



CATALOGUE

#19





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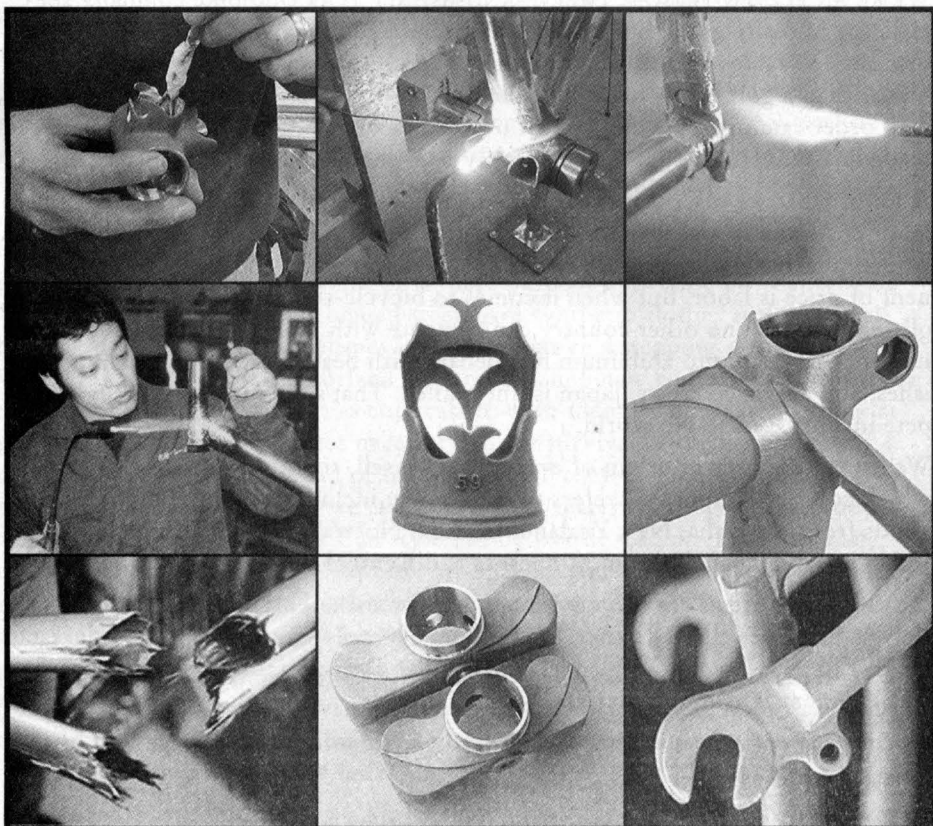
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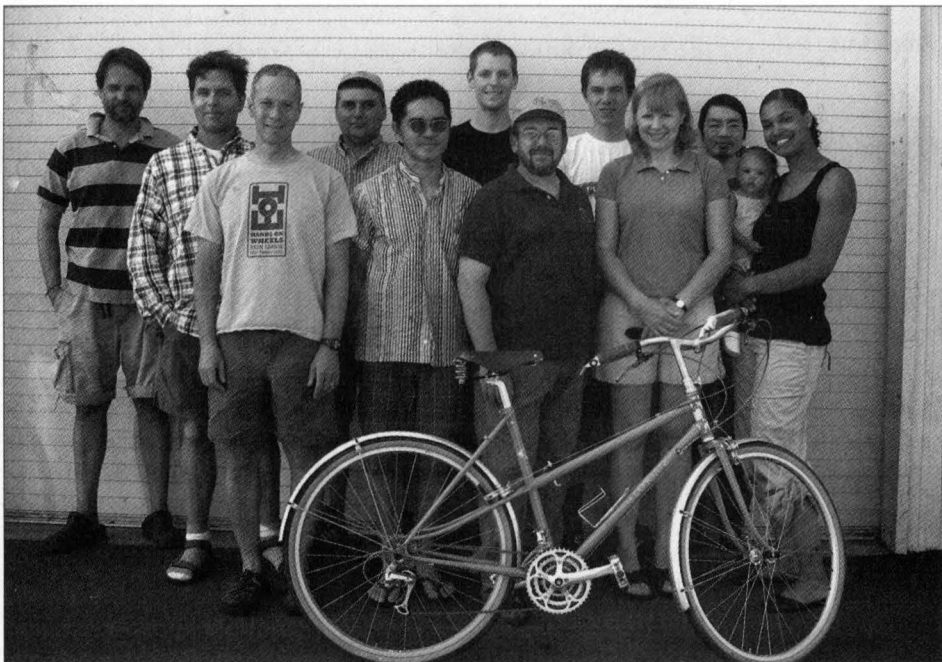
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L to R: John, Grant, Mark, Marc, Robert, Keven, Rich, Eric, Mary, Spencer, Laiya, and Miesha.

Introducing the firm

Our business is often labeled this or that by journalists or internet pundits who understand a limited number of business models and want us to fit into one of them. It's not a complicated business, but a label can't sum it up either, so I'll try to do that in the next 900-or-so words.

WE'RE AN ELEVEN-PERSON, TWELVE-AND-A-HALF YEAR OLD bike company specializing in really good, but untrendy bicycles and gear. We stock generic invisibles such as cables and housing, but ninety percent of everything we have that's bigger than a golf ball is hard or impossible to find in a regular bike shop or mail order catalogue. As a matter of unusual fact, nothing in this catalogue is made in China. (Although I'd love to fly over the Yangtze river someday.)

A lot of what we offer is made in Japan, and that's unusual these days. With high labor costs and in a global economy, Japan has lost most of its export business in labor-intensive goods, because it can't compete on price, and the highest component of price is labor. But when it comes to bicycle-things made of smooth & glistening metal, no other country can compete with Japan. From brass bells to lugged steel frames to aluminum handlebars with beautiful curves, luscious finishes, and engraved crests, Japan is unequalled. That's the only way it can compete in a price-obsessed world.

We list the country of origin of everything we sell, so you won't have to guess which country "imported" refers to. Our menu includes clothing and bicycle goods from Australia, New Zealand, Canada, Norway, Scotland, England, Ireland, Italy, Japan, Taiwan, Minnesota and Kentucky.

Our big ticket items are bicycle frames, and we make only lugged steel ones. The only saddles we sell are leather. We sell lots of wooly clothing, and go to great lengths to get all wool, no blends. When a blend is inevitable, we make sure the wool content is as high as we can get it.

Our typical customers are between 40 and 65, athletic, usually successful or

good at something in their life, and they're not searching for themselves or trying to fit in somewhere. They're smart, love to ride bikes, usually own modern bikes and gear, and come to us when they realize it's not working out and they think maybe another approach will work.

We like bike parts and things that make your bike more useful and comfortable and fun. We don't cater to racers, not even a little. When bicycles and parts are developed for racers, they sacrifice something useful or valuable to the non-racer in the process.

Our selection is small, but everything is good. We prefer plain to fancy, simple to complicated, natural to synthetic, originals to copies, and things made by users to things made by workers who are emotionally un-attached to the goods.

We try to buy from manufacturers whose approaches and abilities are a good match, and that right there is one of our ongoing challenges and frustrations. Invariably, they're small and specialty makers, and often have material supply problems themselves; so the ideal of all in stock all the time is not reality, here—but when something makes the catalogue, there's a good bet that it's here right now ready to go. Our website (www.rivbike.com) is more colorful & complete, but a real paper catalogue is a good thing too, and we'll never give it up.

Our prices are fine. I know a diligent recluse with a computer can knuckle down for a few hours on the internet and find a lower price on some of our more generic items, but our prices are fair and on the low *side*, given the quality. Since we buy direct and sell direct, we're able to sell those expensive-to-make Japanese things at about the same price as carbon fiber equivalents that come from China and cost a small fraction as much to make.

That's a difference between tech and craft. Tech is buzzwords, hype, material, features, high profit margins and widespread appeal. Craft is less showy and suffers on the pop charts for it, but ultimately is more satisfying to own and use. We're all for high-tech computers, though. We run the business on Macs, have a fancy new website, and see no contradiction.

I feel lucky and nervous all the time. We have too many balls in the air, and I'm behind on my Thank You notes. In our day-to-day business, the simple things are hard, but the complicated things are simpler than they seem. Delivery is everything, and we seem doomed in that regard. A lot of stress is internet-based, the result of free speech and thin skin. The button was pushed and there's no turning back. I'm at the point in my life where I'm starting to see our big picture here from the outside, not the inside. What's our role, if any? Are we grinding through life until retirement, or is there purpose and value in what we do? Does it matter that a bike is lugged steel? Are synthetic clothes really all that bad? I think yes twice. Sometimes it feels like we're a stepping stone for those who think they have it memorized but don't. When new companies with similar menus pop up, do I see them as copycats & wish them ill, or welcome them as pond-enlargers and teammates necessary to the survival of the values we say matter? If we extend the hand of friendship, will they respond in kind, or are they judo-masters? How do we espouse ancient materials and ways without coming off as nuts or snobs? Can style not be weird? Can anybody state an opinion without being on a soapbox? Are paper catalogues a waste, when the internet is so easy? How do other small businesses with catalogues afford genuine technicolor printing? —Grant

To contact us: first_name@rivbike.com. Rich (wheels), Mark, Keven, or Grant (bikes, technical), John, Keven (general); Miesha (something about an order already placed). We do our best to answer emails, but sometimes a phone call is better: (925) 933-7304. Or fax: (925) 933-7305.

A few Tours de France ago a baffled racer scuffed to a halt when a pebble wedged itself between the tire and chainstay. After a moment's confusion he flicked it out and rode on. It was a freaky thing, which is why it made the papers, but it tells the tale of today's race bike—a bike with so little air between tire and frame that it's just waiting for the right pebble, pot-hole, mud, or broken spoke to render it unrideable. That's why pro racers have spare bikes and mechanics in follow-cars. Among the racing bike's other attributes: It won't haul more than a fistful of anything; both bike & rider suffer when the road is wet or rough; and the handlebars are too low for 99 percent of all non-racers.

Our frames are just the opposite. They're designed for touring, commuting, family rides, centuries, brevets, vigorous fitness rides, fast club riding, hard solo efforts, and *fun* rides. They're for riding in the vast, natural, fantastic world beyond racing. They're better *because* we don't make them racey.

Compared to most bikes and certainly most racing bikes, they have longer chainstays, lower bottom-brackets, clearance for larger tires and fenders, shallower seat tubes, higher handlebars, and if the fitters at the local pro shop put you on a 56cm bike, chances are we'd put you on a 58 to 60cm. They'd say we size your bike too big; we say *no we don't, quit lying*.

Our frames are made of tough, light (enough), butted chrome-moly steel, so they weigh more than ti, al, and carbon racing frames, but they're tougher, too. At the joints are our own exclusive lugs. They're ornate, interesting, and properly detailed to strengthen the joints and reduce stress. The frame tubes are slender, as only steel tubes can be, and offer plenty of room for tires, while contributing to the bony, beautiful, birdlike-look that has, until recently, been characteristic of the bicycle. The forks have real crowns with flat shoulders and low, tight-radius bends that continue all the way to the dropouts—which have raised ridges that serve no functional purpose, but look good. Details such as these go underappreciated in today's current of featherweight fascination. All our frames and forks are our own designs, and are designed and built to be as strong, comfortable, beautiful, and useful as we can make them. Each frame is hand-made by skilled craftsmen with high standards and no quota.

Nothing in all of bicycling is more misunderstood than weight. Let's say you—the bike's engine—weigh 181 lbs. dressed, shoes and all. Add 17 lbs. for parts—a reasonable total for a versatile, comfortable, non-racing bike; and 3 lbs. for water, bottle cages, repair kit, pump, snack, and a teensy tiny seat bag. If your racing frame + fork weigh 4.15 lbs., your package totals 205.15 lbs. (You wouldn't weigh a car or boat or plane without its engine, so why a bike?) The identical parts *and engine* on one of our frames—say, the A. Homer Hilsen—would weigh about 206.35 lbs. Less than one percent more. Plug in your own numbers and do your own math. Your difference may be half a percent, or two percent, but in either case it's inconsequential. Frame weight isn't slowing you down. Body weight, a family or job, genetics, values, or an approach to riding that reasonably ranks enjoyment above fantasy are what keeps us off the podium.

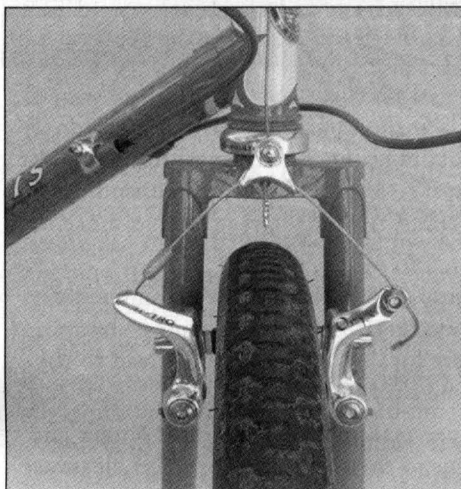
That inconsequential one-to two-percent difference gets you a lot. Our lugged steel frames will be safe on the road for five times as long as a frame whose main design consideration was weight. Our frames accept more useful tires, fenders and racks, and can be equipped to tackle the season or task without running into road blocks because somebody put the chainstay bridge too close to the rear axle, the hole too high in the fork, or curved the carbon too close to the tire to make it look "racey." Nobody talks about these gremlins before the sale, and it's likely the makers themselves are oblivious. That's a better defense than the alternative, but no consolation when you discover, a week, a month, or even two years later, that your bike can't adapt to the real world.

Most featherweight frames can't be repaired, and some aren't even recyclable. Steel can almost always be repaired and made good as new so you won't have to recycle it; and when it can't be repaired, it's easily recycled. A steel frame is much less affected than are other materials by the things that can lead to failure—flex, fatigue, bumps, nicks and scrapes, and even prolonged exposure to sunlight. And failure mode matters, too. Steel doesn't fail catastrophically. If you pay attention, it warns you. The ability to ride a damaged steel frame safely has gotten many riders out of a jam and back home. Steel is not only strong in the laboratory, but also is tough in the real world. Blows that would shatter carbon or make aluminum downright dangerous to ride may dent a steel frame, but most dents on steel frames are no big deal. Ugly, but not life-threatening. That's a good quality to have in a frame material, because bikes live a hard life, and a material that dents and bends is better than one that shatters and snaps.

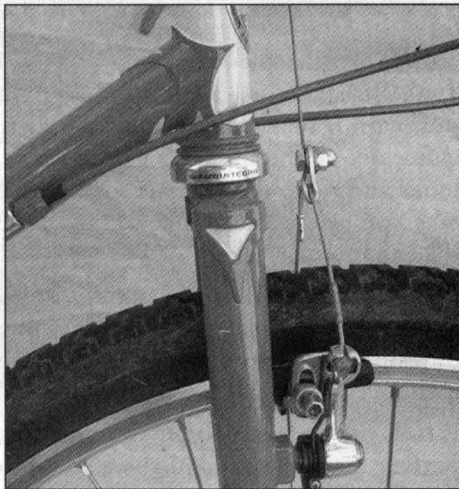
On the following pages are short sum-ups of several of our models. There's more information at www.rivbike.com. If you have any questions about our frames, email or telephone (925) 933-7304 or (800) 345-3918 and we'll answer anything you ask. —Grant



53cm Atlantis with 26-inch wheels and striped tape. One of hundreds of possible variations.



This tire is a 26 x 1.85. The smallest Atlantis, a 47, maxes out here. The others will take a 2.35.



Bottom head lug & fork crown detail.

The Atlantis

The Atlantis is our touring bike, and our most versatile bike, period. It is designed for loaded touring, and accepts any tire up to about 2.3-inches wide—which also makes it a fine off-road bike. All the braze-ons are there for racks, fenders, extra bottles or generator lights, and a small front Nitto mini-rack. Mounting a large front rack is easy, with clamps. We'd have included a large front rack braze-on, but different racks require different placements, and we didn't want to limit the frame to any particular rack. It's a good way to go.

The Atlantis is virtually unchanged since we introduced it in 1998—a testimony to the completeness of the design. You can't get a better touring bike.

Color: Stock is creamy blue-green, with cream details. Customs w/upcharge.

Price: \$1500 frame/fork/headset.



Unusual name, tremendous bike. For more about it, go to ahomerhilsen.com.

The A. Homer Hilsen

The A. Homer Hilsen is a *Country Bike*. That means it's a road bike you can tour with, a touring bike you can ride trails with, a trail bike fast enough for club rides on the road. It's a brevet bike, a commuter, a daily everything bike. It looks and rides like a classic road bike, but it's far more comfortable, and can take you places a road bike can't. On fire trails, it's more practical and more fun than a mountain bike.

The A. Homer Hilsen's versatility isn't a result of design genius or high tech breakthroughs. Its versatility comes the way versatility always comes—by means of properly dimensioned tubes and properly located bridges, which lead to the clearances that fenders with medium-volume tires need.

It feels odd to boast about clearance, because making forks the right length and putting the seat stay- and chain stay-bridges in the right spot for good clearance should be a given, something everybody gets right so it's not even a topic for discussion.. And yet good clearance is almost unheard of these days, which is why we're talking about it. Bike makers are agog over materials, weight, ten-speed cassettes, and have blindly leapfrogged good design in their quest for lower weights and more sales.

The A. Homer Hilsen frame is stuffed with good design, and builds up into a bike that fits phenomenally, offers couch-like comfort, and will take you swiftly and efficiently, unloaded or with overnight loads, anywhere you can pedal it. It is what a bicycle was meant to be.

The A.H. H. takes either sidepull or centerpulls brakes. Frames cost \$1500 (made in Japan) to \$2000 (USA), both the same quality. A complete parts kit and assembled here adds about \$1200.

Color: Generally blue, with cream details. Custom colors cost \$250 more.

If you want a lightweight, strong, versatile, super comfortable, and drop dead beautiful bike for anything except competitive road racing and heavily loaded touring, this is the bike to get.



58cm Saluki with a Country bag in back, a Little Loafer in front.

The Saluki

The Saluki is an A. Homer Hilsen that uses 650B wheels, which are about 5 percent smaller than the Hilsen's 700c wheels.

You might think, *five percent, why bother?* The difference is small, but it is enough to make 650B wheels better for small bikes, and 700c wheels better for big ones. For mid-sized frames (56cm to 60cm), we don't have a preference, which is why A. Homer Hilsens and Saluki overlap sizes in this range (you can get an A. Homer Hilsen as small as 57cm, and a Saluki as big as 60cm).

Set up the Saluki with 32mm tires for fast road rides, 35mm to 38mm tires for all-around use and touring, or 40mm+ tires for maximum comfort, or for touring with lots of weight or riding trails. Like the A. Homer Hilsen, it's as all-purpose as a bike can get, and is only less versatile than an Atlantis because it lacks the huge tire capacity of the Atlantis. Think of it as the most versatile *road* bike you can get. We have some models that use cantilever brakes, and some that use bolt-on (sidepull or centerpull) brakes. Same price, function.

Color: Butterscotch, with cream details. Customs cost \$250 more.

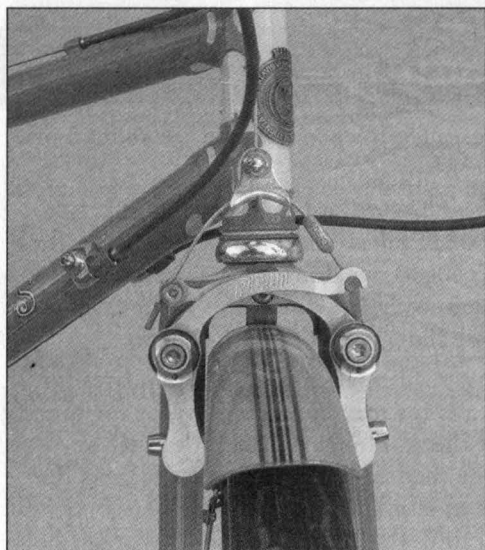
Frames cost \$1500; **complete bikes** with a typical build kit, about \$2800.

Now and the future for 650B.

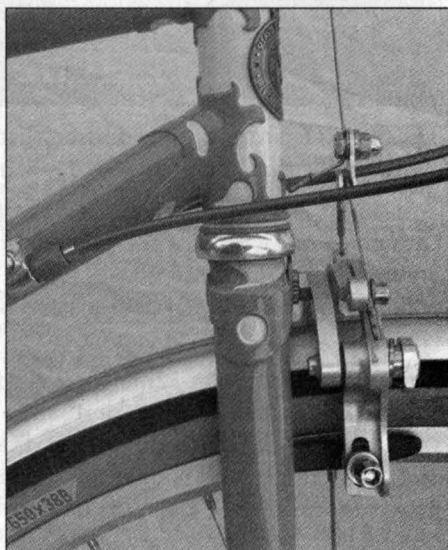
We have several tire models, made just for us, and they're available through distributors to any bike dealer in the country. Schwalbe makes two models of tires we don't show in this catalogue. Kirk Pacenti from Pacenti Cycle Design has a fatty coming out, & at this year's big industry trade show, there were eight or nine makers showing 650B bikes. More tires are bound to follow. Rimwise, the selection is smaller, but how many rims do you need? Velocity makes the most widely distributed model (the Synergy), and at least one other major rim maker is following. You can't even be an "early adopter" anymore. Six-fifty bee will never threaten 700c or 26 as a wheel size, but that's not it's purpose. For certain frame styles and sizes, it is better than either. Naysayers, Hand-wringers, and Generally Fearfuls will continue to scoff, but 650B is here to stay.



With the Albatross bar, fenders, and a top rack. Tour, commute, ride wherever you want to.



Centerpulls for the mixtes. These are by Paul.



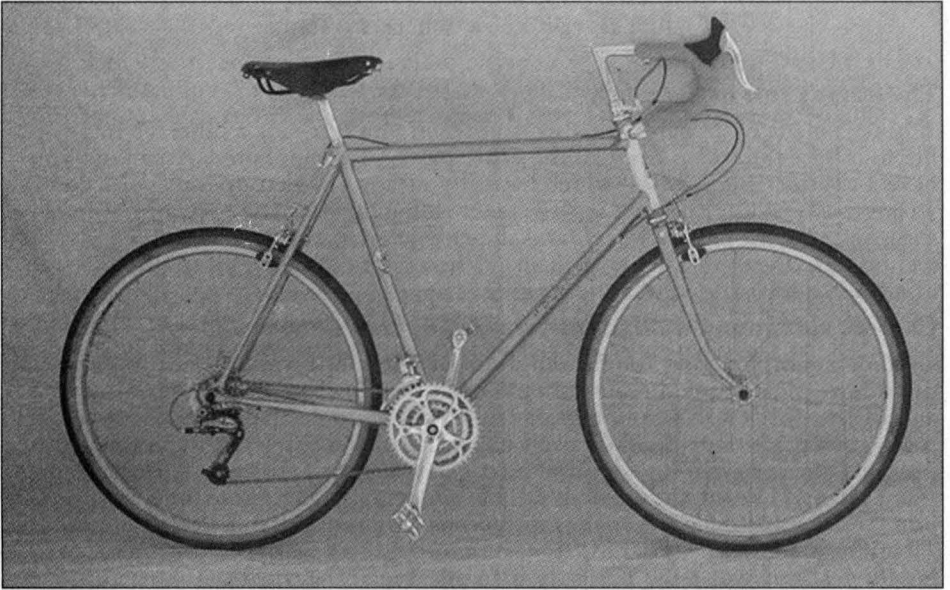
Bottom head lug & fork crown detail.

The Mixtes (Glorius & Wilbury)

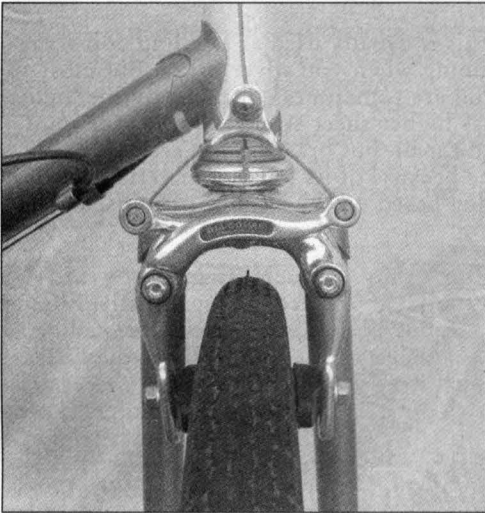
They're the same frame, but we put Glorius decals and head badge on it for a woman, and Wilbury for a man. In both cases, they're the most beautiful frames and bikes we offer, and when you can put aside your biases against "girls bikes" and simply want an easy-to-mount, easy-to-stand-over, easy-to-ride bike for anything from commuting to shopping to loaded touring, these are ideal. Yes, you can tour on them. Yes, you can ride trails on them. Any tour, nearly any trail. These are strong, useful, comfortable, superb bicycles for all-around use; they just happen to be easier to mount and dismount than our other bikes, because they have lower top tubes.

