe fare

Good dinner: Italian pesto and soave bianco

Likes besides bikes: My wife, playing music, spending time with our dog, Tyler

Name/Job here: Modesto Flores, Shipping, inventory

Work before here: Auto parts warehouse manager

Favorite kind of riding: Touring in good weather

Changes I'd like to see here: Air conditioning, fewer backorders

Two movies I like: *Of Mice and Men*, *The Midnight Express*

Two books I like: Anything by Kellerman

Good breakfast: Pancakes

Good lunch: Free

Good dinner: Beef and potatoes

Likes besides bikes: Ladies and rock and roll

Name/Job here: Sterling Hada, Computers & purchasing & other
Work before here: 6yrs administrative support, 14 years tech writer
Favorite kind of riding: Any ride, and long is good. I like brevets
Changes I'd like to see here: Rivendell out of debt
Two movies I like: *Doctor Strangelove*, *Local Hero*
Two books I like: *Winter's Tale*, and *The Sparrow*
Good breakfast: Blueberry waffles or pancakes with chicken apple sausage
Good lunch: Mark's barbecue, here at Rivendell. He does about 12 per year
Best dinner: All you can eat oysters, salmon, steak, salad, corn on the cobb, and beer
Likes besides bikes: Marine mammalogy, birding, old Warner Bros. cartoons

Name/Job here: Miesha Kerl, web orders, general stuff around the office
Work before here: Customer service, general office work, retail
Favorite kind of riding: Horseback!
Changes I'd like to see here: Air conditioning
Two movies I like: *Matrix*, *Finding Nemo*
Two books I like: Any book my son Brian likes. *The Cat in the Hat*, *When a Bear Makes a Cake*, *the Pooh Books*, *Green Eggs and Ham*, things like that
Good breakfast: French toast and bacon
Good lunch: Salad
Good dinner: Barbecue
Likes besides bikes: Cars

Name/Job here: Robert Kurosawa, shipping, inventory, creative solutions to vexing probs.
Work before here: Bike mechanic at Bridgestone, then Bianchi
Favorite kind of riding: Mud with skinny tires
Changes I'd like to see here: More room, fewer overlapping items, air conditioning
Two movies I like: *Life Aquatic*, *Napoleon Dynamite*
Two books I like: *Memories of a Geisha*, and *My Year in Meat*
Good breakfast: PG tips and toast
Good lunch: Fish sandwich, poki
Good dinner: Natto maki, turkey thighs or legs, kale, rice
Likes besides bikes: The Hairy Who

Name/Job here: Rich Lesnik, wheelbuilder, promotion/advertising, customer service
Work before here: United Airlines (mechanic), musician, typesetter
Favorite kind of riding: Touring and commuting in S.F.
Changes I'd like to see here: More seersucker, less debt
Two movies I like: *Fearless*, *Eternal Sunshine of the Spotless Mind*
Two books I like: Anything by Doris Lessing, Ursula LeGuin
Good breakfast: Oatmeal with raisins, soy milk, and flaxseed meal
Good lunch: A giant salad
Good dinner: Tofu and greens over brown rice
Likes besides bikes: Jazz, cats

Name/Job here: Grant Petersen, publications, bicycle design, other
Work before here: About 10 years at Bridgestone Cycle
Favorite kind of riding: Local roads and trails, family rides, S24Os
Changes I'd like to see here: No debt, air conditioning, young person to run it in 12 years
Two good movies: *Double Jeopardy*, *Ground Hog Day*
Two good books: *Trustee From the Toolroom*, *The Long Walk*
Good breakfast: Oatmeal my way, or soft-boiled eggs mixed with fantastic toast squares
Good lunch: PBJ on fantastic toast, fresh fantastic figs, buttermilk/orange juice mixed up
Good dinner: Barbecued salmon, apricots, salad with walnuts and blue cheese. Or Greek
Likes besides bikes: Family, trout fishing, Bob Dylan, Neville Shute books, arrowheads

Hours, Visiting Tips, Directions, Policies, Food

Telephone Hours

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

Visiting Tips

We have a shop, warehouse, phone area, and a new showroom that's always open, but especially Saturdays 10 to 4. We're friendly, so please come on by.

To Find Us

From the south or west: Take 680N. Exit Ygnacio Valley Road. East on Ygnacio 1/4-mile to North Main Street. North (left) on Main about 50 yards. Turn right and go up the ramp between the bakery outlet and Hertz. We're halfway down the left side of the metal building. It's extremely posh.

From the north: Take 680 S to the Geary/Treat exit. Left onto Main until you hit Pringle. U-turn at Pringle, then almost immediately turn right and go up the ramp between the bakery outlet and Hertz, then halfway down the left side of the metal building.

A 5-minute walk from Walnut Creek BART: Walk out the NE side of the lot, then north on the sidewalk alongside California, to Pringle. Right/east on Pringle to N. Main, cross N. Main and go up the path between the bakery outlet and Hertz Rental Car. Stay to the left of the corrugated metal building, find No. 19.

Where To Park

In front of 18, 19 and 20.

Where To Eat Nearby

We're a 4 minute slow walk from the best restaurant in town, Tullio's. Salads, sandwiches, pizza, pasta. Big portions, low prices, and it's the best food in a town full of good food.

Will Calls

Call first if you can, so we can have your order ready.

Stock in general

We try to keep stock of everything in this catalogue, but are sometimes out of certain things.

Backorders will only be issued on out of stock items listing for more than \$20. There's no freight on backordered items,

which is a strong incentive for us to keep everything in stock. The prices listed are good until the next catalogue or price update in the *Reader*.

Returns

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: FREE SHIPPING on orders of \$150 or more. Less than that, \$8 per order.

Exceptions: Bikes are \$50, frames are \$35, and separate wheels are \$15 each, rims are \$15 for as many as you buy. Foreign shipping is higher, sorry, but we don't set the rates, the feds don't listen to our pleas. Call for rates.

UPS 3-Day: \$12

UPS 2-Day Air: \$20

Next Day Afternoon: \$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: Free shipping. (No Intl. Back Orders)

International

US Mail to Canada:

Ground: \$15 / *Air:* \$25

Other Int'l Surface: \$25 / *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). It sounds harsh, but it's our way to get you to join. Joining is cheap and easy, and you get \$10 of your \$20 member fee back with your first order. It works out for you and us, and so...we like it!

Rivendell Bicycle Works
2040 North Main Street #19
Walnut Creek, CA 94596

PRSR STD
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\$1