Color: Check www.rivbike.com

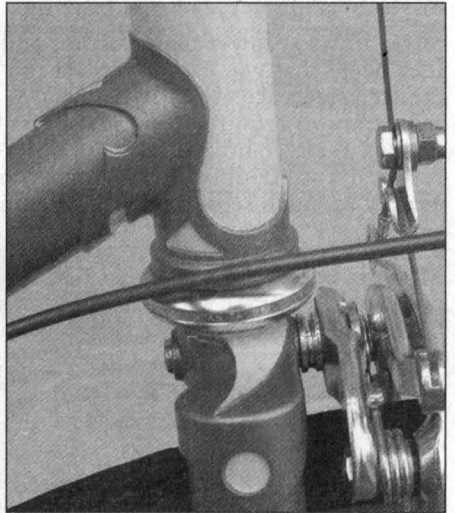
Price: We have some changes planned to bring the price down without making the bike crummier. They cost more to make than our other models...



Shown: 59cm Bleriot. It accepts 650B tires up to 42mm wide. A great all-around bike.



For Dia-Compe centerpulls or Silver sidepulls.
Shown: clearance with a 36.5mm tire.



Bottom head lug & fork crown detail.

The Bleriot

This is the same exact style bike as the Saluki, but is made in Taiwan, where labor is cheaper, so the bike costs less. If you cast aside snobbery and certain show-not-go details, this is the best value in our line, and is remarkably affordable for a bike of its quality. The Bleriot is suitable for any sort of road and trail riding short of racing and wild, crazy stupid stuff. Club rides, centuries, commuting, spirited and fast fitness rides...anything. Like all of our bikes, it allows you to raise the handlebar high enough to be comfortable, all day long.

Color: Minty blue, with cream details, but this may change in '08.

Price: Frames cost \$750; complete bikes with a typical build kit, about \$1900. That may change too, so as always, check www.rivbike.com

Some questionable opinions about bike frames

just so you know where we stand

The frame's role in the ride

A bike is made of 28 parts, plus air, and when you test-ride a bike, it's impossible to isolate the frame from all the other parts; just impossible. Assuming you have a comfortable saddle—which basically means one that doesn't poke you the wrong way—riding comfort is 80 percent riding position, 15 percent tire pressure, and the rest maybe wheelbase (the farther apart the wheels are, the less you feel bumps when you ride over them). When riders & writers attribute the ride of a bike to its material, they're making it up.

Carbon, aluminum, ti...basically everything that's not steel

Carbon is light but isn't tough, and it doesn't dent or bend, it snaps. It doesn't provide a "plush" ride, because shocks can't be absorbed without movement, and carbon forks don't compress or move enough to do that. There's notta lotta room for debate there. Carbon can't be recycled, and there's no such thing as an insignificant injury to it. Aluminum fatigues quickly if it flexes, so aluminum frames have to be fat and flexless. It fails suddenly when it goes, and as with carbon, any dent or nick or gouge is dangerous. Aluminum can be recycled, though. Titanium is a good material for frames, though it still lacks the toughness and fatigue resistance of steel. Basically it's a good material. Problems come up when the frame makers try to make ti frames too light. Titanium can be recycled, too.

Silver brazing versus brass brazing

Silver flows at lower temperatures and this is usually used as a selling point, the idea being that you can't overheat the tubing when you silver braze. But most modern steels are virtually unharmed, and are sometimes enhanced by the higher temperatures required by brass. Brass has higher sheer strength (holds the joint better). A silver-brazed frame is easier to repair, but brass frames are easily repaired, too. Ultimately, buying a frame because of its brazing material makes exactly as much sense as buying a painting based on the kind of paint used.

Filed lugs?

Modern, precision investment cast lugs don't require much filing. That's the point—they're cast with precision. Most builders prepare the lugs a little, filing a bit or squaring the edges to aid the painter, but as a measure or sign of quality, filed or thin lugs reveal nothing about the quality of the joint. What you want is a lug that doesn't create stress, and one that is well-brazed.

Tubing's effect on the frame quality

Tubing is a small part of the total cost of the frame, and so skimping on tubing (on high-end bikes) doesn't make sense. Once the dimensions are right, all modern high-ish end tubing is fine. There are plenty of poorly designed and brazed frames made with excellent tubing.

Heritage?

Many frames with heritage gained their reputation at a time when standards were much lower than they are today—when a high price, European bloodlines, & a recognizable tubing sticker blinded us. In those days, all it took to get a top score was a frame made of Reynolds or Columbus tubing. Heritage isn't nothing, but another thing it isn't is a fantastic indicator of quality.

Show bikes or go bikes?

A builder can spend a week on a bike and make a display model that'll wow the folks with unkeen eyes, but lugs carved for a week don't make up for a misplaced brake bridge, insufficient clearance, or a bike that doesn't fit—or a bike that doesn't work for its intended purpose. Bikes aren't trophies to display, man. They should work, fit, last, and look good.

Race wins?

Well...pro racers ride what they're paid to ride, generally weigh less than 160 pounds, ride several frames every year, and get new ones with every new year. Better to think of them as salesmen for hire, in disguise. *Fit* salesmen, unquestionably; but salesmen nonetheless.

Some things to look for in a bike

1. Will it fit the tires you want to ride? If a bike fits tires only to 700x23, the bike is suitable only for dry, smooth roads. You can rule out bad roads forever. If you are OK with ruling those out, or you figure *I have a mountain bike for bad roads*, fine. The point is, don't buy a bike without knowing how big a tire it will take.

2. Can you get the bars as high as you want them? Ninety-nine riders out of a hundred would raise their handlebars if they could, but they can't. And eighty of them have never tried bars at the same height or higher than the saddle. It's not easy or particularly convenient to just go out and try a bike with high bars. But it's good to know where you want the bars to be, and most people who try them level with or higher than the saddle never go back to low bars.

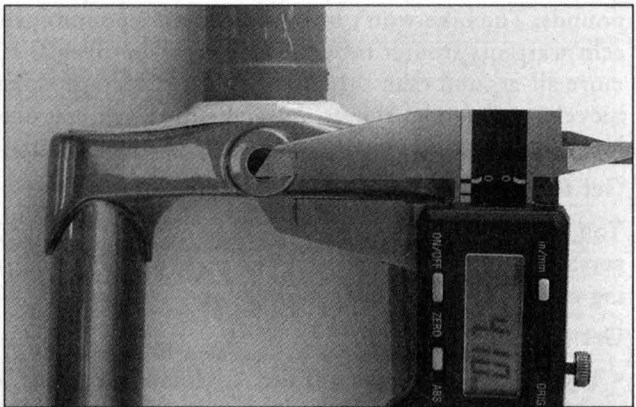
3. Balanced clearance? If there's half an inch of clearance between the rear tire and the chainstays, but there's only half an inch between the top of the tire and the underside of the brake, then you can't take advantage of the greater clearance down below, because the tire will rub on the brakes before you use it up. Likewise, we've seen many bikes with decent clearance in the brake area, but with chainstays so short that the tire is within 5mm of the back of the seat tube. More clearance is useful, but there should be some logic in what part of the bike gets how much. Often there's no logic.

4. No internal headset. All they do is lower the headset stack height, which makes it harder to get the bars up. There is no advantage to them, as evidenced by the scores of times magazine stories have tip-toed around saying just that, while describing them as "sexy." Most manufacturers who make or use them privately acknowledge that they offer no benefits over conventional headsets, and do it only because the market seems to be swinging that way, following the foolish lead of racing bikes that use them for an immeasurable but theoretical aerodynamic advantage.

5. Where the Sam Hill is the hole in the everlovin' yet dad-blasted fork crown?

Nobody ever talks about this, but it is a huge biggie, and here's the story: Any material below the hole uses up space that someday might want to be filled by a higher-volume tire, a fender, or both. So for that reason, it should be minimized. Weaker materials may require higher holes, but that's just an argument against weak materials.

Anyway, it is far more likely that the makers just drill willy-nilly, or figure as long as the fork holds a 23, what's the prob?



This here's a nice, low, reinforced hole in a steel crown. It's a tiny part of the big picture, but it didn't just land there from outer space. It's there because it increases tire/fender clearance.

6. If a spoke breaks, will the wobbly wheel roll through? Every bike should pass the "broken spoke" test with the biggest tire you plan to ride. (Although bigger tires run at softer pressure almost never break spokes). Try for at least 7mm of clearance all around. The fewer spokes in the wheel and the lighter the rim, the more the wheel will wobble when a spoke breaks.

7. Does the bike make it easy to install racks or fenders? They're never a cinch, and if you want to ride fenders, assume any bike won't take them, until proven otherwise. You can use clamps on the stays, but it's harder to substitute for the dropout eyelets.



How To Pick the Right Bike, Among Ours

Get the Atlantis if:

You want a touring bike for a combined rider-plus-baggage load of up to 275 pounds. The bike won't break under a 350 pound load, but a load that magnificent warrants stouter tubes and a weight-be-danged attitude, and the Atlantis is more all-around than that. It is our most versatile bike, and can do anything a bicycle ought to be able to do, and still rides great unloaded. A mainstay of our line since 1998, and virtually unchanged since—testimony to its mature design.

Get the A. Homer Hilsen or Saluki if:

You want a bike with road-bike details and styling and about 75 percent of the versatility of the Atlantis and more wet-weather and rough road and load-carrying capability than a normal road bike.

Get the Bleriot if:

- You like everything about the A. Homer Hilsen or Saluki and are willing to give up some basically insignificant details to get it. The Bleriot is less expensive, by about \$800 to \$900. The visual differences are noticeable only on close inspection, and aren't structural. To get the price down, we cut corners only where they didn't affect ride quality or reliability. If you want a fantastic bike at a great price and can fit a bike between 49cm and 61cm, the Bleriot is untouchable.

Get a mixte bike, either the Glorius or Wilbury, if:

- You want the easiest to mount, best-riding commuter-with-touring abilities. And if you want a comfortable, upright position and Albatross-style handlebars (best choice for our mixtes). About 80 percent go to women, 20 percent to guys. We believe these are the finest mixte bikes ever made, and the most beautiful bikes we make. They're complicated to build and by far the hardest to paint (they take almost twice as long to paint as any other model). We may introduce a single-color model later this year or next.

Getting the right size

PBH = Pubic Bone Height (to measure, see p. 78)

SH = Saddle Height (center of crank to top of saddle, parallel to seat tube)

PBH	minimum	maximum	Frame size			
	SH	SH	MIXT	ATLANTIS	AHH	SALUKI/BLERIOT
68	57	58	47	-----	-----	-----
69	58	59	47	-----	-----	-----
70	59	60	47	-----	-----	-----
71	60	61	47	-----	-----	-----
72	61	62	47 or 50	-----	-----	-----
73	62	63	50	47	-----	-----
74	63	64	50	47	47	47
75	64	65	50 or 52	47	47 or 50	47, 50
76	65	66	52	47 or 51	50	49 or 50
77	66	67	52	51	50	51 or 52
78	67	68	52	51	52	52 or 53
79	68	69	52 or 56	51 or 53	52	53, 54, or 55
80	69	70	56	53	54	54 or 55
81	70	71	56	53	54	54, 55, or 56
82	71	72	56 or 58	53 or 54.5	56 or 57	55, 56, or 57
83	72	73	58	54.5	56 or 57	56, 56, or 58
84	73	74	58	56	57 or 58	57 or 58
85	74	75	58	56 or 58	57 or 59	58 or 59
86	75	76	58	58	59	58, 59, or 60
87	76	77	58	58	59 or 61	59, 60, or 61
88	77	78	58	61	61	60 or 61
89	78	79	-----	61	61	61
90	79	80	-----	61 or 64	63	61
91	80	81	-----	61 or 64	63	-----
92	81	82	-----	64	65	-----
93	82	83	-----	64 or 66	65	-----
94	83	84	-----	66	65 or 67	-----
95	84	85	-----	66	67	-----
96	85	86	-----	66 or 68	67	-----
97	86	87	-----	68	67	-----
98	87	88	-----	68	67	-----
99	88	89	-----	68	67 or 72	-----
100	89	90	-----	68	72	-----
101	90	91	-----	-----	72	-----
102	91	92	-----	-----	72	-----
103	92	93	-----	-----	72	-----
104	93	94	-----	-----	72	-----
105	94	95	-----	-----	72	-----

This chart is pretty good, but certain things can affect it. If you ride Albatross bars, you can go smaller. Don't need to, but can. On our site we have this and more, and it may be updated. We don't have 72cm AHH frames yet, but we will in '08.

www.rivbike.com



I am cozy sheep on windy Scotland bluff, hear me roar

If big-brained space worms came here today and studied hikers, climbers, outdoor magazine cover models, or cyclists, they would get a false idea of the clothing and equipment required to survive & enjoy life outdoors. Most of today's "outdoor" fabrics were born inside a lab, and relentless promotional campaigns can make even the ultra-sane wonder: Do natural materials even work?

We wouldn't be here now if they didn't. Wool has evolved over hundreds of thousands of years in the snowy crags of Scotland, the blistering wastelands of Afghanistan, and the bitter cold deserts of Mongolia. It will keep you comfortable in town, in the woods, up on the mountains, and on the sea shore. Wool is the Pope Diamond of Fabrics.

Wool regulates body heat much better than polyanything does, so you're more comfortable in a wider range of temperatures. Lab tests prove that. It makes sense, too, because a wool fiber is far more complex than a synthetic one, and evolved to protect sheep from heat, cold, and wolves. If it's really cold and windy you may need a shell on top of the wool, and if it's super hot out nothing beats a loose cotton seersucker; but day in and day out, wool's the ticket.

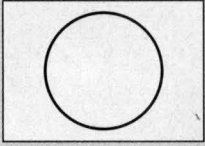
What's most impressive is wool's feel. Compared to the scientifically produced consistency and plush weightlessness of polar fleece—and despite science's attempt to soften it beyond reason (and ever-lowering our tolerance to texture)—wool still feels better than any synthetic. It's not as velvety-plush, but it feels real, almost like an animal.

And unlike synthetics, which stink 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. Once you collect a few sleeveless t's, short-sleeved t's, long-sleeved t's of various weights, and a few jerseys and heavier sweaters, you're loaded for bear and won't have more than a couple of wool loads a month, even if you wear it and sweat in it every day.

The clothing you wear becomes your immediate environment, and plays a huge role in your outdoor experience. How it looks, feels, sounds when it flaps in the wind, and smells after the third day depends on what it's made of. Synthetics are great for mopping up toxic waste and general sludge. For outdoor work or play, wear wool!

Wool Grades & Scratchiness

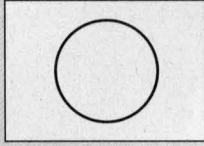
There are 25,400 microns to the inch



Coarse

28+ microns

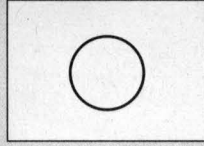
Strongest & most durable. Good for lumberjackwear, carpets, & blankets, but not baby blankets.



Medium

23-27 microns

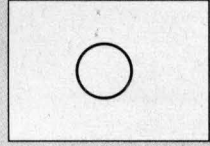
For woven shirts (like Pendletons) and sweaters. Some guys can wear this directly on skin, but no women can.



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.

Facts, opinions, & observations ‘bout wool

Smell. Wool is world famous for not absorbing odors & smelling. On the other hand, if you don’t care how you smell, then it doesn’t matter..

Black looks. Black wool looks bad in photographs, because it’s always underexposed, but it’s just the ticket if you sweat a lot and don’t want anybody to know. Black anything will do that, but wool won’t smell. Heading to gym? Wear thin black wool.

Scratchiness. Most people aren’t truly allergic to wool in the scientific sense of the word; they just hope it feels as soft as flannel and are bummed when it doesn’t. Modern merino wool is pretty darn fine and easy to live with, at least compared to the coarser wools of the days of yore. If that weren’t so, wool wouldn’t be making the comeback that it is. If you’re buying your first wool garment, give yourself a chance to get used to it. If you still don’t like it, give it to a homeless chap.

Moths. They eat food spilt on wool, and continue to eat the wool when the food’s gone. Dry cleaning kills moth larvae, but costs a mint. Mothballs stink and are toxic; moths hate cedar, so if you have moths, use cedar hangers. Basically, don’t let those creepy moths dictate your wardrobe. Wear wool, and find a way to kill the moths.

Attention women & big guys

It is not without the sweating of bullets and ignoring sales histories that we offer wool clothing specifically for you. To be fair, we’ve not had women’s wool in the past, but the “men’s” wool is basically unisex, and few women have bought them. Blame it on the unisexness or something else? We’re betting the former, and hoping some genuine women’s-cut garments in wool will appeal to our women customers. Miesha here wears them, if that counts.

We’ve had Jumbo-sized wool before, and it doesn’t sell enough to justify continuing it, but we’re gonna give it one last shot. If it flops, don’t call us next year asking for it after we’ve dropped it. Get it now, and we’ll continue to offer it.



Sizing & washing & drying our wool

Sizing. I'm 5-10 x 185 pounds, wear a large dress shirt, I don't like cling, so I wear an XL or 2X in the wool tops. If you're skinny or like cling, buy your normal shirt size. If you're an XL and like loose, get a Jumbo.

This year we have women's sizes, but don't rule out a guy's top just because you're a woman. If you wear a medium women's, a men's small will be fine. It may be a little loose around the waist, but that's never been the end of the world.

Washing. Cool or warm, gentle or normal cycle. Women; If you prefer to use a washboard, we highly recommend a Maid-Rite, as shown above. Lehman's has them.

Drying. All our wool is machine dryable, but give it a break and let it air dry. It takes 16 hours. Having more than one wool top should take the rush out of it.

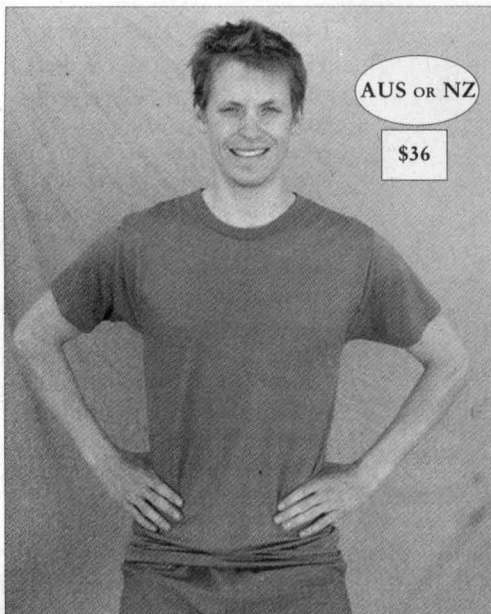
Kookabura Wool Wash: "The Dust-mite's bane"

If you have only a few wool garments and wash them with the normal load, just use Ivory detergent or any earth-friendly laundry powder or liquid that doesn't have harsh chemicals and bleach. If you have lots of wool, do separate wool loads and use Kookabura. It has lanolin, the oil in wool, and it's not a stretch to imagine that sloshing around in lanolin-infused suds might help the wool fibers. It also has tea tree oil, which smites dust mites, hence its nickname.

It has a slight scent if you smell it straight, but it's not a bad one. Still, one of our customer who's really sensitive suggested we mention that.

One pound Wool Wash: 25-002 \$12





Featherweight Shortsleeve

It's cooler than a cotton t-shirt in hot weather, and useful as a layer no matter what the temperature. The black makes you look thin and hides sweat, so you won't look gross, ever. Made of the same superlight, smooth 100 percent merino wool as the sleeveless and longsleeved tees.

Men's Black S: 22-831 M: 22-832 L: 22-833 XL: 22-834 2XL: 22-835

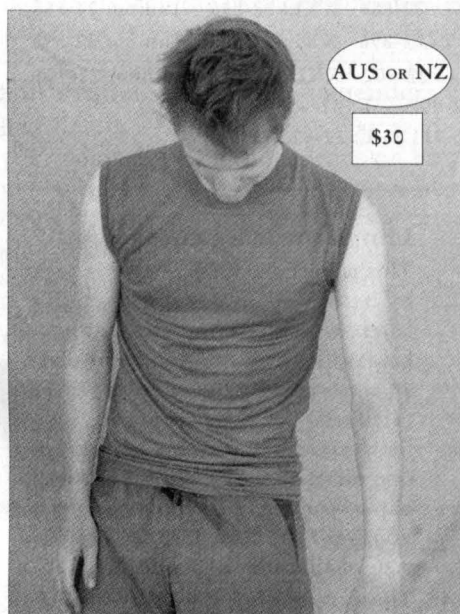
Jumbo: 22-836

Men's Blue S: 22-850 M: 22-851 L: 22-852 XL: 22-853 2XL: 22-854

Jumbo: 22-855

Women's Black XS: 22-856 S: 22-857 M: 22-858 L: 22-859

Women's Pink XS: 22-917 S: 22-918 M: 22-919 L: 22-920



WoolyWarm Sleeveless

Wear it as a first layer under a seer-sucker or any other dressy-type shirt, or under any of the woolies you see in this catalogue. Or wear it on top, and take it off mid-ride if you start to sweat too much. Here's a good way to go: Short-sleeve as a base layer, then a long-sleever, then this. It's warm & flexible, and you can strip layers as you heat up.

Sizing: Unisex. If you're a woman and want, just buy down a size.

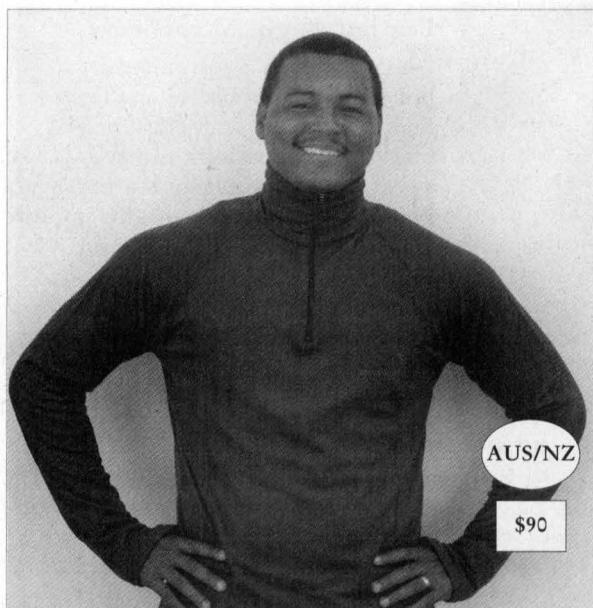
Black S: 22-831 M: 22-832 L: 22-833 XL: 22-834 2XL: 22-835 Jumbo: 22-836

Blue S: 22-838 M: 22-839 L: 22-840 XL: 22-841 2XL: 22-842 Jumbo: 22-843

Thickness and heaviness and overall warmth of this wool

The sleeveless, shortsleeve, and longsleeve crewneck wool is 200g/square meter, or about 6oz a square yard. It's light & good for layering or hot weather. We wear the shortsleeve as summer t-shirts in temperatures up to the mid-90s; and for riding in temperatures up to the mid-80s. Everybody's different and all that, but that's what we do, generally.

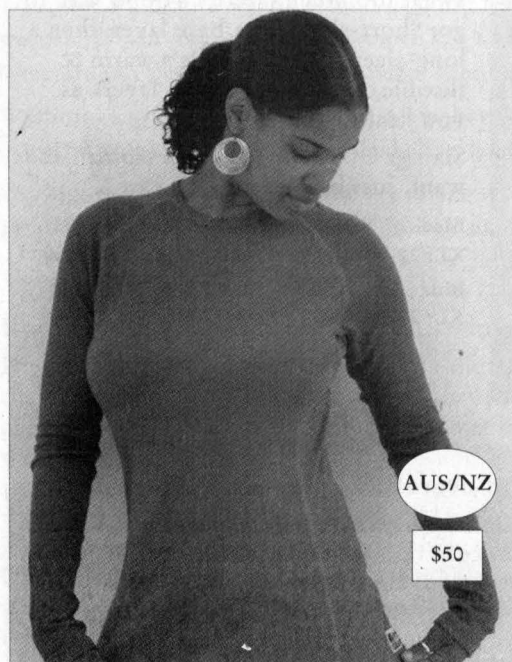
The T-neck is 260g/square meter. It's medium weight, good for cool weather hanging out, riding flat roads down to 45 degrees, or bounding up steep hills when it's 20-degrees. This is our most-worn garment from about October through mid-March, and if you stop by one of those days, probably five us will be wearing one. It's pretty much the best garment ever made.



Longsleeve Turtleneck

This is the most useful, best, versatile, fantastic cool and cold weather thing you can wear. Wear it alone if you're exercising hard, and under other things if you're not. It's all wool interlock, heavier (about 260 grams per square meter, if that means anything to you), so it's fine by itself in cool-to-cold weather. Everybody here has a million of them, and we wear them constantly from October through April. If you can get just one wool thing, this should be it. There's a thumb-hole in the cuff, so if you forget your mittens, you'll get by.

Mens Black: S: 22-880 M: 22-882 L: 22-883 XL: 22-884 XXL: 22-885 Jumbo: 22-886
 Mens Green: S: 22-893 M: 22-894 L: 22-895 XL: 22-896 XXL: 22-897 Jumbo: 22-898
 Mens Blue: S: 22-899 M: 22-900 L: 22-901 XL: 22-902 XXL: 22-903 Jumbo: 22-904
 Women's Black XS: 22-905 S: 22-906 M: 22-907 L: 22-908
 Women's Pink XS: 22-909 S: 22-910 M: 22-911 L: 22-912

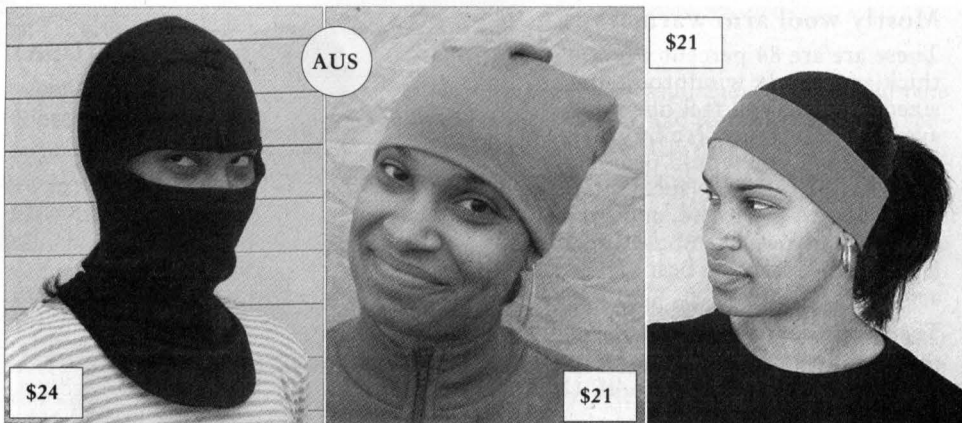


Longsleeve Crewneck

This superlight long-sleever is great by itself even on warm days, and it layers with anything. Three at once, baklava style, is good in cool weather, since you get not only triple the thickness, but the air trapped between layers, too. It's easy to strip one off or two, if you're exercising hard. Women: Sorry no blue, but if you want the blue, just get a one-size smaller mens.

These are made for us in Australia (black, set-in sleeve) and New Zealand (non-black, raglan sleeve). The quality is the same, there are just minor and unimportant differences. Go by color.

Men's Black: S: 22-860 M: 22-861 L: 22-862 XL: 22-863 XXL: 22-864 Jumbo: 22-865
 Men's Blue: S: 22-866 M: 22-867 L: 22-868 XL: 22-869 XXL: 22-870 Jumbo: 22-871
 Women's Black: XS: 22-872 S: 22-873 M: 22-874 L: 22-875
 Women's Pink: XS: 22-876 S: 22-877 M: 22-878 L: 22-879



AUS

\$21

\$24

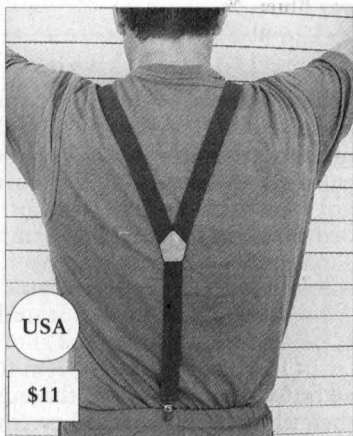
\$21

All merino balaclava, beanie, and sweatband

Thin wool head-toppers that fit under helmets and don't make your head too hot are just what you need when it gets below about freezing. These are all wool, soft, pack away to nothing, and are at least as useful off the bike as they are on. Actually, more. For any sort of cold-weather outdoor wear or sleeping, you've got to have something like these, because a warm head, well, is paramount. The balaclava makes you look like a polliwog, but when you need one, you won't care. Miesha there didn't need one for this June photo, and seemed to care. Grab bag colors, and the balaclava and sweatband will probably be black. Beanie green. Balaclava: 22-599 Beanie: 22-754 Sweatband: 22-154, \$13

San Franciscan elastic suspenders

Pedaling in a riding position may tend to pull your pants down. It all depends on how low you wear them in the first place, and how skinny or fat you are, but sometimes it just happens. Plan accordingly by wearing these blue suspenders, which Walter sews in San Francisco. They're a bargain for \$11, and one adjustable size fits everybody except tots. A nice royal blue with the kind of teeth in the clips that won't wreck your fancy pants.



USA

\$11

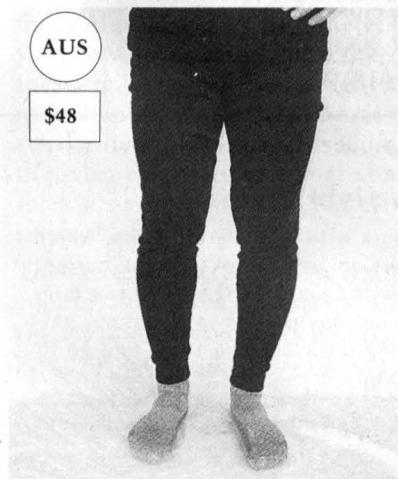
Walter's Blue Y-back suspenders: 22-391

Tights/Long Johns

These are the same all-wool interlock, a midweight fabric that never wrinkles and offers a bit more warmth (at roughly 260 grams per square meter) than our superlight wool. They aren't made 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. They're cozy, stretchy, not too snug, everything you want.

Sizing: Kind of unisex. There's no pouch for external plumbing, nor recess for internal. Men and women like them. They're on the long side, if that makes a difference.

M: 22-271 L: 22-272
XL: 22-273 XXL: 22-274



AUS

\$48

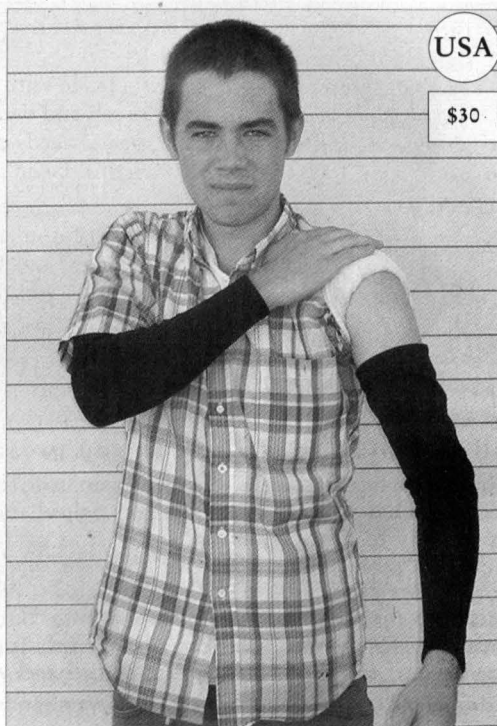
Mostly wool arm warmers

These are 84 percent wool, thick and nearly windproof, and sized to make you feel like your arms are too skinny (so buy a size smaller than you would ordinarily). They're the most substantial arm warmers out there, and in the world of arm warmers, they are also hands-down the best value around.

They're made by Ibex, and although that usually means a high price, these are a mere \$30; and that's with U.S. labor, of all things.

Ibex arm warmers:

S: 22-330 M: 22-331 L: 22-332



All merino wool skivvies

When you work and ride in the same underwear as much as we do, this is the underwear you want. You can ride hard and sweaty in them in the morning and not even want to take them off until bedtime. They never feel clammy or dank. There's no padding, so if you ride in these under Levi's, you'll feel the seam in the crotch, but under MUSAs or other seamless shorts, the lack of padding doesn't seem to matter, and not having padding there is key to their all-around wearability. Snug enough for riding, but not constricting. For \$35, they ought to be good. Holy smokes.

Made in Norway, Australia, New Zealand, and maybe even the U.S.A. Various makers, but they all fit about the same and feel close enough.

Mens: S: 22-606 M: 22-607 L: 22-608 XL: 22-609 XXL: 22-610

Women's: XS: 22-611 S: 22-612 M: 22-613 L: 22-614 XL: 22-615



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www.mozilla.com

The download is free and easy and fast. It won't wreck anything, it will just make your life online easier and better.

Thoughts on socks

From a pure durability angle, socks made with a pinch of wool and a shovelful of fake fabrics are unbeatable. They do the job and wear like iron, and they have all those special zones, each designed for the special needs of the particular part of your foot that it covers. Today's socks are super scientific, and we steer clear of them. As a rule.

I like the idea of wearing socks whose fabric and technology haven't changed ten percent in a thousand years, and my feet don't suffer for it. My all-wool sox get me through everything I ever do with them, and I always do everything I do with them. I've never wished for less wool and more nylon or anything else.

This year, buy one pair of 100 percent wool socks and see how they go for you. Don't overthink them when you get them. Don't chart your usage. Just wear them and don't think, and over time they may become your favorites. Remember not to think.

Socks are just about the greatest article of clothing on earth. True, you can get by without them, but pushing your foot into a nice pair of socks is always a treat. Socks make nice fun cheap gifts, too, because everybody likes a fresh new pair, and most people don't get around to buying new socks until they need them.

If you can't take your socks off without using your hands, the socks are too tight. Tight socks = no good. Socks should have some slop in them.

Some people wear their socks inside out, so the toe seam is on the outside, not next to their foot. That sounds extreme to me, but if your toes are sensitive you might want to consider it. I don't have that problem, myself, but I've heard of it. —Grant

Minnesota Monkey socks (95% wool)

They're a lot like the 100 percent Canadian socks above, but are taller and thinner and don't shrink as much. They have cream toes, heels, and top, and that makes them Monkey Socks. They're Sock Person John's favorite socks of all time. I/Grant don't play favorites, but there's none I like better. They're soft, cozy, well-made, humble socks, and if you're a sock person, you'll love these.

S: 22-960 M: 22-961

L: 22-962 XL: 22-963



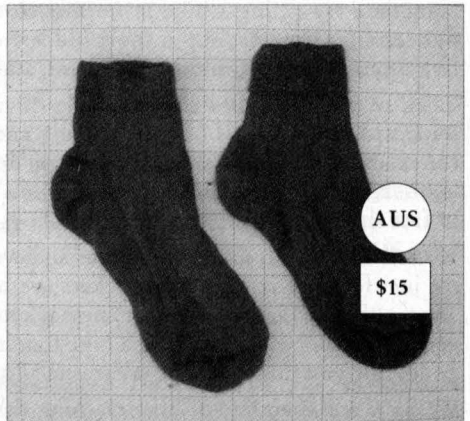
Riding socks (80% wool)

Here's a cycling-style sock that covers the ankle and stops about there. It fits your foot more snugly than our other socks do, but isn't snappy tight and sheer like most cycling socks. If you've sized your plastic shoes based on a thin-snappy sock, these might be too thick for you; but I wouldn't call them super thick, by any means.

They're terry on the inside, really comfortable, great all-purpose socks for anything that doesn't require any more height up the calf.

The pink is the same shade as the pink women's tops we sell. It's fuchsia, actually. Guys who wear up to about a 9 can wear it, too, although we suspect ninety percent of our sox will be bought by men buying the grey. The pink is a great pink, though. Fuchsia, actually.

Grey: M: 22-978 L: 22-979 XL: 23-010



Bike Clothing

You need to dress for the weather, and you need clothes that don't restrict movement or irritate you. That's all.

Most normal casual clothing works fine for cycling. 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.

All-country, all-weather, all-year 'round cycling wanderers—people who ride a bike beyond the influence of advertising, role modeling, sponsorship, and peer groups—generally 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. It's not poverty that forces this, but practicality.

In America, on the other hand, cyclists who are otherwise normal but ride under the influence of the media and peer groups, 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, podiatrist, car dealer, web company.

In the big picture, who cares? But the message it sends people who don't ride but are thinking about it is that what worked for them as a kid won't work now. That, now that they're grown up and rich, they need special clothing.

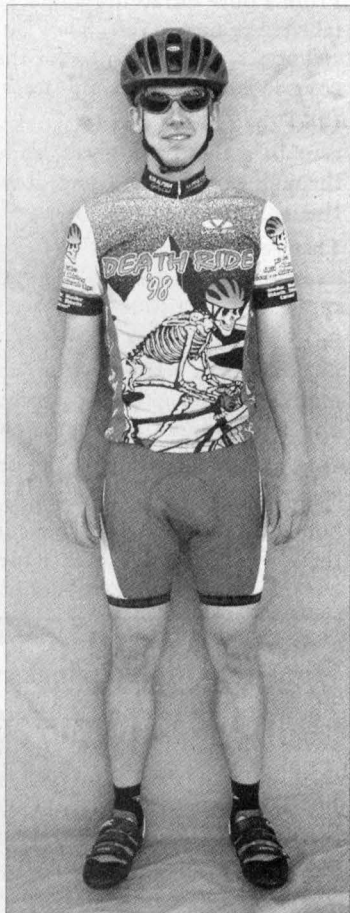
There are lots of "casual" cycling shorts out there, and it seems they all have a sewn-in padded diaper, to justify the "cycling" category. Light padding is fine, but it's best separate from the shorts. That way, you can change undies daily and keep wearing the same pants or shorts, until they need a washing, too—just like you do with your Dockers.

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 haven't spent a cent getting it that way.

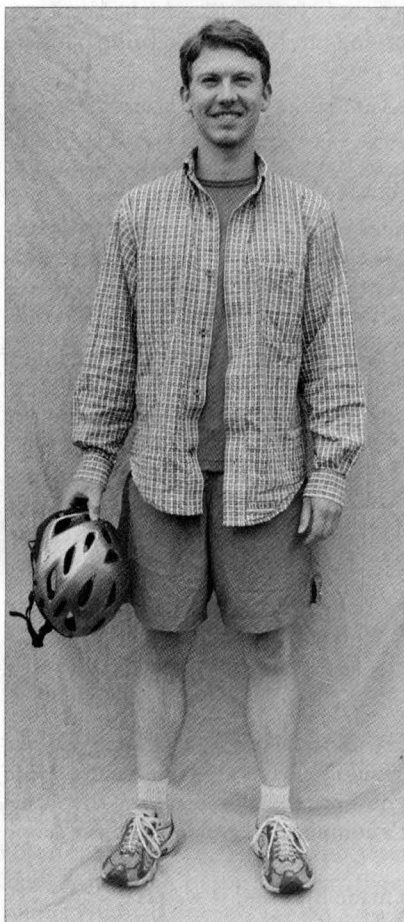
Click-in cycling shoes are a miracle of marketing. There are times when being that joined to the pedals is helpful. Racing and all-out efforts in wet weather group rides, for example. For general riding, though, double-sided pedals and almost any shoe that's lightish and has a rubbery sole works fine.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

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 your load is tiny. Jerseys are good, but you don't have to wear one all the time.

We have our own line of bike clothing that doesn't look like bike clothing, but works great for riding or just wearing around. It's MUSA, which stands for Made In the U.S.A. So far the MUSA collection includes tops and 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 range slowly as finances allow and there seems to be a need. —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) or wool undies. 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 tighties. 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: Andiamos weigh nothing, breathe well, and are seamless and slightly padded. The all wool lightweights are remarkable as well, and if you give them a try, you may find it hard to use anything else. They're really good.

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. (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.

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. The Teva Hurricane, Adidas Samba Millennium, Puma Roma...lots of goodies out there. And guess what? You can walk around in them, too, and they don't have that "foot SUV" look, like mountain-biker-hiker shoes do. That's not a terrible look, I'm just saying these other shoes don't look like that.

MUSA: Cycling clothing Made in the U.S.A.

If you've breathed during the past ten years, you've noticed that clothing that used to be made here isn't anymore. Even iconic American brands such as Woolrich, Lee, Levi, Columbia Sportswear, Pendleton, and *Filson*, for crying out loud, are farming out garments to distant lands specializing in neat seams & cheap labor.

The clothes made there are usually every bit as good as the ones they replaced here, and sometimes better. They cost much less to make, help boost the economy of the lands they're sewn in, and improve the living conditions of the workers who sew them. But in the process tens of thousands of stitchery people have lost their life's work.

Those in favor of sending the work to China use the argument that the displaced workers can go back to school to learn skills that will help them get better jobs. That sounds good & is easy for an unaffected person to say, but there are more job applicants for jobs that require college degrees than there are jobs that require degrees. Job growth is on the other end, and those are the jobs being sent overseas.

It's one thing to buy wool clothing from Australia or New Zealand or Scotland or England, where all the sheep are, or from Norway, where the maker has been making wool underwear since 1853. We go to these places not for cheap labor, but despite their expensive labor, because they are so good at what they do, and nobody here is doing their particular thing as well. Especially now.

But it's different when you buy an American-styled anything that has no connection to the Northern China factory where it is sewn, especially when sourcing it there creates out-of-work here.

As a small company with a tiny label (MUSA) and no plans or need or even an option to get big and famous, it's easy for us to sit on a high horse and wag fingers at big companies whose bread & butter is clothing, and who have to take their business to China or wherever to get the prices they need to compete in their market. Plus, America's at the point now, clothing-makingwise, where there are just too few high-volume options here anymore. If they didn't go to China, they wouldn't have a business, and more Americans here would lose their jobs. So, when you hear the globalization-advocates say that it creates jobs here, they're partly right. It's complicated and beyond the scope of this measly catalogue.

But we're proud as can be of MUSA clothing. It's made here and it works.

No matter what you like, MUSA duds are a fine alternative at least, and their familiar look and casualness belie how well they work for cycling.

Seersucker has the handicap of a funny name, and has been joked about for years—largely because of its name and for east-coast dandies who wear full suits of it under white straw hats to summer picnics. Forget about that. Ours doesn't look funny, and is hands-down the best hot-weather cycling top I've ever worn.

The shorts and pants and knickers are superlight textured nylon, and are quick-drying, good-looking, and cut for movement, and terrific for anything from short commutes to miserable double centuries. I/Grant never ride in anything else. In fact, it takes a formal holiday meal to get me to wear anything else, period.

MUSA colors:

Butternut (a darkish walnut) with olive accents.

Dark grey with navy accents.

You can see the colors on our site: www.rivbike.com.

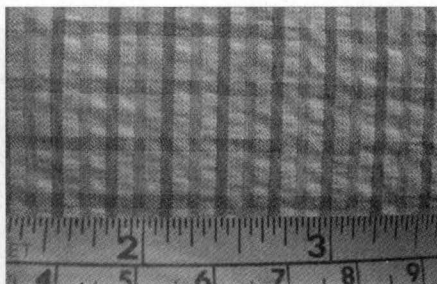
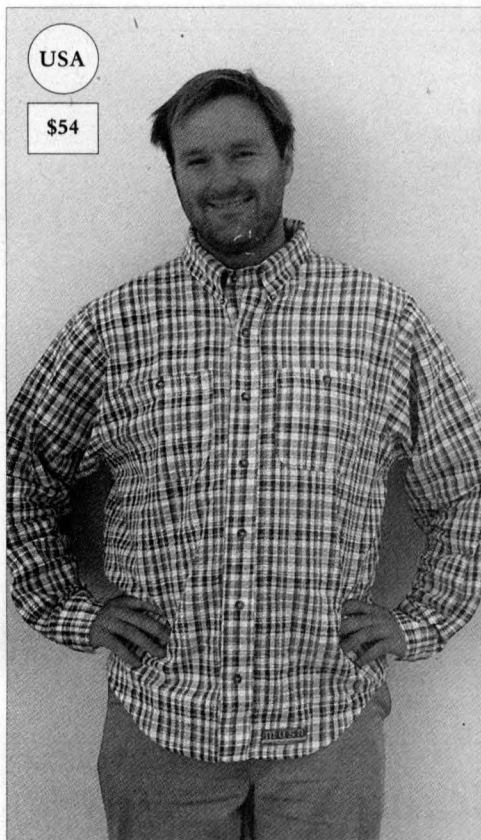
MUSA Sizing

Shorts: The legs are baggy, so if your thighs are small and you like shorts tight, you won't like them. **Pants & knickers:** Baggy legs still, but not as obvious, because they're longer.

Waists: S: 30-32 / M: 33-34 / L: 35-36 / XL: 37-39 2X & 3X: bigger

Seersucker shirt: Cut full, with long arms. Get your normal shirt size.

More and better sizing info on www.rivbike.com.



Cream & blue check. For color pictures, go to www.rivbike.com.



Buttoned tabs let you adjust the neck. No other seersucker in the world has this feature. A little odd, but handy.

MUSA Seersucker

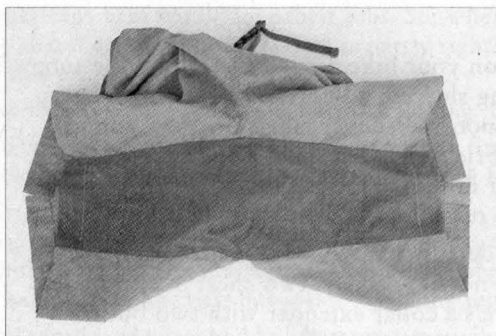
When it's pure hot outside and you're on your bike getting blasted by the sun, there is nothing better to wear than long sleeved, all-cotton seersucker. The puckery fabric doesn't lay on you like non-seersucker fabric does, so you get better ventilation, and the patterned fabric somewhat hides your sweat. Long sleeves aren't what the style slaves wear in the Tucson summer, but they shade your skin and keep off the sun, and we can all use a little more of that.

This year's models have extra fantastic details that will have Ralf Loren turn green with envy as he sits up and takes notice; namely, two chest pockets, each with a side pencil holder, and then there's a collar extender with two button holes—a Seersucker World's First—so even guys with huge necks can button up. Each shirt costs us \$38 plus development plus freight. Sold at normal clothing margins for regular clothing sellers, it would cost \$75 to \$90. So, while it's not without some fear that we offer it for \$54, it's either that or not do it at all. We may have some of last year's \$47 'suckers on our website still. Check.

Starting this year we are getting all of our MUSA wear in smaller batches (100 pieces per style), and changing colors more frequently. Usually our catalogues are current for a year—despite our perennial plan to put out four per year, just like L.L. Bean did before it got popular, But the fact is, this catalogue may have a one-year run, and it's unlikely we'll even be able to get the seersucker plaids you see here for an entire year, and so we ask you to go to our site for current seersucker information: rivbike.com.



The legs are wide. The elastic belt is removable, for whatever reason you might want to do that. There are two big front pockets, and two buttoned rear ones.



Seamless crotch, good for riding. The contrasting color is olive with the butternut, and navy with the grey. Don't worry about walking around looking funny because the crotch is a different color. It's hardly noticeable when you walk or ride, and it's not bad, and it's a good place to wipe greasy hands.

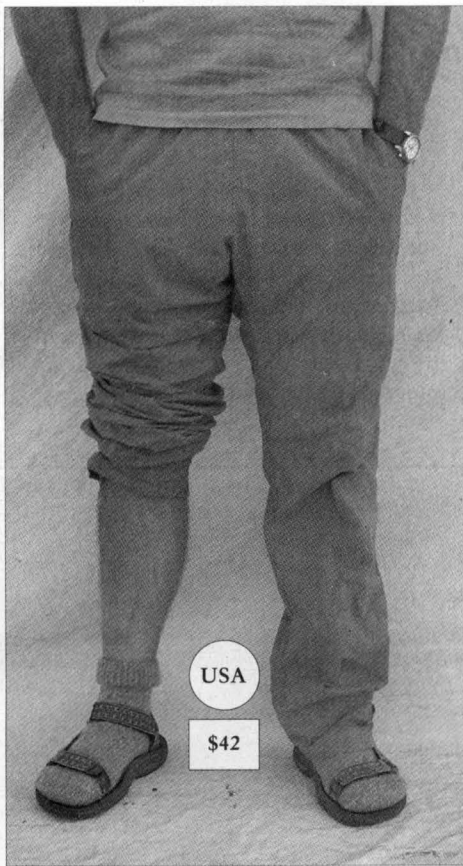
MUSA Shorts

The best all-around riding shorts we've used, and they're normal-looking and as useful off the bike as on. Featherweight brushed nylon, seamless crotch, big pockets, separate belt you can take out or leave in, and no sewn-in diaper pad. Wear Andiamo or wool undies instead—it's better that way, and lets you wash your underwear separately from pants, just the way you're supposed to.

The legs are wide, for unrestricted movement no matter how crazy your pedaling style. If they get sweaty or wet, they dry fast. Two pairs of these cost less than a typical pair of bike shorts, and these shorts are more useful & comfortable on several levels. Two back pockets, so as to avoid the "smooth pocketless, somewhat feminine" look back there.

Butternut (goldish khaki) with olive trim, or Grey with dark blue.

Sorry to have to do this, but if you want MUSA shorts, go to rivbike.com. As the catalogue is going to the printer, we're still awaiting new colors, and have a few decisions to make regarding the details. If you don't have a computer, you can always call and ask about them: (800) 345-3918. Same with the pants and knickers.



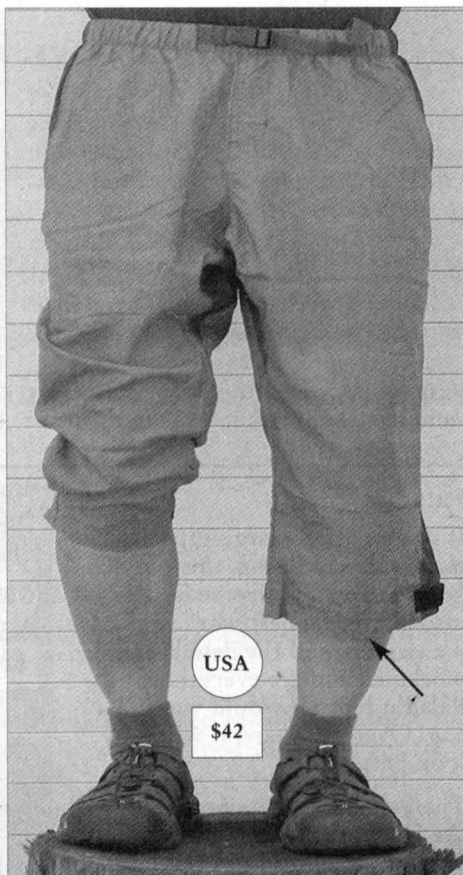
MUSA Pants — \$42

These pants are made specifically for riding in, and they're stupendous for it. Your legs have lots of room, and down by your ankle a velcro tab lets you snug them away from the chainrings.

They pack small, weigh nothing, and they're comfortable in temperatures up to about 90-degrees. If you ride off road in tick country, these are the pants to wear. If they get soaked by rain, as soon as it stops they'll dry really fast.

They come one length, on the long side. If you're stout, they'll be too long, but you cinch them at the ankle and they won't drag. On a bike, no problem. Still, if you think they'll be too long, get our

Sorry to have to do this, but if you want MUSA pants and knickers, go to rivbike.com. As the catalogue is going to the printer, we're still awaiting new colors, and have a few decisions to make regarding the details. If you don't have a computer, you can always call and ask about them: (800) 345-3918. Same with the shorts.



MUSA Knickers — \$42

Knickers used to be the leg coverings of choice for outdoorsmen from Chilean vaqueros to Scottish crag-hoppers. Then the fashionists got ahold of them, and they've slimmed down and chintzed up, leaving nothing for the earnest stump-thighed cyclist.

These wide-legged MUSA knickers solve that, and they're long enough for stout folks to wear as pants. The elasticated Velcro closure at the bottom can be left loose or cinched just below the knee.

We used to have butternut knickers, but now it's mostly grey. You can check online for the latest selection, or just order the greys here and now. We probably have a few butternuts left, though, so you might want to check, especially if you're in the XL+ range. We made lots of those & nobody bought them—that's how it goes. You try to help...but nobody cares until they're gone.

About our bags, and bags in general

Getting good bags has been an ongoing challenge from our first day, but it's one we're pretty good at by now, and all it costs is money and tons of time.

Our Nigel Smythe bags are made in England, where the standards are high and tradition runs deep, and the dollar is worth half what it was ten years ago, and so the Nigel Smythes are expensive. They are worth it, though, and we minimize our markup to keep them as

low as we can live with.

We used to have a line of bags, American made, called Baggins Bags. They were on hiatus for a while when the fabric we were accustomed to became unavailable. Now we have it back again, and with it, the bags. Just one—Keven's Bag—is shown here, but by year's end or early 2008, we'll have plenty more on our site. —G

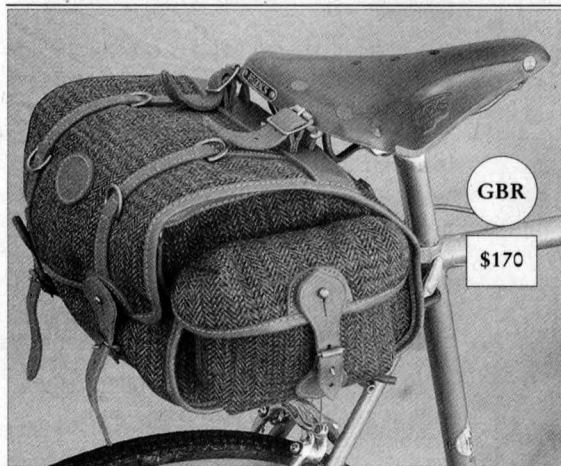
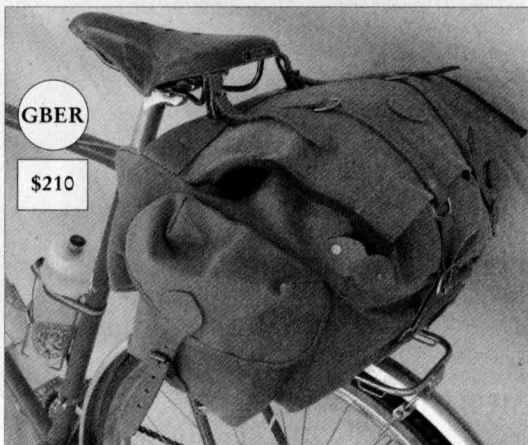
Paladin

If you're after a large-capacity he-man style saddlebag, this one's as good as any and maybe better. It's made with the best waxed canvas we've seen, and the details and workmanship are everything. Paladin himself would want in a bag. Over the years, it will only look better.

The Paladin, like its predecessor the Hoss and Adam, is a simple, refined design full of useful details and lacking in gimmickry. It holds enough for any commute, and is a top choice for bike camping overnights.

It's expensive, but there's no way around that. To support the underside, we suggest you get Mark's rack 20-108 or 20-095, or the Silver Hupe #20-136.

The Paladin: 20-167 \$210 (tan canvas only)



Country Bag

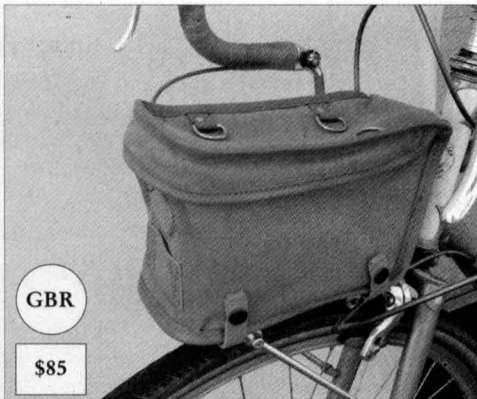
Smaller than the Paladin and more suitable for day rides with sub-huge loads, but still capacious enough for spare chow and clothes.

The pockets and top flap close with buckles, and the buckles themselves have an old-fashioned leather quick-release—originated by Colin Smythe two years before his death, and now seen all over the U.K. Like all of Nigel & Sons bags, it's sewn as neat as a

lady's purse, and as rugged as a boot.

You can strap it directly to the seat post, but it sits better with a support beneath it. The Silver Hupe, or one of the Nitto racks is perfect.

Green plaid: 20-124 \$175 Tan Canvas: 20-161 \$175



Big Loafer (big rear trunk bag) & Little Loafer (small front or rear trunk bag)

These are perfect top-o-the-rack bags.

The Big Loafer is 15L x 6.5T x 5.25W, and easily holds everything you need for a long hungry day in the saddle in changing weather. It opens with a two-way zipper, and there's a leather mount for a red flasher light. It is perfect for the Nitto Top Rack, and fits most other rear racks as well. It hooks over the loop and snaps on four places, totally secure.

The Little Loafer is about 9L x 6W x 5T, and holds a wallet, repair kit, mini pump, sandwich, and a spare shirt or raincoat. It was designed and is perfect for the Nitto Mini-Front rack and the Mark's Rack, but fits on most other small similar racks, too. The Little Loafer is a dynamite little bag, handy and snazzy.

Both models have D-rings on the top, which allow you to keep a rain cape or extra wooly right at hand, and a leather strap for hooking on an LED light.

Big Loafer (\$95) Green plaid: 20-126 Tan Canvas: 20-162

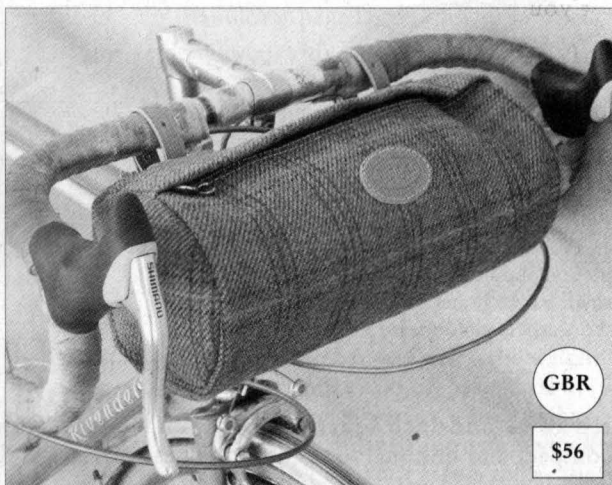
Little Loafer (\$85) Green plaid: 20-127 Tan Canvas: 20-163

Bar Tube

This is just a tube with a zipper. You can put your lunch into one of these, along with an extra jersey, wallet, keys, a pocket camera, and a couple of other small things.

On cold days when you don't have your gloves, you can tuck your fingers behind this bag and get warmth from the wind-blockage.

Put it on your bike and you'll never find a reason to remove it. Tie the D-rings on the side to the brake lever body. It's easy to rig, and we supply it with some helpful velcro straps. They aren't necessary, and we may forget to include them, but as of this writing I say we'll try to remember to put them in. But they aren't needed.



Bar Tube (\$56) Green plaid: 20-129 Blue herringbone: 20-145 Tan Canvas: 20-165

Small Seat Bags

When the weather's good and you know it's going to stay that way, and you aren't going out for too long, and you're going with a friend who is generally better-prepared than you are, you can get by with a small seat bag and nothing else. The two here are unbeatable.

Keven's Seat Bag

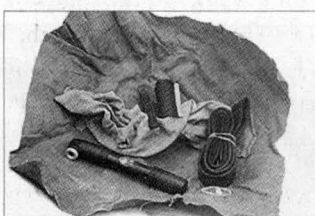
It's a fantastic little bag that's big enough for tube, tools, wallet, and the normal day ride in fair weather needs, and it's a simple design that's cheaper than some to sew, which allows us to use the most expensive materials we could find and still keep the price down.

Under the flap there's a zipper. Inside there are no compartments, so you can fit something surprisingly bulky in it, like maybe a sweater or a few apples. Does it sway and bonk, though?

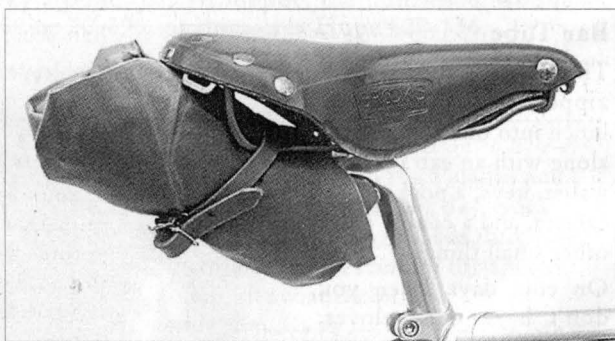
No, because there's a slotted leather patch on the side near the seat post, and you run a whatever through that and tie it to the post.

What I carry in mine: Mini pump, patch kit, spare tube, 4-5-6 allens, coin purse, pencil and small pad, and now and then a small camera and something made of wool. 18oz waxed twill, and waterproof.

Baggins Keven's: 20-169 \$48



For day rides in good weather, this Burrito Wrap holds plenty. Supplement it with a small bar bag, and you're set.

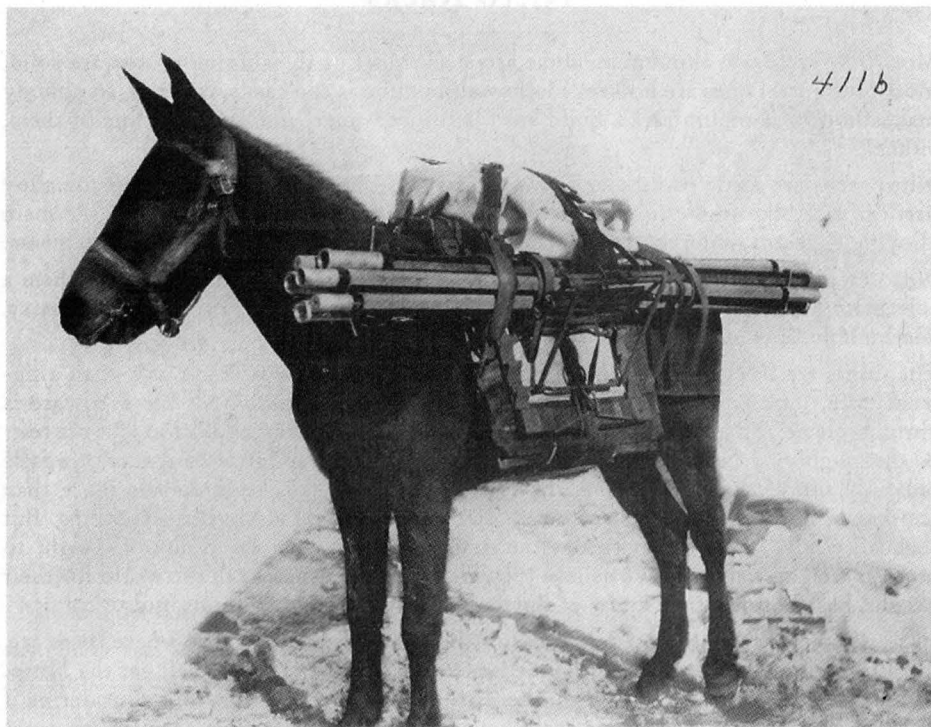


Our \$3 Burrito Wrap

It's an 18 x 18-inch square of stout, unhemmed, waterproofed cotton, and for compact and minimal loads, it is the best carrier on Earth.

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, wrap them up like a burrito, and secure it to your seat rails or seat stays, using a toe strap or an Irish strap. You can't make it yourself for this cheap. You can stuff it in a big bag's pocket, too. You need to strap it with a toe strap or twine, or an Irish strap. Brown or creamy green.

Burrito Wrap: 20-003 \$3



Carrying Stuff

In 1976 thousands of bicycle riders toured across the country on their bicycles, toting all they needed for cooking and camping.

They rode bikes that, by today's standards, were flimsy, flexy, and unsuitable for touring. Ninety percent of the ones I saw had huge handlebar bags and huge rear panniers—a combination widely regarded as nearly unrideable.

A few years earlier, around 1972 or so, four riders in Hemistour, the first Alaska-to-Tierra del Fuego tour, packed the same way; and most of the photos I've seen of Ian Hibbell, probably the most-travelled bicyclist of all time, show him packed with the same "wrong" weight distribution.

Then in the early '80s a well-publicized \$30,000 study proved that the combo of a big bar bag and big rear panniers makes it nearly impossible to control a bike. This study led to low-riders—front bags mounted near the wheel axles—and ever since, the conventional wisdom has been two thumbs up for low-riders, supplemented with medium-sized rear bags, and a tiny bar bag if you've got to have one at all, maybe for a map. Low-riders

are fine, but they aren't as life-saving as they're billed, and are not good around rocks.

If you want a Guide, here's ours:

1. Don't carry more than 4 pounds in a handlebar bag. That should be a cinch.
2. If your ride includes steep climbs, some weight on the front of the bike seems to help. If you end up pushing the bike, it helps prevent wheelies.
3. You ought to be able to tour self-contained for a week or a month with 45 pounds if you ride through towns and can replenish often. But if you feel more secure with 60 pounds, go ahead.
4. As for front panniers or rear ones or both, or whether you carry the weight on top of your racks (in baskets or in stuff sacks) or down low—no matter. Within a few miles of your start you'll get used to how your bike handles the weight, wherever it is, and your body will naturally adapt.
5. Remember this: YOU ride the BIKE. Not the other way around. Keep a rein on it. Learn how it responds. Don't just load it up and take a back seat.

Nitto Racks

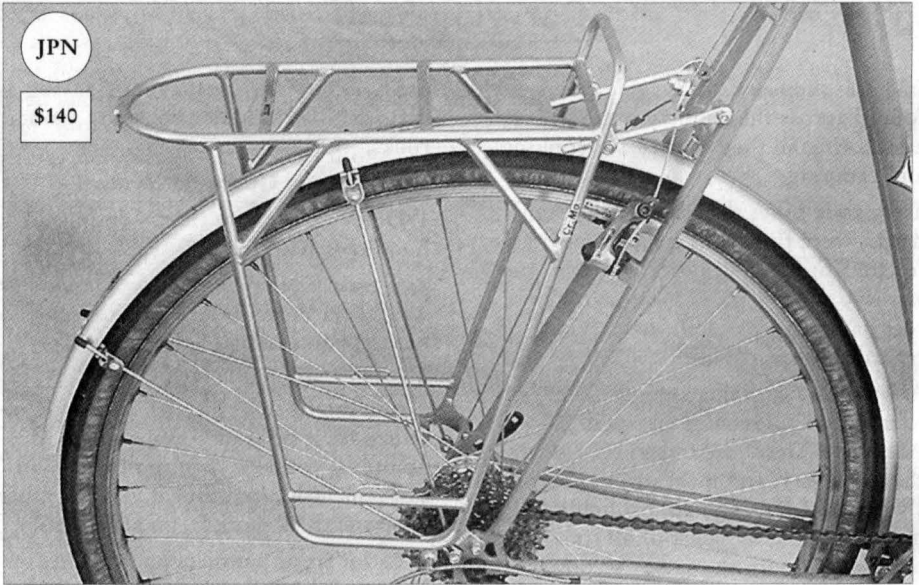
Most bike racks are aluminum, some are steel. Most of the aluminum racks are solid, most of the steel ones are hollow. Hollow aluminum is too easily crimped, so nobody makes hollow aluminum racks. Solid steel is too heavy, so you don't see lots of them, either.

Nitto racks are made of tubular CrMo, short for "chrome-moly," a 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 racks are exceptionally good-looking, because their nickel plating gives them a soft, satin look that looks simultaneously luscious, plush, high-brow, low-key, classy, and humble. It is impossible to dislike the look of soft silver.

The joints are fillet-brazed, which distributes the stress over a larger area than a tig-weld does, looks nice, and is another reason they're so costly. All the hardware is chrome-plated and glistens. Nitto is a conservative builder, and all Nitto racks are tested thoroughly by Nitto's own engineers. There isn't a cheap bit of hardware or a false move or slimy coverup on them. In some cases they may weigh a little more than another company's rack, or a custom rack that seems to do about the same thing. But that is because Nitto tends to overbuild, and doesn't push the limits of weight to impress weight-watchers. We believe they are the strongest racks in the world for their weight, based on what we know of the design, materials and methods, not testing.

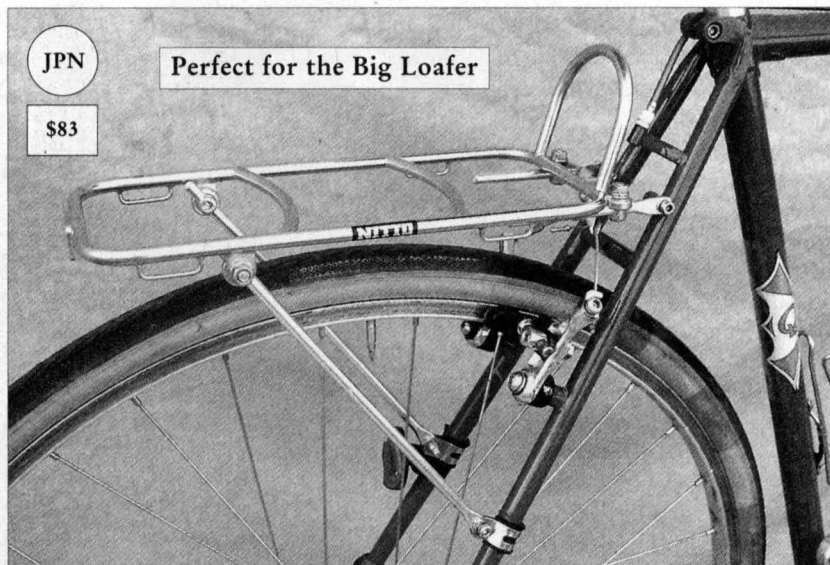
In some cases, there are no alternatives to these models; and in cases where there are, the alternatives are there but nearly as expensive, so you might as well get the Nitto. In the case of the rear rack, though, there are several alternatives worth considering if you're looking for a good strong rack that costs a lot less. All in all, the rack offerings today are diverse, and it's a good time to be a rack-shopper. If you can afford a Nitto, get it. Otherwise, there are still lots of good ones out there, cheaper. —Grant



Nitto Rear Rack

There are many good rear racks for \$50 to \$75, but year after year we continue to sell this Nitto rack to kings and paupers who want the best & most beautiful. It's tubular CrMo, fillet brazed, nickel-plated, and now, following a recent obsession with triangles, we've trussed-up the corners for even extra strength. It wasn't necessary, but if you understand how triangles work, you'll see the sense in it. This is a gorgeous rack, super strong. It comes with clamps for frames without eyelets.

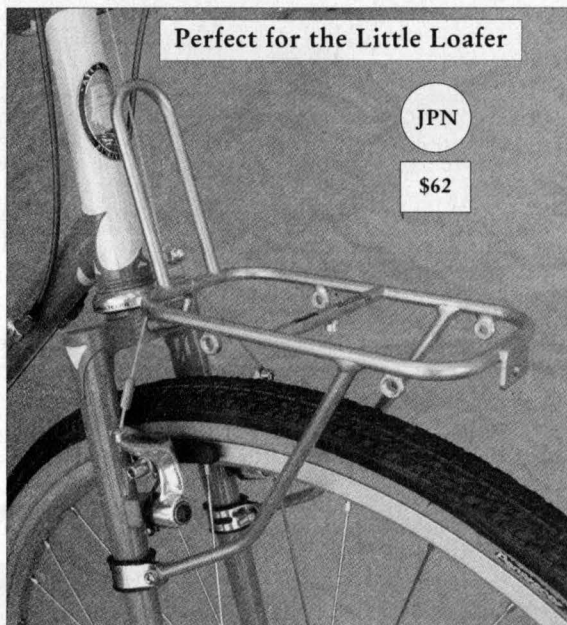
Nitto Rear Rack \$140: 20-021 (frames up to 56cm); 20-022 (frames 56cm and bigger)



Nitto Top Rack (R-14)

A clever and beautiful Nitto rack made just for us. It's perfect as a saddlebag support, or for the Nigel Smythe Big Loafer, a basket (with zip-ties), or any load you can fit on it. It's a cinch to mount, secure and lovely, and it 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. As a saddle support for big bags or a rack for a trunk bag, it's unimprovable.

Nitto Top Rack (R-14): 20-095 \$83



Mini Front Rack for Cantilevers

When your bike has cantilever or V-brakes and you just need a smallish rack up there for a bag or basket, this is the best choice. 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 two struts that go to the fork blade, using simple, super, Nitto clamps and hardware. It mounts quickly and solidly to any bike with a hole in the crown, and makes that bike a lot more useful instantly.

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.

If you like this rack but don't have cantilevers, get a Mark's Rack. Same size, etc.

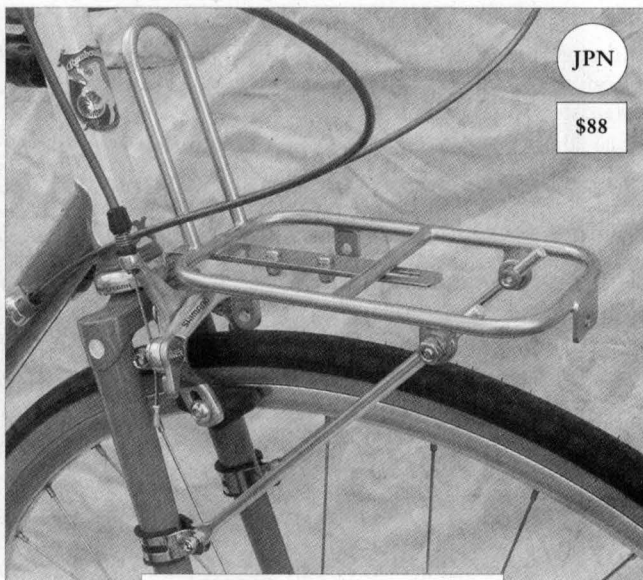
Mini Front Rack for cantilevers: 20-020 \$62

Mark's Rack

Our own Mark Abele came up with this design, and Nitto executed it perfectly. It works with any kind of brake, and without any compromises for its versatility. It's hard to come up with a rational reason not to put one on any bike.

The platform, identical to that on our Nitto Mini-Front rack, is 4.5-inches wide x 7.5-inches long—perfect for our Little Loafer bag. But we regularly zip-tie Wald baskets to this rack, and no problem there, either. The whole rack 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 saddlebag 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. On the front, it requires a brake-hole through the fork crown. Most forks have a hole. If your bike has sidepulls or centerpulls, it'll go on.

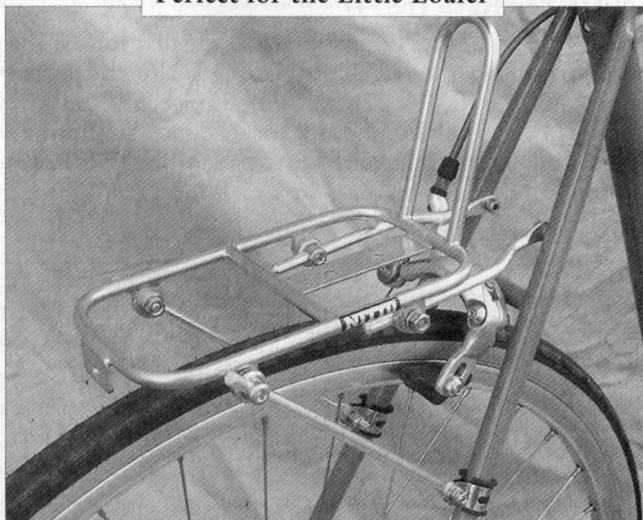
Mark's Rack: 20-108 \$88



JPN

\$88

Perfect for the Little Loafer



A Useful Combo

The Little Loafer was designed to fit perfectly on Mark's Rack and the Mini-Front rack (both made by Nitto), so if you have one of these racks and have been riding around with nothing on it, stop the insanity and get a bag or a basket for it.

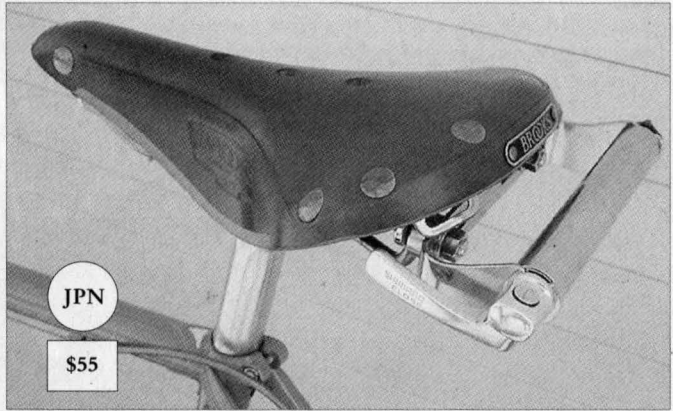
Four snaps and a loop of leather that slips over the rack's tongue secure it securely. It goes on and off in a few seconds and carries the weight well.



Nitto Saddlebag Handle

It clamps onto your saddle's rails and provides a horizontal post for the straps that would ordinarily go into the saddlebag loops.

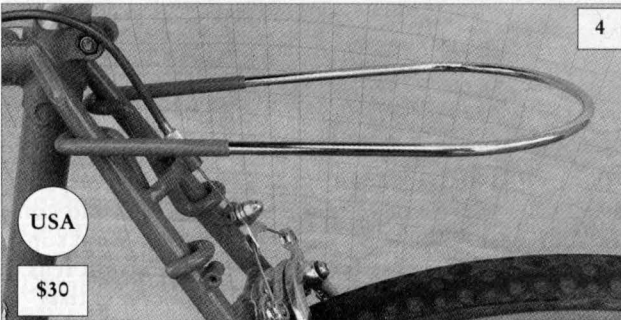
Because what if your saddle is loopless? And even if it has loops, what if you want to take your saddlebag with you, so nobody can steal it while your bike is parked? You just open the quick-release and grab the handle and take your bag with you.



It really is a good device. Inspired by similar models made by Jobst Brandt, Peter Johnson, Darryl Skrabak, & Andrew "used to work here" Drummond.

It weighs 11oz/312g.

Saddlebag Handle: 20-109 \$55



Silver Hupe

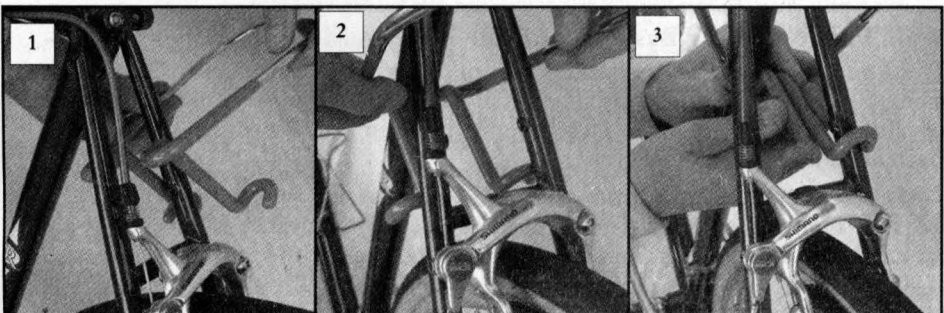
Back in the '70s, Park Tool made a simple, sprung steel saddlebag support a lot like this one. A customer sent us one and here it is.

It supports a saddlebag from underneath, which (1) keeps the bag from rubbing on a tire, if it

would otherwise; (2) reduces any tendency for a big bag to sway; and (3) helps the bag sit flatter, for better access to the main load. It costs so little and works so well that it should be nearly automatic, if you have a big saddlebag.

It fits bikes with seatstays between 13mm and 17mm in diameter, and if there's only one seat stay (a "mono-stay") it won't fit. But if your frame is a normal steel frame with seat stays at least 30mm apart (inside to inside), no problem. How to mount it? See the photo sequence here. Tricky at first, but it goes.

Silver Hupe: 20-136 \$30





Wald Baskets: The best in the world, and made in Kentucky

Wald has made bike parts in the United States since 1911, and in its current plant in Maysville, Kentucky since 1921. Its bicycle heyday started in the '40s and continued through the late '70s or so, a near 40-year period during which Wald supplied most of the hubs, cranks, handlebars, stems, seat posts, kickstands on tens of millions of Huff, Murray, and Roadmaster bicycles. While such credentials elicit sneers from snobs, Wald has proven more stalwart than thousands of other American companies that have closed their doors or opened new ones overseas.

But all that aside, Wald baskets are the best I've seen, and I've seen lots of good baskets. The Walds, though, not only work right, but they look right, and they're light. The baskets are squares, not ovals, for more efficient packing. The mesh is airy, for less wind resistance when it's empty, and to minimize weight. The welds are solid and so smooth you can carry water balloons in them without fear of nicking. Wald makes about a gazillion different baskets, and we sell only the two most suited to our bikes. Use zip-ties to lash them onto most any rack or saddlebag support, and you're ready for action. Don't forget to use a net, too.

Wald Front or Rear Baskets, and the Net you'll need, too

These versatile, lightweight baskets mount directly to your front or rear rack using zip-ties or velcro-wraps. The small basket carries plenty, and can be easily overfilled to carry gobs. The large one fits two big grocery bags side-by-side. Both are shiny silver.

The net is essential, and no, we're not just trying to get you to buy more stuff. It has four removable hooks. Throw out two and zip-tie those two corners to the rack. Then, when you unhook it to load the 'sket, the net stays on better.

Medium: 9.95" x 15" x 4.75", 17oz. 20-102, \$20

Big: 13" x 18" x 6", 26.5oz. 20-123 \$20

Black Net: 20-100 \$8



Pletscher makes many racks and about a dozen kickstands, and on this page we offer the two least expensive models of each. The rack's only weak point is that, in its current state, it needs to clamp onto the seat stays, as shown. Protect them with a wrap of bar tape, and all's well. But we are working on a way to eliminate clamping, and we're sure to have something by early 2008. When we do, we'll include it free. As for the kickstand: On most of our bikes now, we've switched to a chainstay bridge that doubles as a kickstand plate, eliminating the clamp.

The Pletscher Rack

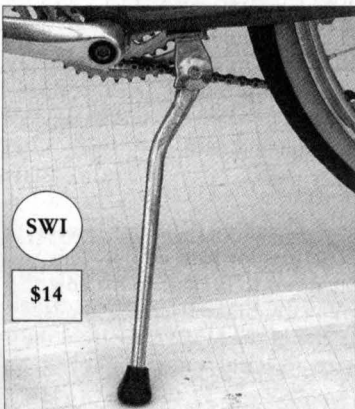
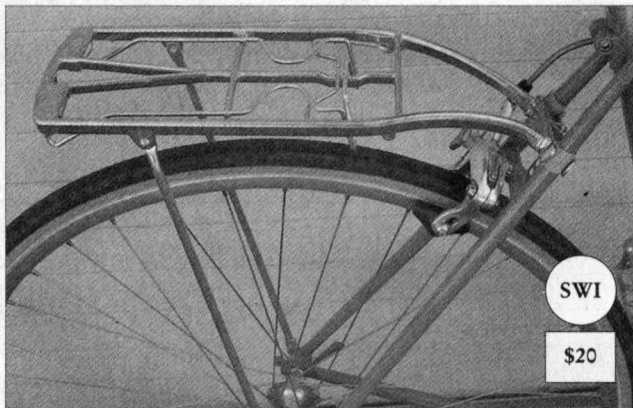
As good as it was in 1962 and still made in Switzerland

It's the original paperboy-schoolboy rack. Now and then girls used them, too. It's a mix of die-cast aluminum and steel, and has a spring-loaded mousetrap to hold anything from footballs to your lunch. Although this rack is not intended or designed for loaded touring (it has only one stay), thousands have crossed the country with it and come up smiling.

By modern rack standards it's not fancy or finely finished in satin silver, but few of today's racks has a track record as long as this humble rack's. For around-about town, commuting, or as another rack to put on a bike that needs one, it's a great way to go.

Dumfounding as it seems, it's still made in Switzerland, and recently won a prize for having the highest metal-mass to price ratio of anything coming out of that ritzy country. It mounts on most bikes. It's not Nitto quality, but it is a tremendous value, and the fact that it's a rare, unchanged Swiss thing that's been around so long and still works great makes it a no-brainer. They're bound to quit making it one of these years. The original, affordable, always and still Swiss Pletscher.

Pletscher Rack: 20-137 \$20



Pletscher Kickstand

This Pletscher kickstand has been around for 40+ years with no perceptible changes, because it works. The excellent American Greenfield is a copy of it, and there's basically not much difference, but we're stocking the Swiss one now, because we can't resist a Swiss kickstand, and it weighs an ounce less. It mounts onto the chainstays behind the bottom bracket. Tip: Tape the tubes first, and don't wrunch on it too hard. Die-cast aluminum, 7.9oz.

Pletscher, Swiss-made kickstand: 20-139, \$14

Picking a Handlebar

When you read about each bar, they *all* sound great, so it's easy to get paralyzed with indecision. Keep in mind two things: (1) Handlebars are inexpensive, so even if you pick a bar that isn't your bar-for-life, you'll gain something from the experience and won't go broke doing it; (2) We don't offer any lousy bars, so whatever bar you get will excel at something and be really good for everything else. However:

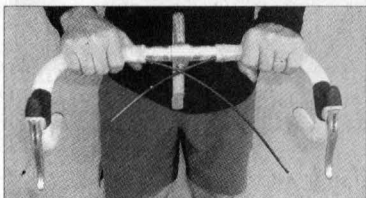
Get the Noodle or Soba bar if: You want a super comfy all-around road bar. Even riders who say they hate and fear drop bars like this one. It seems to be unimprovable.

Get the Moustache Handlebar if: You want the upright position & immediate access to the brakes (like a flat bar), but the multiple hand positions & more stretch. This is a great bar. Everybody needs a bike with one. But get it high enough!

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. It is great for loaded touring, too. Get over thinking the shape is only for old ladies. Everybody likes this bar.

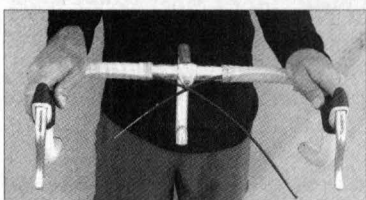
Flat handlebars are not our favorites: You can ride a bike with them, but they offer one non-ergonomic hand position. You can get add-ons to provide another grip option, but most of the time that's just throwing money at a problem caused by the wrong bar in the first place.

Different Grips on Drop-Style Handlebars



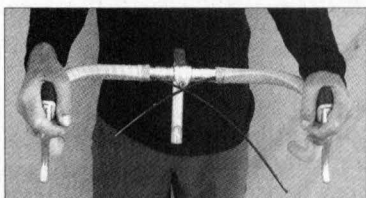
Grab the tops

to sit more up-right. 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.



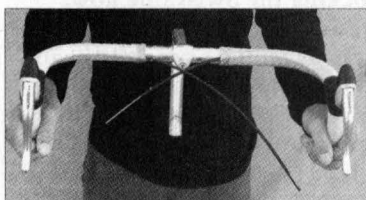
Rest on the ramp

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.



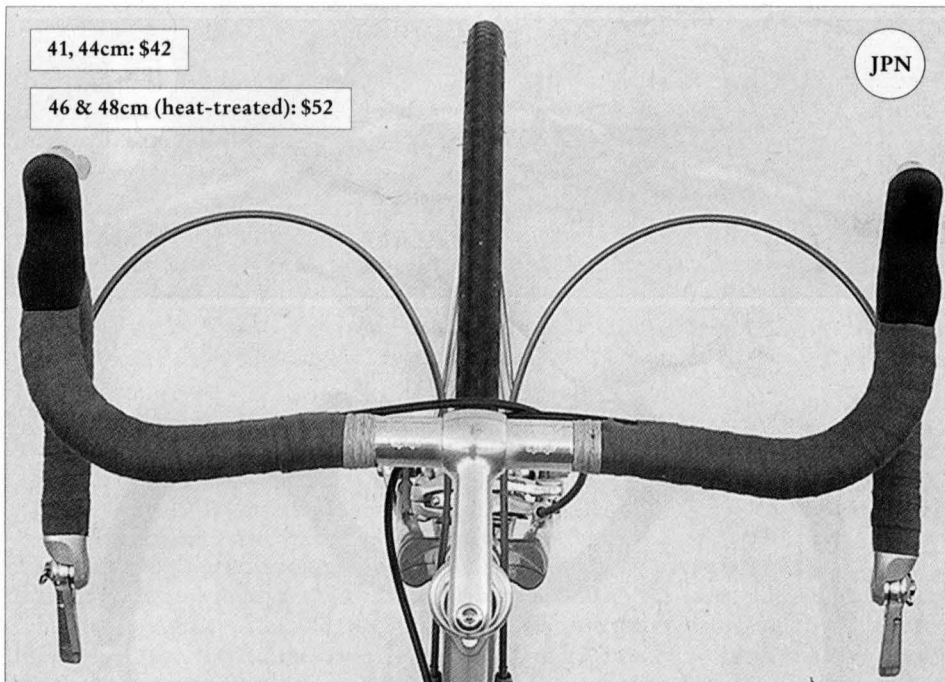
Hold the hoods

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. Palms on the points, even.



Go down on the drops

for descents and sprints. Grabbing the drops lowers your profile and feels natural for hard efforts. This position gives the best access to brakes, so it's how most riders descend. 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.



Nitto Noodle Bar

The Noodle Bar will be the most comfortable drop bar you'll ever set grubby paws on. The top flat 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—the portion of the bar immediately behind where the brake lever fits. The ramp matters because you put your hands there a lot, and if it's too steep, the support isn't there and your hands slide forward and down.

On most bars the ramp is about 24-to-32-degrees, but on the Noodle Bar, it's a much flatter 15 degrees. When you tilt the bar back so that the ends point downward about 10-degrees, that already flattish 15-degree ramp becomes 5-degrees, so even if your hands are slathered in butter, they won't slide down.

This has become our most popular drop bar, and some folks grumble that now they have to get one on all of their bikes. 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.

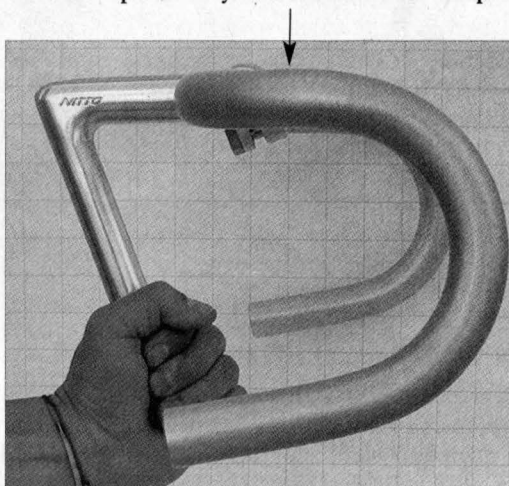
41cm: 16-111 \$42 44cm: 16-112 \$42 46cm: 16-113 \$52 48cm: 16-128 \$52

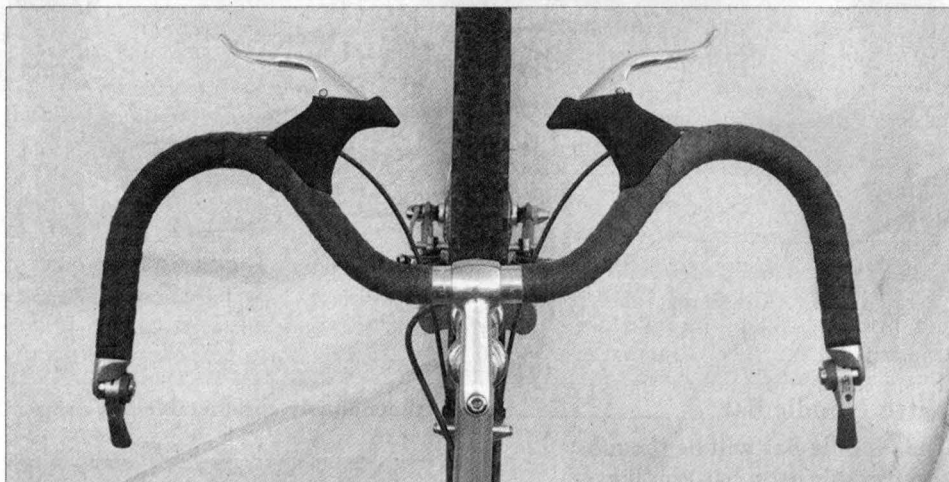
Nitto Soba Bar (a Noodle on whatever the opposite of steroids is)

The Soba bar is identical to the noodle, but to shave 60g, it has a bulged (not sleeved) center section, and the bar part itself is lighter, too. You can see it on our site: rivbike.com. It costs \$65, which for some people seals the deal. Either way.

41cm: 16-167 \$65 44cm: 16-169 \$65 46cm: 16-169 \$65

stupendously comfortable flat ramp





Moustache H'bar Tips

1. Angle the ends downward 5 to 10 degrees.
2. Get the clamp level with or above the saddle.
3. Set the brake levers so the tips are 13 to 16cm apart.

Nitto Moustache Handlebar

A wonderful handlebar, and a variation of a bar born 104 years ago. 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.

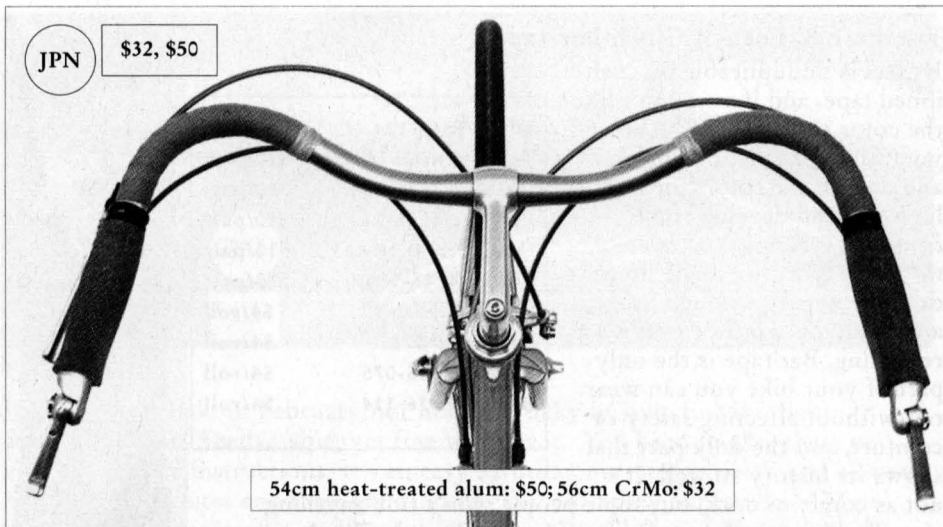
If you find flat bars too confining, try a Moustache H'bar. If you're now on drops, but want a better position for commuting, or riding in town, or on trails, it may be just what you're after. It fits all road fittings and bar-end shifters. Made of heat-treated 2014 T6 aluminum, and suitable for off-road riding as well.

Use a short stem—7 to 9cm—and get the bar higher than the saddle. The Nitto DirtDrop stem is ideal, and the shorter Technomic styles work well, too.

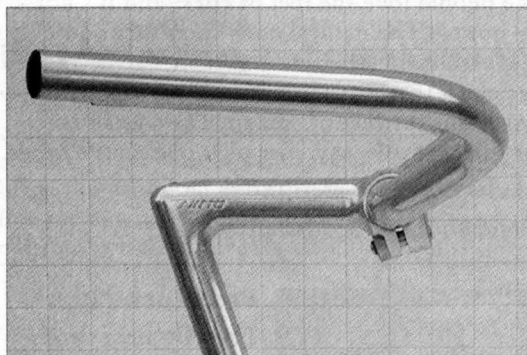
By the way: Nashbar sells what it calls a “moustache” bar, but it's not this one. This is the original, designed on an airplane in 1990, debuted on a Bridgestone in 1991, and unchanged since, because there's no need to.

Heat-treated 2014 T6 aluminum. Satin finish. 26mm clamp. Fits road brake lever and bar-end shifters.

Moustache Handlebar, 26mm clamp: 16-028 \$54



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 to sit you upright & take weight off your hands. Lots of sweep-back means you can use a stem with a long extension, as shown.

It's the surest, easiest, most beautiful way to make an uncomfortable bike comfortable. It's also perfect for retro-fitting mountain bikes, getting rid of the flat bars.

The Albatross Bar

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

It's perfect for converting 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.

If you ride a bike and have more than two or three of them, at least one of them 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 bikey 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. This is the bar I've ridden on most of the bike-camping overnights I've gone on.

Try it on a good bike. It's worthy of the best bike you own.

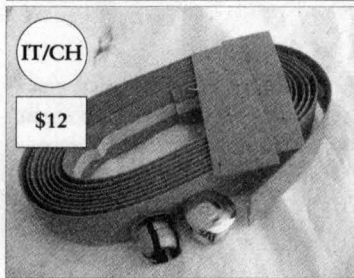
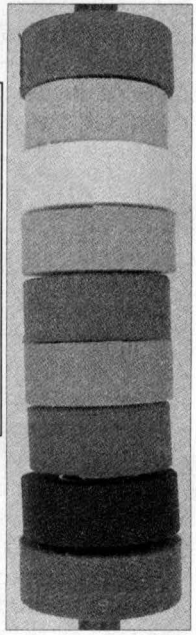
Albatross, 56cm CrMo: 16-122 \$32 (good for most guys)

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

Japanese & French Cloth bar tape

Its feel is unduplicable by cushioned tape, 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 *beausage* (pronounced *byoo-sidge*)—a word we made up to describe beauty through usage, and made-up word or not, it's a real thing. Bar tape is the only part of your bike you can wear out without affecting safety or comfort, and the only part that shows its history so well. It's not as comfy as cork, but some people won't ride anything else. The/J means Japanese, the /F means French. The Japanese tape is thicker, but both are fine, and you should choose by color. See rivbike.com for colors.

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

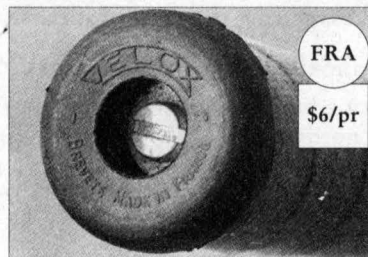


Cork Tape

Some people love the feel of cork, and it's not easy not to. The natural cork shows dirt quickly but looks like leather after you shellac it, and stays clean that way. Some people like the cush of cork but the feel of cotton. They wrap cotton over the cork. We say, just pick one or the other.

Cork: 16-130 Dark Blue: 16-138

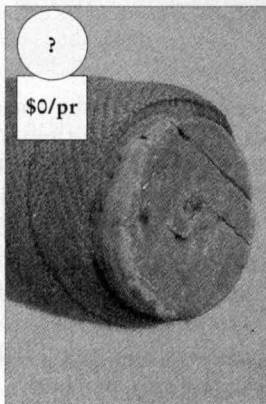
Medium Blue: 16-146 Black: 16-160



Velox Plugs

Heavy, expensive, and black. The plug for classicists.

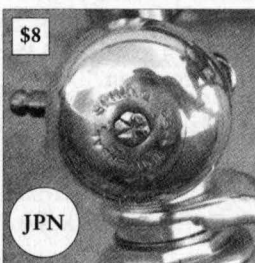
Velox Plugs: 16-077 \$6/pair



Free Cork Plugs

They fit most drop bars. Bang them in with a mallet, extract with a corkscrew. Light, aerodynamic, organic, biodegradable and free. Limited to two pair per customer per order.

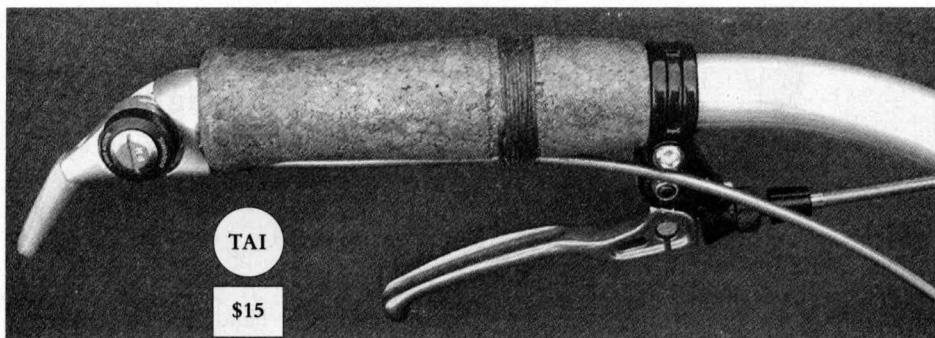
Ferdinand's free corks:
16-175 \$0/pair



Japanese Brass Bell

Solid brass, made to last a lifetime. Brass has the best ring of any material—rich & mellow, not high-pitched tinny. The bell has a coil-spring striker. Flick it out and it springs back and hits the bell part. Sometimes, on rough roads, it rings itself. If that bothers you, space the striker out more. This ring lasts 5.5 seconds, even in the rain.

Coil Spring Brass Bell: 31-367 \$8



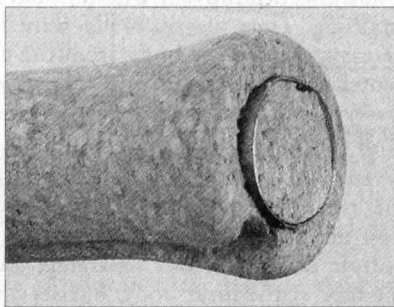
Cork Grips

Cork is never cold in February nor hot and sticky in July. Just the right amount of cush. Shellac-able, yet fine without it. You need to glue them on, and we provide instructions. It's an easy Saturday morning project, and all you need is five minutes and the right kind of glue. 3M Spray adhesive no. 77 or something similar works, and hardware stores have all that stuff. Gluing instructions included. It's hard to imagine that cork isn't the grip of choice on any bike that has grips. Must be the gluing on of them. Cork Grips: 16-103 \$15

Preparing cork grips for use with bar-end shifters

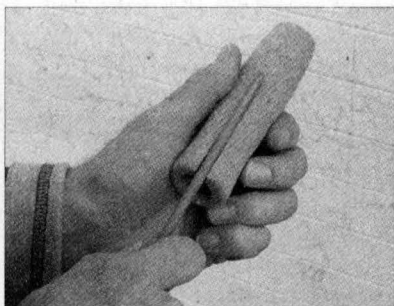
Poke a 7/8-inch hole in the end

We do it with a raw chainstay, which happens to be 22.2mm (7/8-in) and is perfect. Lacking a chainstay, get creative and crafty with drills, blades, or files. End up with a hole more or less like the one here. Note that in this photo, we did step two first. It really don't matter.



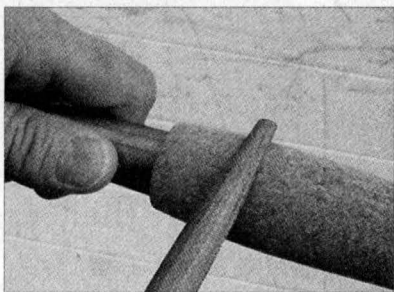
File a groove for the housing

Using a round (rat-tail) file, make a groove about 2-inches long for the cable housing to nestle into. This isn't necessary, but we do it on the Albatross-bar bikes that we assemble here, and there are worse models to follow. It just helps the whole assemblage look and feel better. If you file through the grip, that's ok—the housing will just be flusher with the cork.



File a recess for the twine

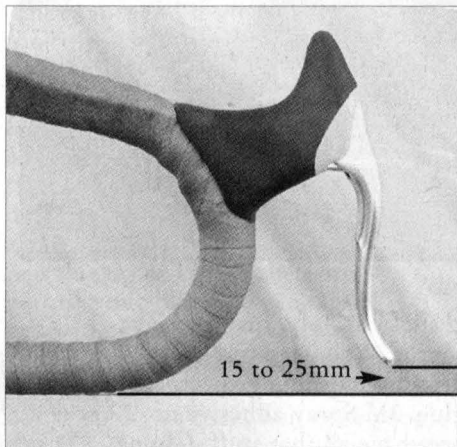
If you've gone this far, go the final step and use a file or dremel of a proper dimension to recess the cork grip slightly, making a place to lay down the twine. Then follow the twine-wrapping advice a few pages back or maybe ahead, and shellac over the whole thing. The cork turns beautifully golden, like a new Spaulding from the early 1960s.



Make your drop-style handlebar look & feel good

Lever height

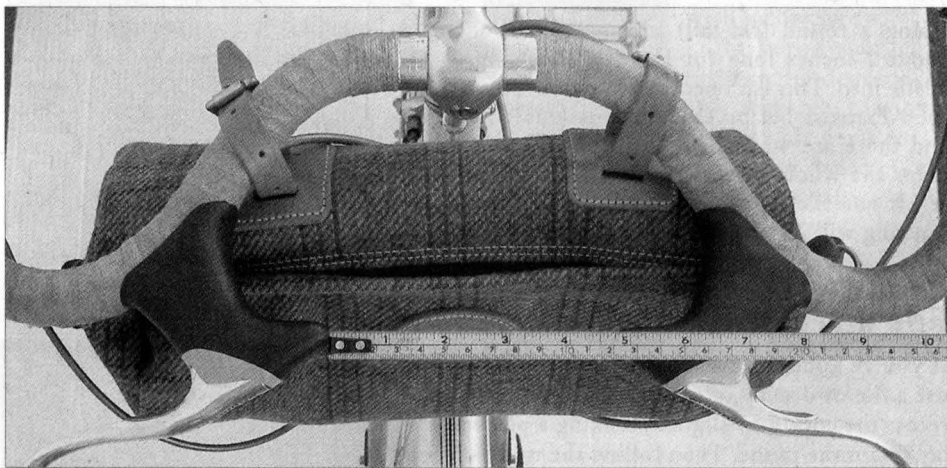
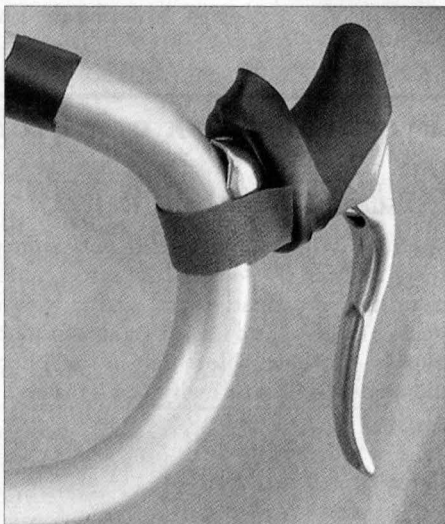
The “classic” position is with the bottom of the lever level with the bottom of the bar. That makes for fast and easy assembly at the factory, but as a rider, you’ll probably prefer the lever about 15mm to 25mm higher than that. It gives you a better perch when your hands are on the brake hoods, so there’s less tendency for your hands to slide down the slopey part of the curve onto the lever body. This picture tells the story.



Pre-wrap the lever band

Cut a 2 1/2-inch piece of tape from each roll and cover the brake lever clamp. This one here is done minimally; another below it and another above it wouldn’t have hurt anything. Then, if you really want life to be easy, remove the body from the clamp. Scotch-tape the clamp in place while you pre-wrap it. Then wrap the bar without the lever body on it.

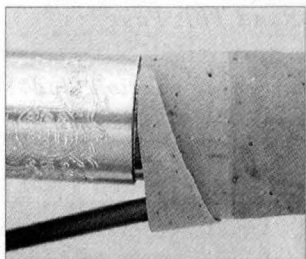
Wrap from the end of the bar, clockwise on the right, counter-clockwise on the left. You may find it works best to wrap the bottom and top halves separately (cutting the tape at the lever body. Purists howl at cut tape. Purists love to howl.



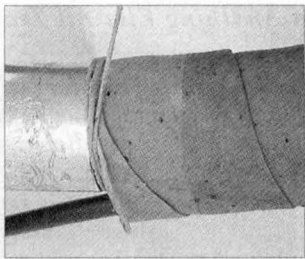
Where to put the levers on a Moustache Handlebar

Most riders like them between 13cm and 15cm apart at the “tips,” as shown here. Put them horizontal to the ground, or tilted slightly down.

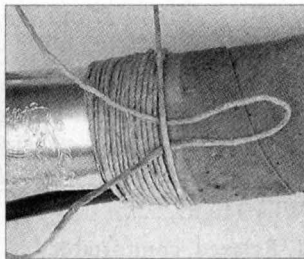
How to finish off your wrapping with twine



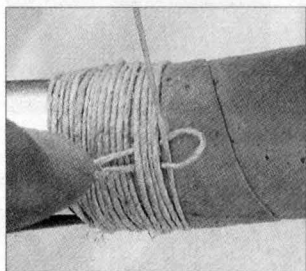
Cut it at an angle to minimize the bulk.



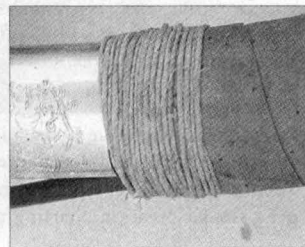
Face the bike, wrap away from you, and catch the twine with the first wrap, so it won't slip.



Wrap outward. a bit less than an inch...or to taste.



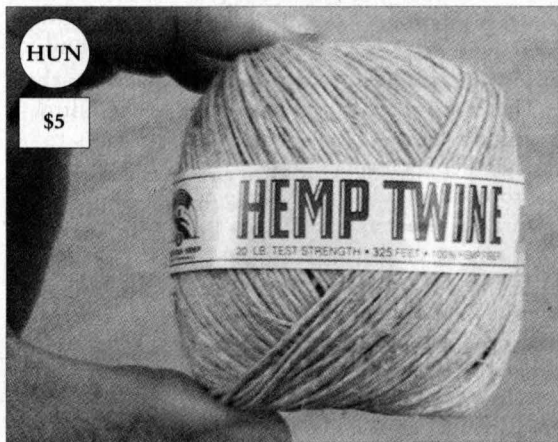
Use a separate 8-inch piece, make a loop, and wrap over it four times



Pull it through, cut it off, glue or shellac it...then breathe hot air on your fingernails and rub those warm nails on your chest!

Refuse Electrical Tape!

It (electrical tape) works but looks lousy on a bike. No bike's appearance is improved by it. Whether you use hemp twine or any other kind — and there are tons — doesn't matter, but try twine. If you want it black, get black.



385 feet of Hemp Twine

High-class bike riders wrap the end of the tape with about 3/4-inch of hemp twine, is what. About five feet per side makes it easy to work with. You may find other uses for strong twine, too. Five bucks, 385 feet—why not? Everybody needs a ball of twine at the ready for something.

Hemp Twine: 16-086 \$5

Shellac your bar tape & cork grips? Sure.

Shellac, which is colored bug excrement from India, has been used to protect and improve cotton handlebar tape for more than 59 years. It increases durability and adds rich color and texture. You can make your tape grippy or smooth, depending on how thick you apply it. Get a \$10 can of Bullseye shellac at a paint store, and a \$0.79 brush. Amber shellac turns blues to olives, white or grey to buckskin, yellow to goldenrodish, bright red to oxblood, and so on. The clear doesn't do much. One can will do about 75 handlebars or 300 pairs of cork grips.



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.

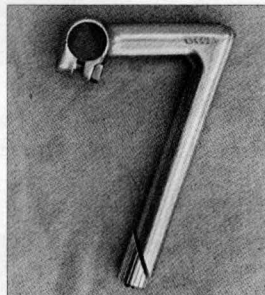
2. Better descending. On a descent you're already inclined downhill, and low bars increase the steepness. Higher bars make any hill seem less steep, so you'll relax more, be less likely to panic, and maintain better weight distribution. With more weight on the rear wheel, it'll be less likely to skid out if you slightly overbrake.

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 fix that. Higher handlebars can prevent most of the pains you suffer, so you'll ride more often and like it 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:

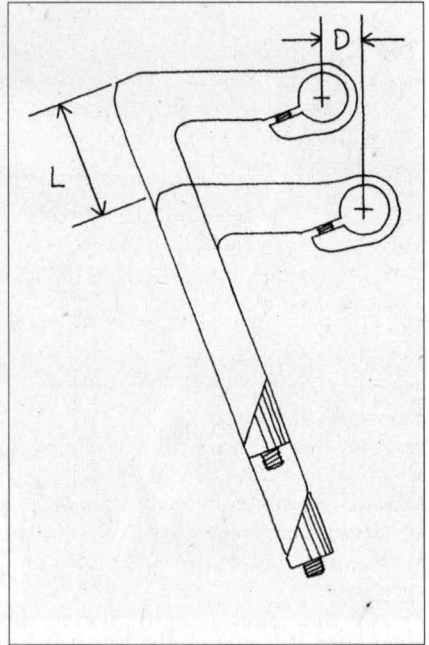
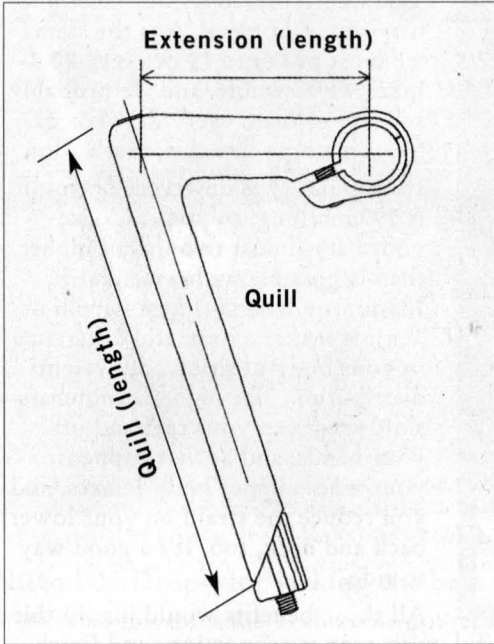
1. A stem with a longer quill. If your stem's quill is 135mm and you want to raise the bars 35mm, you'll need a stem with a 170mm or longer quill.
2. A quill-style stem that rises, such as the Nitto DirtDrop.

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 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.

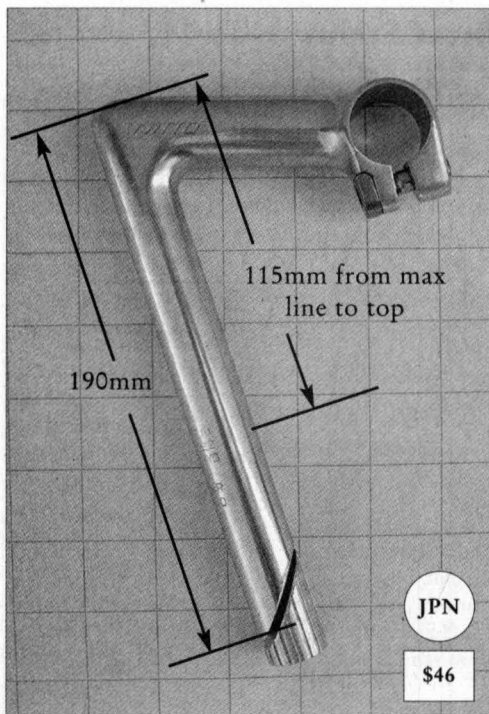
Don't mentally wrestle with stem length too much, or think you can ride only one length. Your body hinges and adapts and gets used to something that's close enough. Also, a 10cm extension with a higher handlebar feels like a 9cm with a lower bar—as shown in the right diagram. So, if your current bike 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.

This is a good thing to read about stem lengths

Getting the right stem size is not a matter of precise precision, threading a needle, smacking the bullseye from a faraway place, or getting lucky. Most riders who have several bikes do fine and are perfectly content just ballparking it. And with good reason! Think about it this way:

When your bike is standing still the handlebars are in a fixed-and-unchanging point in space. But as you ride the bike, everything changes. You climb a hill and the bar gets higher relative to the saddle. If it's a steep hill, it may be the equivalent of raising the bar three inches! On a descent, the bar gets lower relative to the saddle. Then there's your body—as you pedal over varied terrain you're constantly shifting forward and back on the saddle. Sometimes you get up off it, stretching and bending your arms. Some position changes are subtle, but even the subtle ones would be considered huge if they were happening at the stem. With each change the relative distance to the handlebar changes, and in some cases, drastically. Your body adapts because it's rubbery and articulated and naturally adapts.

Don't stop trying to find the bullseye, but keep in mind that it's not one tiny point, but a 2-inch to 2.32-inch diameter circle, or thereabouts.



Nitto Technomic Deluxe— classic looks & more comfort

Year after year this is our most popular chunk of metal. It is the stem we most put onto 19 of every 20 bikes we assemble, and we probably sell five of them every day. For us, for something like this, that's a lot.

Its popularity is deserved. The quill is 190mm long, so you can raise your bars almost two inches 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 (though not 26.4mm Cinelli bars, or the new & odd fatties). The 22.2mm quill fits a normal, 1-inch threaded steer tube except on some older French bikes. Get it and get comfy.

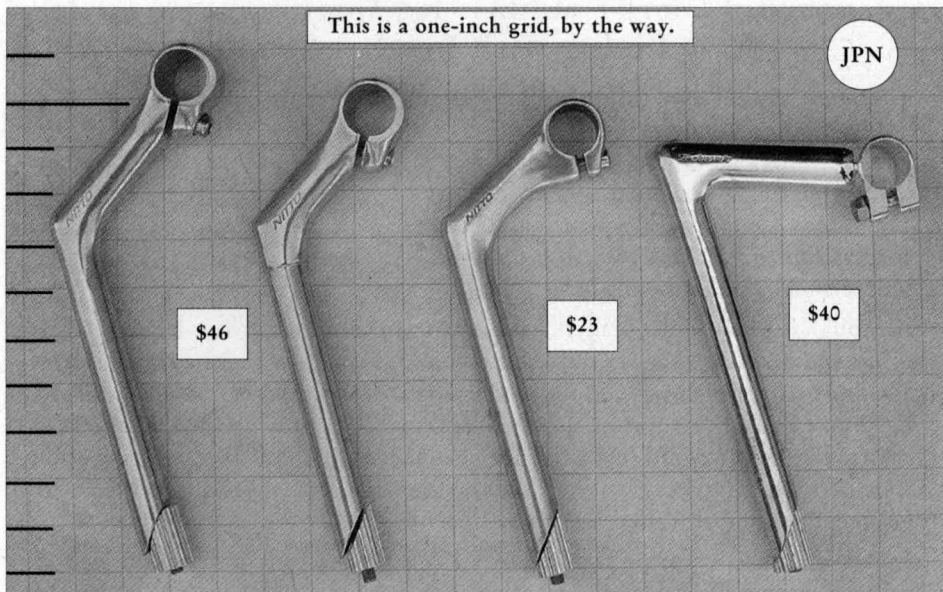
7cm: 16-044 8cm: 16-045 9cm: 16-046 10cm: 16-040 11cm: 16-041 12cm: 16-042
\$46, all sizes.

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 yen-to-dollar exchange rate was 250:1, and it was cheap to bring in Japanese goods. These days it's 115:1, which is why almost nothing you buy anymore 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, in any field. It is a pleasure and an honor to offer Nitto goods to you. Every loved bicycle deserves something Nitto on it. —Grant



L to R: DirtDrop 10cm/26.0, DirtDrop 8cm/26.0, Periscopa25.4; and Technomic (std model)

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 \$46

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 \$23

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 Nitto's, but it's still plenty strong for road riding, although if you're up around 250lbs 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 225mm. If your bike is too small, this'll help. Get the right size clamp for your handlebars, and if you have any doubts, measure or ask us.

Nitto Technomic

25.4 clamp: 9cm: 16-047 Fits Albatross bars and mountain bike bars) \$40

26.0 clamp: 9cm: 16-120 10cm: 16-121 11cm: 16-167 (Fits most good road bars) \$40

Easy Living with Leather Saddles

There are reasons experienced riders happily pay \$75 to \$200 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 steel bicycle guarantees a comfortable position. There are lots of uncomfortable leather saddles. But in 2007 it's easy to get a saddle that appeals equally to your bottom, crotch, and aesthetics.

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—I doubt any leather saddle breathes fast enough to keep you cool. I'm sure the main contribution that any saddle makes is its shape. The shape could just as easily be achieved with plastic and foam, but it usually isn't. However, if you like the idea of a leather saddle and want to get the most out of it, here are some tips:

1. Don't grease it up too much. 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. Don't ride it wet too often, too hard and bouncy, or for too long. 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.

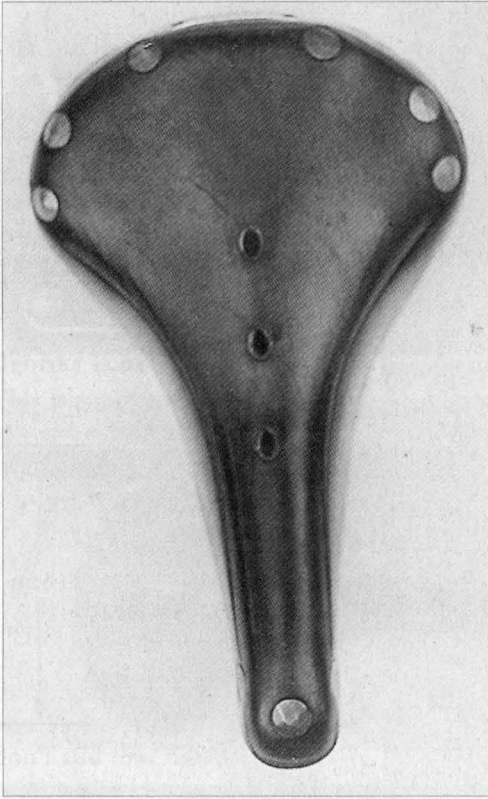
4. Don't store your bike outside for weeks at a time in Tucson in August. You wouldn't sunbathe yourself for that long, and your saddle is just skin, and there's no cow anymore to keep the cow-juices flowing to it.

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.

6. How long will a leather saddle last?

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. But still—leather is skin, and the elements take their toll on it. Don't think, just because it costs a hundred dollars or more, that it's impervious to time, use, and the elements. If you get four or five good years out of a leather saddle, you've gotten your money's worth. More than that, great.—Grant

By All Means, Please Seek These Three Things in Seats



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.

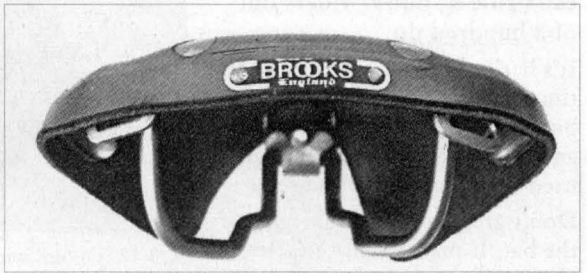
Wide: Wider than 18cm.

18cm: In between Medium and Wide.

16.5cm: Nobody makes one.

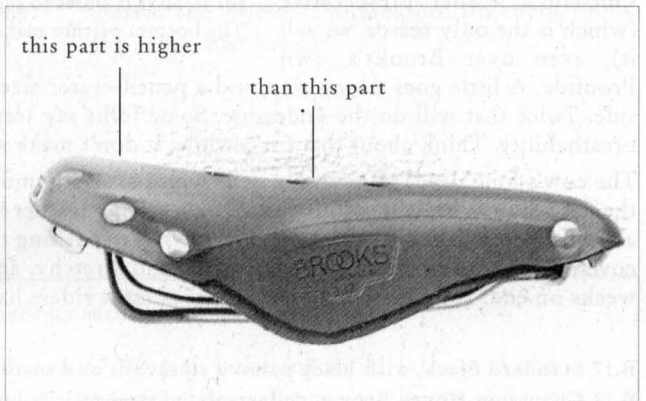
Two: A Flattish Rear

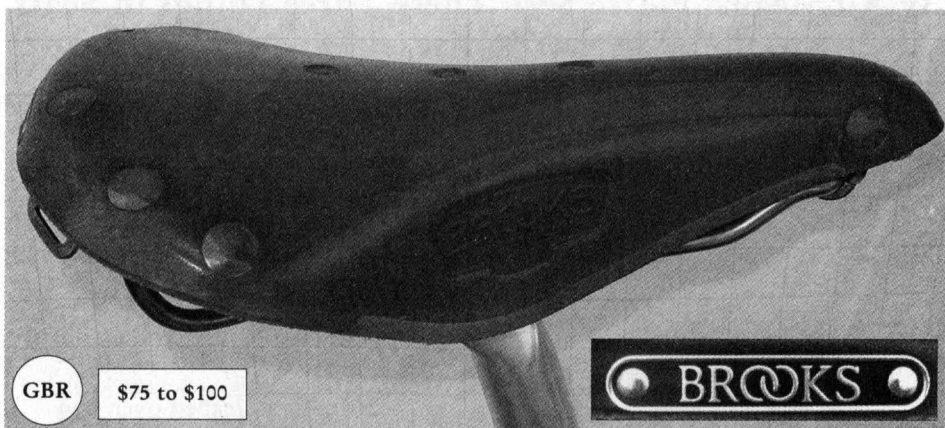
That's so your sit bones don't try to slide off it. If they do that, there's upward pressure on your genitals, and forget it. If you look closely at this saddle, you'll see indentations made by sit bones.



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.





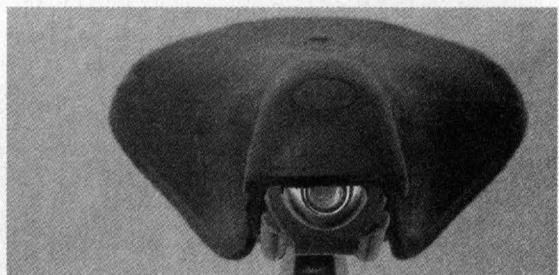
Brooks B.17

This is one of Brooks' oldest models, and for years it was the only saddle we offered. That's how much we like it. It's wide enough (17cm) and flat enough in back to support your sit bones, and when 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, but 97 riders out of a hundred do.

It's hard new, and it takes a short time to break in. With heat and bone pressure, tiny dimples form and the leather softens, and what used to feel decent feels great.

Don't grease or oil it up right off the bat. It makes sense to treat it somehow, and we recommend Obenauf's leather preservative (which is the only reason we sell it), even over Brooks's own Proofide. A little goes a long way, and a pencil-eraser sized glob will do a whole top-side. Twice that will do the underside. Some folks say treating the underside kills the breathability. Think about that for a while; it don't make sense.

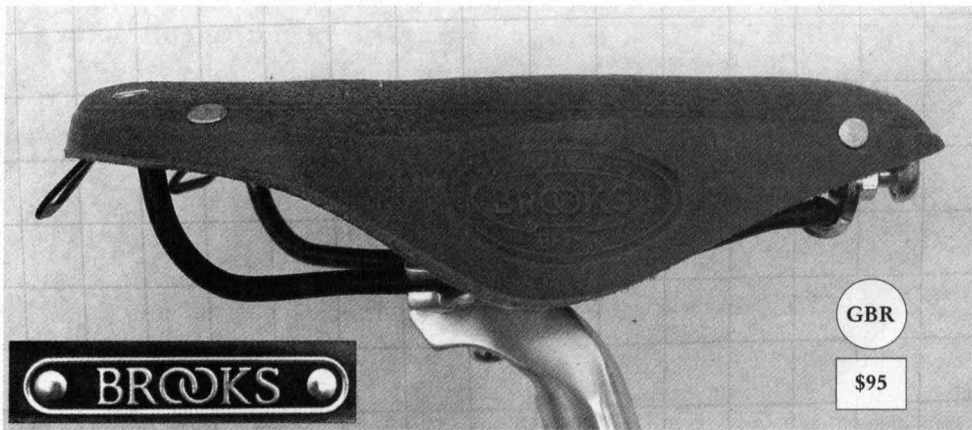
The cow's long dead, so new skin cells won't grow anymore, and it's your job to keep the dead skin as healthy as possible. Don't get any leather saddle if you're going to fret about it; just protect it from salty bottom-sweat, soaking rains, and blazing sun. Use a cover, don't ride it when it's soaking wet and stretchy, and don't store it outside for weeks on end. It's a good saddle that makes most riders happy.



A B.17 is 17cm wide at the widest, and 28cm long. It doesn't stretch much, but there's a nose-tension bolt for it, so if it starts to sag some you can tension it up. The bottom picture makes it look skinnier than it is.

B.17 Standard Black, with black painted steel rails and small steel rivets: 11-055 \$75

B.17 Champion Honey Brown, copper-plated steel rails & big copper rivets: 11-006 \$100



Brooks B.68

This is super saddle for an upright riding position. Any bike you put Albatross bars on, this is a good choice.

It's like the B.67 (see last year's catalogue) but without the springs. We still have that model online, but the thing is, the width is the big deal with this kind of saddle, and once you've got that, the springs don't add *that* much.

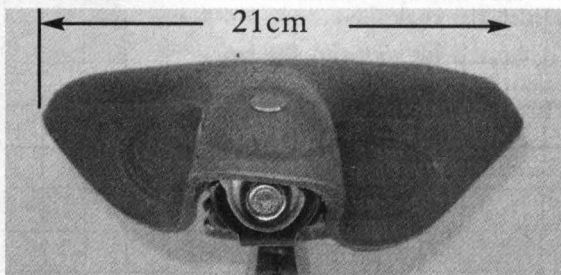
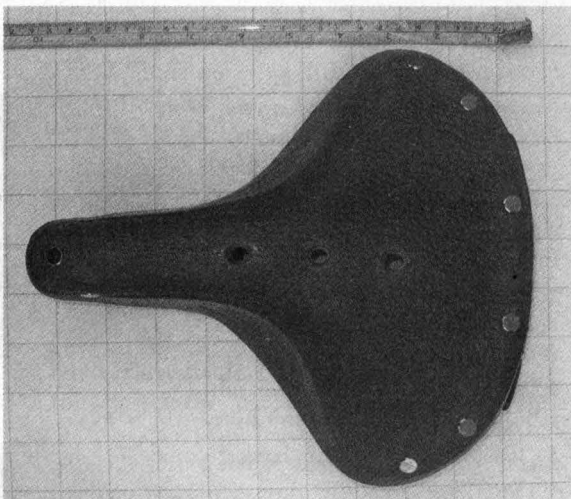
It comes in two models, and we have it in two colors. Mens and women's (mens is about an inch longer in the nose), and in dark brown and honey. They all have black rails and bag loops, and the sit area is textured for whatever reason.

B.68 Men's honey: 11-065 B.68

Men's dark brown: 11-066 \$95

B.68 Wom's honey: 11-067 B.68

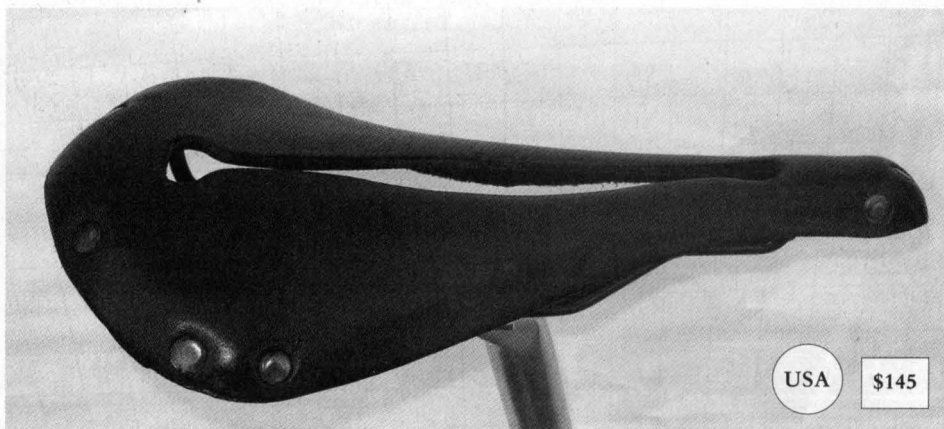
Wom's dark brown: 11-068 \$95



This is the women's model, but the mens looks the same, just longer.

More Brooks saddles on www.rivbike.com

For instance—B.67, Finesse, B.17 Women's, the super old-fashioned and ornate B.18 and the seat post it requires. Basically, we carry lots of Brooks saddles, but the B.17 and B.68 ought to be your first choices.



Selle An-Atomica Titanico

This is the first American leather saddle in Zeus knows how long, and it will almost certainly be the most comfortable saddle you've ever sat on, right off the bat. There's nothing magic about it; here's why:

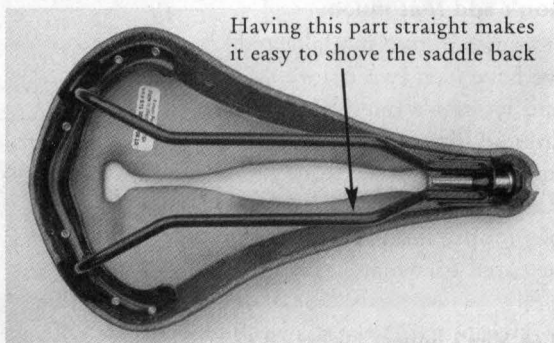
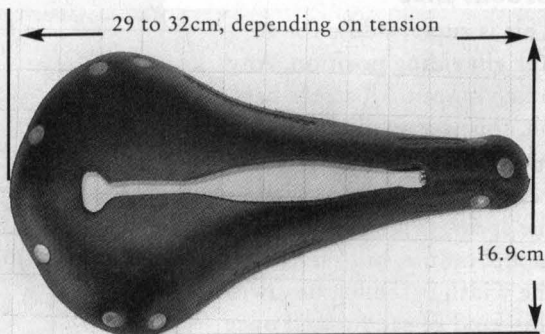
1. The leather is thinner & flexier. It feels hammocky in a *wow*, it feels like a hammock way.
2. Whether the slot helps or not, who knows? But it doesn't hurt.
3. It's wide enough in back to support your sit bones.
4. It's flat back there, too.

There's a lot more to the story than those things, though. Because the leather is thinner and stretchier, you'll need to tension in short order. There's a long tension bolt that's easy to use, and after tensioning once or twice, you may find that you've maxed out the bolt. That might cause you some fret, but once you've maxed out the bolt, it pretty much keeps its shape after that. If you weigh more than 250, maybe it's a different story; we can vouch for up to 190 with clothes on.

The underside has a laminate of leather to reduce the stretching and increase durability. The leather on these is treated to shed water, and it works well. There are saddlebag loops. And the last big thing is actually quite a big deal: The rails are parallel and usable near the nose, which means you can shove the saddle way the heck back there, more than an inch further back than is possible on a B.17. On our bikes, that's not such a big deal because we have slack seat tube angles to begin with, but if your bike doesn't and you want the saddle back a lot more, this saddle will help a lot. Selle An-Atomic makes this basic saddle in various grades and configurations. All the ones we stock are the best, most durable, top everything. Despite the name "Titanico," the rails and frame are steel. Presumably when SA comes out with a titanium-frame model, it will be called the "Ironico."

\$145 each/2 for \$290

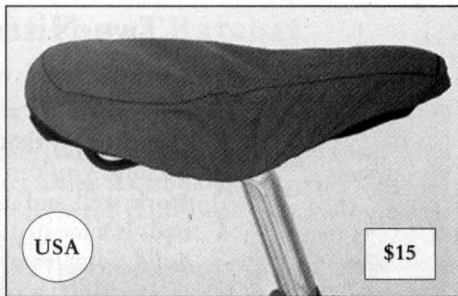
SA Titanico Tan: 11-061 SA Titanico Black: 11-064 SA Titanico Brown: 11-069



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 a tiny loop (not visible in this photo) for tethering it to your seat post in case you're scared it'll come off. That's our overreaction to something that's happened twice.

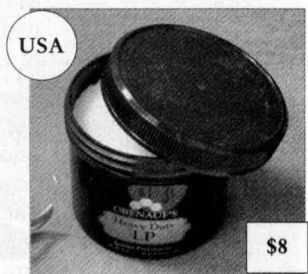
Bonnet: 31-345 \$15



Obenauf's

This is the ointment we prefer over all others for saddles, shoes, belts, baseball mitts, and the leather on saddlebags. Made with beeswax and propolis, and developed originally for firefighters, whose boots live a hard life. Less than half a thimblefull will coat the entire top of a Brooks B.17.

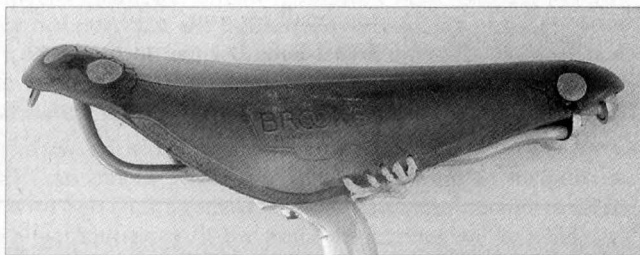
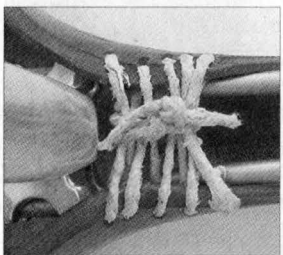
Obenauf's quarter-pounder: 31-344 \$8



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 and your saddle adjusts with a hex nut (some use allen's), you ought to get this.

Brooks Spanner: 19-013 \$6

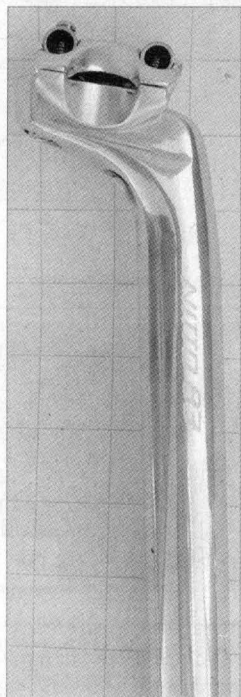


Hey Mac: Resurrect a saggy saddle

Sometimes when you've been bad, your saddle gets saggy. It happens over time and is usually caused by riding it wet, but it could just be that you got a rare lemon. Either way, it's easy to fix, as most things *are*, with a length of twine.

Drill about 5 to 6 holes on each side, then lace the two sides of the saddle like lacing a shoe. Use beeswaxed shoelaces or strong twine. In the past, many saddles came with holes pre-drilled, and one or two still do. We prefer to drill our own, especially since none of the saddles we stock have holes. A saddle saved this way is highly resistant to re-sagging.

Two Nitto Seat Posts



Seat posts are a smart place to cheap-out if that's your goal, because you can get \$25 ones that work well and don't look all that bad. It's mostly a matter of how good your frame is. Since the post is so visible, a chintzy post on a regal bike is a bad idea. A regal post on a chintzy bike looks funny, too, but it's not as bad, because it looks like the owner is just upgrading as he can afford it, & there's nothing wrong with that.

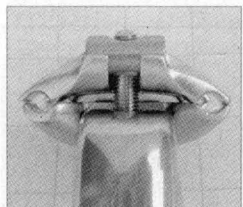
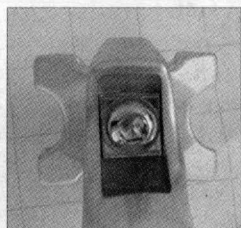
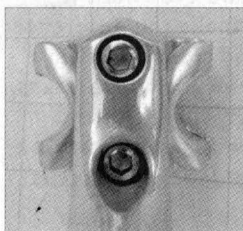
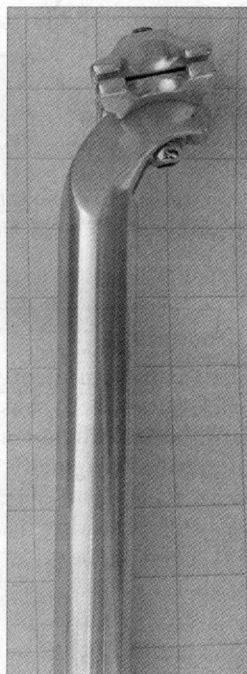
The post on the left is a two-bolt post, as you can see by the center photo; and the one on the right is a one-bolter. Two holds better than one, but one won't slip unless you're super heavy and don't tighten it enough. Still, we end up recommending the S-83 two-bolter for anybody over 215 pounds naked. The Crystal Fellow is quicker to adjust, but the time difference hardly matters, considering you do it once and keep it there forever.

Don't spend too much time wrestling over which one to get. They're both super posts, and will complement the finest bikes, or make even bad bikes look cared about.

Both are 250mm long, but if you have to max them out to get the saddle at the right height, maybe your frame is too small for you.

S-83 2-bolt, 27.2mm: 11-053 \$75

Crystal Fellow 1-bolt, 27.2mm: 11-031 \$60



Seat post tips for weight watchers

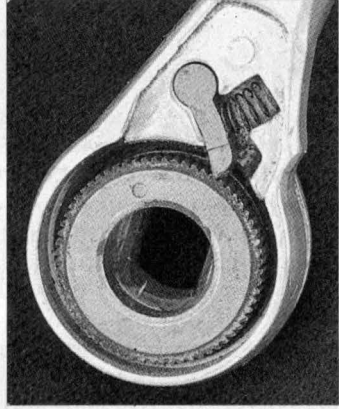
The maximum height line, also sometimes called the minimum insert line, is 75mm above the bottom of the post. If you set your saddle height properly, you can mark the post at the first visible spot, then remove it and cut it off 75mm below that. The danger in doing that is that you'll mis-cut or grow longer legs for whatever reason raise your saddle later, and then, if you've already cut it, you won't have 75mm sticking in your seat tube. So if you go this way, be careful or give yourself an extra margin. You'll save only about an ounce, so it is with mixed feelings that we even point this out, but some people care about that ounce.

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 thumb, and was largely ignored until it became the shifter on the early top-notch mountain bikes—the Ritchies, 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 *power ratchet* suggests, there's a ratchet inside. This 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, including the first commercially available mountain bikes, in 1981 and 1982.

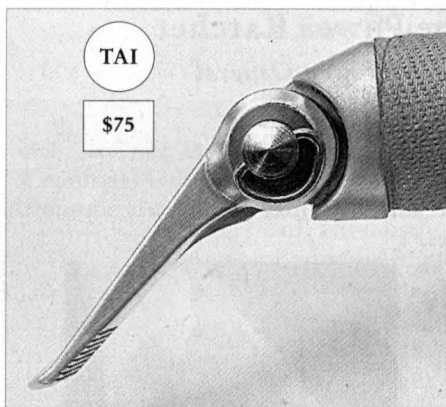
That original version of the Power Ratchet worked fine, but in 1986 SunTour introduced a new version, with a lighter action, finer ratchet, and used it in its Sprint and Superbe Pro models. This next version improved on something that seemed perfect already. But timing is everything, and just a year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

So there, grim-faced, 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 in 2000. 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.

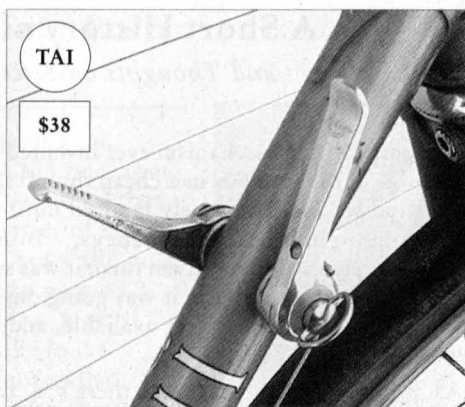
Like any non-indexed shifter (or radio that uses dials, for that matter), it isn't as rookie-friendly as finely tuned indexing. There's a short learning curve with friction (non-indexed) shifting, but my oldest daughter had it mastered in a few days when she was 11, with virtually no outside feedback 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!



TAI

\$75



TAI

\$38

Silver Shifters. Bar-end style, or down tubers

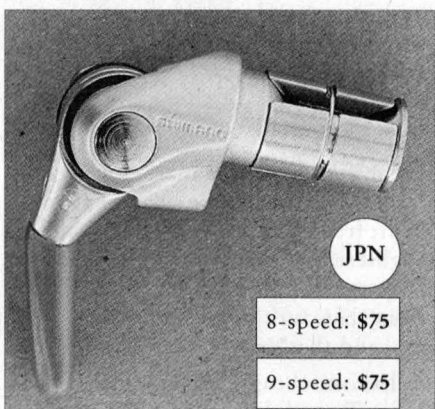
These are the best shifters we've ever used. Their magic is the Power Ratchet inside, which we tell you all about on some other page. The shifting is smooth, light, simple, fast, and precise, and actually feels like advancing the film on a two-pound German range finder. Indexing, in comparison, seems clunky & archaic.

They work with every derailleur, freewheel, cassette, chain, etc., so you'll never be midway between gears and powerless to do anything about it. There's a short learning curve, but 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. If you want indexing, get Shimanos; otherwise, these are perfect.

Silver Bar-End Shifter, cables, housing, end caps, and shifter boss adapters: 17-089 \$75

Silver DT Shifters: 17-101 \$38



JPN

8-speed: \$75

9-speed: \$75

Shimano Bar-End Shifters, 8 or 9sp

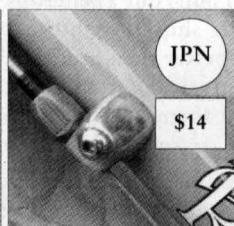
Shimano's best bar-end shifters, indexable with 8- or 9-speed cassettes, and with a friction mode, too. If later on you want to get our Silver shifters, you can switch out Shimano's levers for ours. No need to buy any additional hardware. Great for touring, commuting, anything, and they also convert to thumb-shifters when you mount them onto Paul's Thumbies. All in all, these are good and we like them a lot.

8-speed: 17-098 \$75 9-speed: 17-049 \$75



\$25

TAI



JPN

\$14

Downtube Cable Stops

They fit over downtube shifter bosses to hold the housing. Usually made by Shimano.

DT Cable Stops: 17-045 \$14

Silver Pods!

These let you convert Silver and some other downtube shifters to bar-end shifters. Nobody has 'em but us.

Silver Shifter Pods: 17-068 \$25

We have more of most everything online.

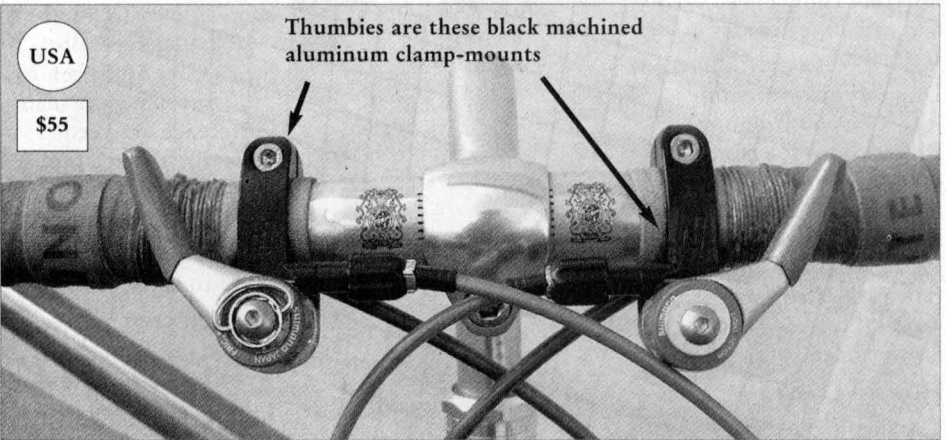
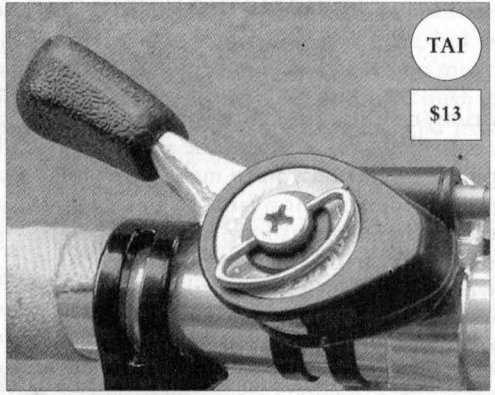
It's www.rivbike.com.

Not tons more, but enough to make a visit worth it. Some little, some big.

Cheap Good Thumb Shifters

Once every 10 thousand years there's a product whose performance totally belies its price, and that's now and these are it. They don't index, but that's fine. They fit 22.2mm diameter bars (Albatross, mtn bars). Cheap cable and housing—we usually use good stuff, because good cables and housing are cheap enough, but the stock stuff works fine, too.

Cheap Thumb Shifters: 17-097 \$13



Paul's Thumbies

Paul is Paul Price, from Chico, California, and he makes lots of things the big companies don't and a few things they do. Thumbies they don't, and it is a gigantic, huge contribution to the world's bicycle parts menu. Thumbies are mounts for Shimano bar-end shifters. They turn Shimano bar-end shifters into thumbshifters, and there are two kinds of thumbies, and we have both of them:
 Mountain thumbies: One for 22.2mm diameter bars, like Albatross and mountain bike bars, and one for 26mm road bars (normal). If you want normal thumb shifters for these bars, get this kind.

Road thumbies: These clamp to a road bar—either to the 26mm sleeve area just outside the bar, or to the smaller portion just outside that, as shown above. If you mount them there, first build up the diameter with a few wraps of bar tape. Either way, they go on easily, the instructions are perfect, and the shifting is delicious. They're easily accessible, but not right under your hands, as is the case when you ride STI or ERGO on the brake hoods. Different strokes and all that, but I much much much much prefer these.

Thumbies are just a significant, magnificent contribution. In the unlikely event that Paul never ever made anything else, he could still die content having made these. There's nothing else like them, they're original and smart.

With the Shimano shifters, your shifter-plus-thumbies tab will be \$130 or so, but that's still less than STI, and you will love them. They work with every derailleur we sell, & since the Shimano bar-ends have a friction option, they'll work with any derailleur, period.

Road bar thumbies for bars with 26mm centers (our road bars): 17-124 \$55

Mountain bar thumbies for bars with 22.2mm centers (our upright bars): 17-128 \$55

Friction Shifting in an Indexing World

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

Friction shifting is shifting without controlled click-stops in the shifter. It puts the onus on you to make sure you don't undershift or overshift, but modern cogs and chains have made it so easy, you can do it with your foot. It's worth it, too. 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.

Don't doubt your ability to shift in friction. Riders did it for most of a century, with much worse derailleurs than we have now. My 12-year-old has done it flawlessly since she was eight. That's her at 8 there in the photo.

How To Learn

1. Find a flat, open area and pedal 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. 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.

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 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 (traverse) to lessen the slope.
- 2) Pedal hard for a stroke to get up a small bit of speed.
- 3) Pedal lightly & 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!



Double-shift by eight-year old Anna, who prefers friction, as does her big sister, (and w/no pressure from Dad).

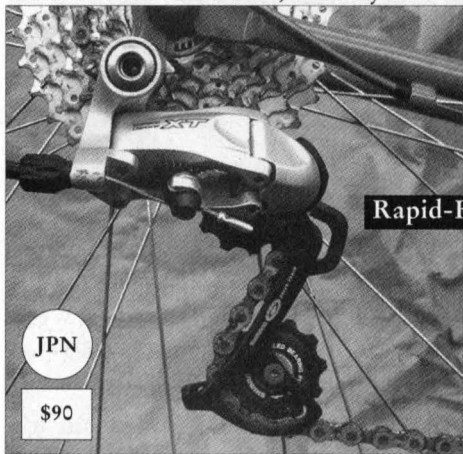
Climbing isn't about finding the right gear

Mostly it's about leg strength and aerobic and anaerobic fitness. You should have a gear low enough to turn over, but once you have that, pedal it. One thing that seems to help on long climbs: Scooch your foot forward on the pedal, so that you're almost pedaling with your arch. It helps to not have click-in pedals. Nothing beats a pair of sandals & double-sided pedals on long climbs. That may be counter-intuitive, and may contradict all you've been told, but try it. It won't make a steep climb easy, but on long grunts it shifts the stress to different muscles, and that actually seems to help.

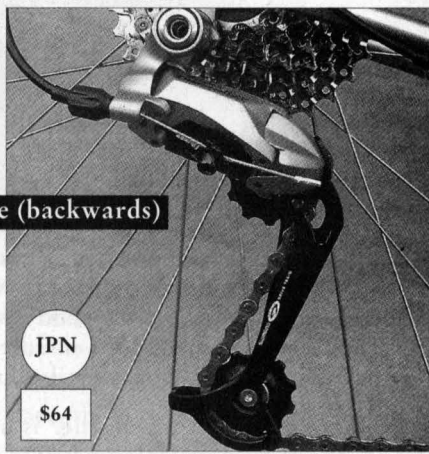
Rear Shifting: Is Backwards Shifting Better? Uh-huh.

Shimano calls it “Rapid Rise” (RR), and it’s what “backwards shifting” in the headline up there refers to. It’s the result of a rear derailleur that looks like any other, but is relaxed when the pulleys are under the big cog, not the small one. It means you move the rear shift lever in the opposite direction to shift. To shift to a low gear, you push it forward (same as you do on the front derailleur). To shift to a higher gear, you pull back. It’s the simplest thing in the world and the best thing Shimano has done in twenty-nine years.

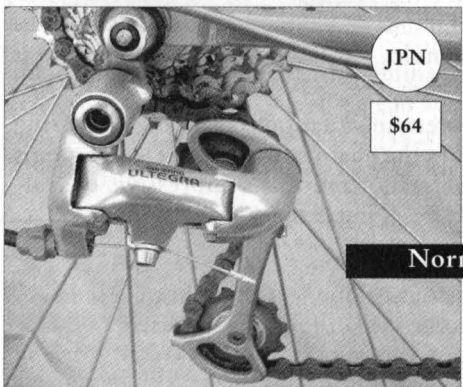
If you don’t want to learn a new way, that’s fine. But if you’re open to it, you’ll switch and be glad of it. It’s easier, more intuitive, smoother. During the first week of RR shifting, you will mis-shift plenty, but the feedback is so immediate that you correct it without missing a stroke. It took 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 it. 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 \$90



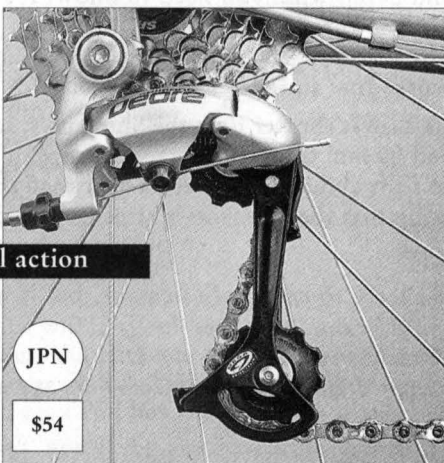
LX Long cage RapidRise: 17-119 \$64



Shimano Ultegra Triple

For three chainrings and up to 28 teeth in back. Shimano rates it to 27t in the rear, but it goes to 28t if you shift in friction mode. 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. Works with 9speed clusters. Normal action, not RapidRise.

Shimano Ultegra R. Triple: 17-119 \$64



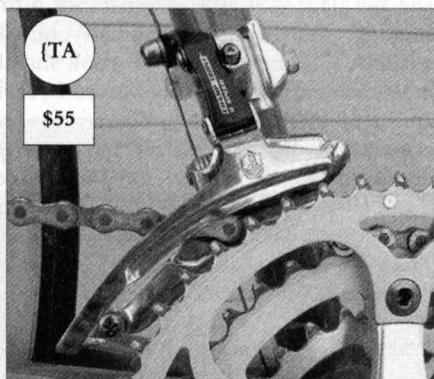
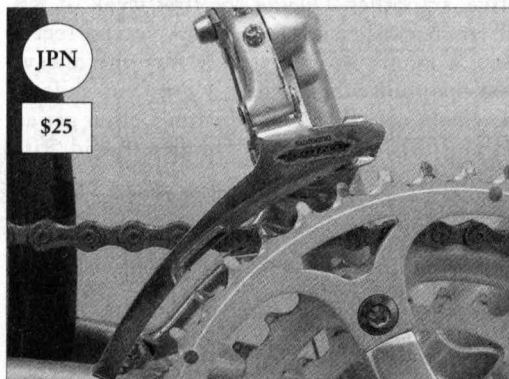
Shimano Deore

Normal action non-RR style, for rear cogs to 34 teeth. You won’t find a better shifter than this one. If Rapid-Rise is too weird for you or you’re too old for it, get this derailleur.

Shimano Deore standard: 17-088 \$54

A Case For The Clamp-On Front Derailleur

Brazed-on front derailleurs offer no advantage and limit the up-and-down range of the front derailleur. They're almost always positioned to favor 50-to-55t chainrings, and you're out of luck if you want something smaller than that (which we always do). Clamp-on front derailleurs let you put them anywhere. There are no disadvantages whatsoever.



Two front derailleurs

Front derailleurs have the easiest job on the bike, and it's hard these days to design a bad one, and nobody does it. We've used Shimano front derailleurs for years, and they work great. Anybody who says different is a prankster liar. We sell the Sora, a triple made for a middle-of-the-road road group. It works great, as well as any Shimano front derailer, and is dirt cheap at \$25.

Campagnolo's triple front derailer is sold under a few different names, but it's basically the same derailer. Sometimes it's called Champ, sometimes Mirage, and maybe later this year they'll even call it something else. The name doesn't matter, and here's what you need to know: It's made for braze-ons, so we supply it with a clamp that adapts it to any bike with a 28.6 mm seat tube, including all of ours. The seat tube clamp is not made by Campagnolo, but it doesn't matter, because it works fine and looks plenty good.

Its cage is shorter than the Shimano's, so in certain situations (small big chain ring and 80 mm of bottom bracket drop), it clears the chain stay better. Also, it seems to shift about ten percent better than the Shimano, and that's impressive, considering that the Shimano is already perfect. It costs more that twice as much.

We'll try to keep both in stock, but if we're out of one, get the other.

Shimano Sora triple: 17-115 \$25

Campy Triple w/required clamp for a 28.6mm (normal) seat tube: 17-131 \$55

We like paper catalogues, too, but we have a website that has more, and in color.
www.rivbike.com.

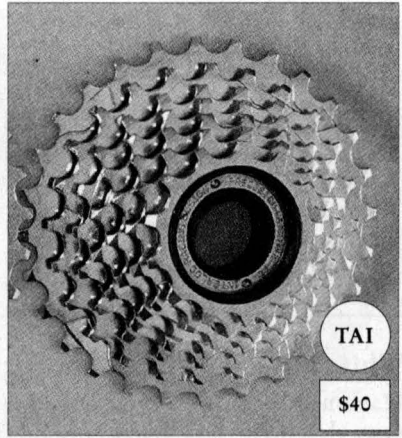
Freewheels

IRD, *Interloc Racing Design*, is making freewheels again, and there were problems with some of the early ones, but we hear that's been ironed out now, and so here we are with some Version Two IRD freewheels. IRD makes five-, six-, and seven-speeders, and we sell them on our site when we have them in. But here in this paper catalogue we offer only the sevens, because they make the most sense for most people.

If you're starting a new rear wheel from scratch, you can use one of these on some special rear hubs Phil made just for them, and get a virtually dishless wheel. It's a really smart way to go.

IRD freewheel: 7sp 13-15-18-21-24-28-32: 13-094, \$40

IRD or Shimano (as available) freewheel: 7sp 13-15-17-19-21-24-28: 13-092, \$40



Eight- and Nine-speed Cassettes

Cassettes are a good way to go mechanically, and it's hard and rare to find a non-single-speed modern rear hub that isn't made for cassettes. (Phil is the only one that comes to mind.) So most bikes these days have cassettes, and that includes 85 percent of the bikes we sell.

In any case, these cassettes here are top values and make a lot of sense. They have steel cogs for long wear, and although they're not the rich-chap's first choice for race-day use, they are unquestionably the answer for day-in/day-out riding. Generally we'll stock

models from IRD, SRAM, and Shimano. If you actually care which brand you get, call first and we'll see if we can accommodate you.

8sp cassettes: 11x32 13-050 \$30 11x28 13-059 \$30

9sp cassettes: 11x32: 13-066 \$30 12x27 13-064 \$55 (Ultra grade)

Freewheel or Cassette?

Freewheels house the bearings and pawls and drive mechanism in the block of gears. The cogs thread onto the hub. This worked fine with 5-speed hubs, but leads to broken axles with wider-spaced threaded hub axles, and all bikes now take wider ones. The only multispeed freewheel hubs still in production are Phil Wood, and they don't have that problem, so if you want a freewheel, get a Phil hub.

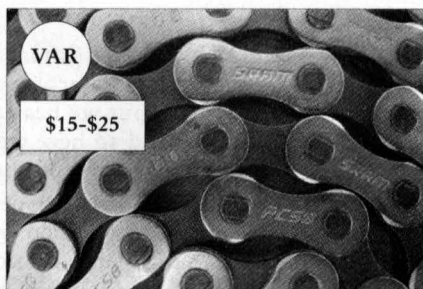
Cassettes have the bearings etc in the hub itself, not the block-o-cogs, the advantage being that the axle is supported much better and undergoes less stress. They never break, and that is good. The cogs and drive mechanism are separate, and the cogs slide onto splines on the hub itself.

From our perspective, it boils down to this: If you refuse to go along with the "more is better" world of cassettes and their 8-, 9-, and 10-speeds, then pony up for a Phil freewheel hub and get a freewheel. If you aren't bugged by more rear cogs than necessary, and have no warm memories of the ancient days, then go with cassettes and don't feel like you're a sucker for the hype. To paraphrase a famous ex-racer who got out just in time: it's not about the rear gears.

Chains

We carry a variety of chains to fit (a) 9-speed and (b) 6-8speed gears. They come from a variety of makers—Shimano, SRAM, IRD—and are always at least half silver, so you can tell how gunky they are. These are what we ride ourselves, and they work well and are a good value.

8sp 13-047, \$15 9sp 13-088, \$25



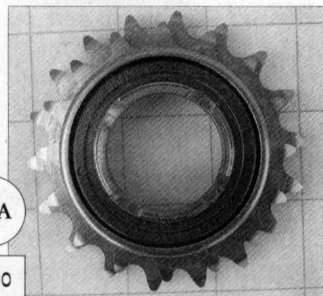
VAR

\$15-\$25

White Industries DOS: a 2-Speed freewheel

Machined, precise, smooth, and sealed. If you ride your derailleur-less bike a lot and in hilly places, it's a good toy. Lots of loot, but a really good piece.

DOS two-cog freewheel: 16x18: 13-082 16x19: 13-083
17x19: 13-044 \$100



USA

\$100



USA

\$15

It has a straw.

Boeshield Chain lube and frame spray

It does two things. You spray it inside steel frame tubes, and it forms an unsmelly waxy coating that prevents rust; and it also works great as a chain lube.

The easy way to lube your chain: Don't use the straw that comes with it, and with one hand turn the crank backward, then spray with the other. Lean the bike slightly toward you as you spray, so you don't drip lube on your rims.



Boeshield chain lube and anti-rust spray 13-034, \$15

Lubricationizing Your Bicycle

Usually when two bike parts come together, it's good to grease the contacting surfaces: Pedal threads into the crank; seat post into the seat tube, bar-end shifters into the handlebars, stem into the steer tube, handlebar into the stem, headset cups into the frame, chainring nuts to chainring bolts, the underside of the crank bolt washer against the crank, freewheel threads onto the rear hub threads. Although there are internet debates about whether or not to grease the bottom bracket spindle where the crank slides onto it, we do it, really lightly.

Any grease, or even any greasy substance that isn't actually, technically, grease will do for many of these applications. The purpose of grease, in a non-bearing situation, is to aid installation and removal, and to prevent the two metals from bonding with one another.

Chains are a pain, especially keeping them quiet & clean. Chains come with a thick coating of sticky something on them, which presumably is chainlube, because it's hard to remove. We've yet to find a degreaser that works on, say, a new Shimano chain. It makes you wonder what the degreasers sold in bike shops are for, if not chains. Anyway, probably the best thing for chains is a product called Pro-Link. We used to sell it. It's bugaboo is that it requires more diligence than any of us here can muster. The Boeshield works best for us, who like to spray a chain once every month or two and not think about them in between.

Wheels

Our own Rich Lesnik builds our wheels, and they are tight & true, and stay that way seemingly forever. In the past three years, Rich has built more than 1,800 wheels; and 1,600 of those have been in the past two years, for an average of 800 per year, 15.4 per week, 2.2 per day.

We like, and *Rich* likes, spoked wheels rather than funny wheels; and to a certain extent, the more spokes, the better. More spokes mean more weight and wind resistance, but it also means that if a spoke breaks, the wheel wobbles less, because the distance between spokes is so small.

A gleaming spoked wheel is a beautiful part of any nice bicycle, and the fact that this labor-intensive, gorgeous wheel is also less prone to damage and more easily repaired if it does get hurt...is just icing on the cake.

Most of our wheels are built with Velocity or Mavic rims, DT or Sapim butted spokes, brass nipples, three-cross lacing, Shimano or Phil or White hubs, and nobody touches them except Rich. Below are some of our more popular/common wheels. If what you see isn't listed, contact Rich by email (rich@rivbike.com) and see if he'll make you up something else. Don't ask for alloy nipples, frightful lacing patterns, or underspoked touring wheels, though. He's no-nonsense when it comes to wheels. Sometimes he sounds cranky, but he insists that he isn't, and that's about right.

When you consider all of this and compare these wheels with inferior ones costing 3 to 4 times as much, you'll recognize what a bargain these wheels are.

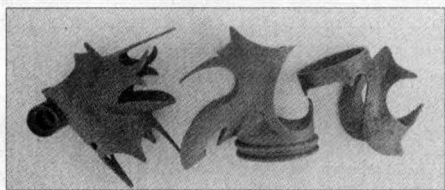
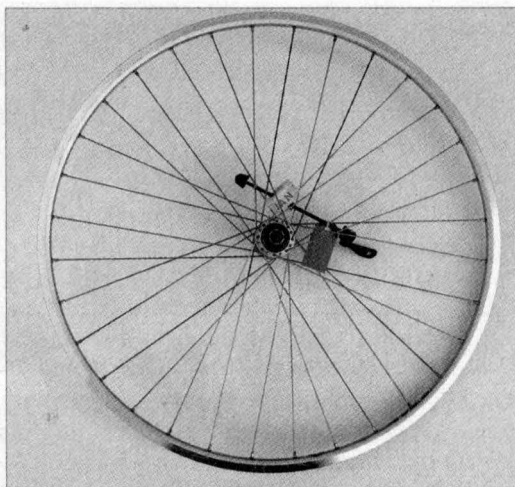
650B (584) Velocity Synergy Rim, LX hub, 32H: F: 18-188, \$120; R: 18-189 \$180

As above, but 36H: F: 18-275, \$120; R: 18-276 \$180

700c (622) Velocity Synergy Rim, LX hub, 32H: F: 18-249, \$120; R: 18-250 \$180

As above, but 36H: F: 18-103, \$120; R: 18-102 \$180

Other sizes and combos: rich@rivbike.com

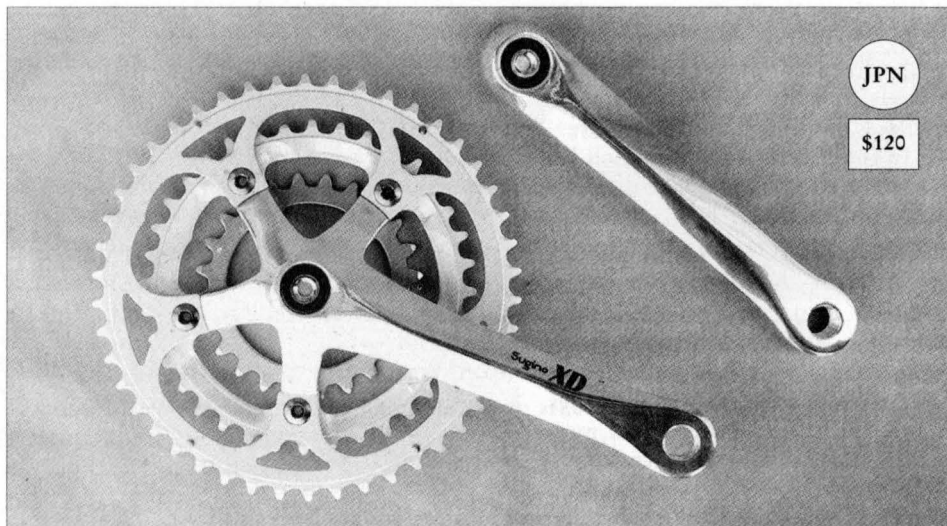


Lugs ... six bucks a pop

These neat, compact and interestingly shaped pieces of metal are intended to be used on bike frames, but over the years we've retired some models and still had lots of the lugs left, and so we

started selling them. Up until recently we sold them for \$3, and people bought them by the handful, and now we're close to out of all the unused lugs. So we're going to have to roll in some actual current models this year, and that means no more super cheap ones. Still, six dollars a lug is still a bargain, and lugs are good to have and hold and keep on your desk, or to use as napkin rings or Christmas tree ornaments. It is not weird. So—since we're out of the oldies and the newies cost more and are usable, we decided to keep selling lugs, but to jack up the price to almost cover our costs. You may think \$6 for a useless-to-you piece of metal is expensive, but if you held one in your hand you'd agree it's a better deal than that much worth of unhealthy food, a bad book, 3 gallons of gas, or a losing & foolish bet.

Randomly picked lugs, whatever's there in the box: 31-444, \$6



Sugino XD2 Triple

The best value ever in a triple crank.

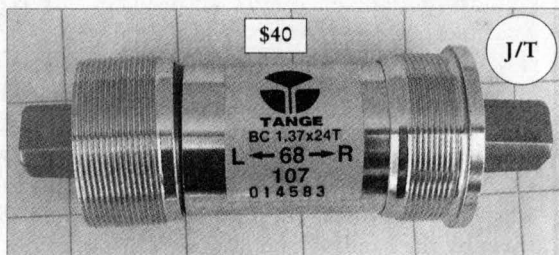
This is the smartest and most versatile triple crank on the market. Its low price will scare off most riders, but listen—it's a cold-forged crank of excellent design, and is our first choice even on custom Rivendell bikes. Get it.

It has about a 161mm to 165mm Q Factor (outside-to-outside width), depending on what length spindle you put it on. 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 or an Atlantis (one of ours), mount it on a 107mm 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 \$120, it is a shocking deal. 110/74 bolt circle with 46x36x24. If you want a 48t big ring or a 26t small one, we'll make the swap for you. But basically, most riders prefer and do better with the stock combination here.

165mm 46/36/24: 12-231 170mm 46/36/24: 12-167
 172.5mm 46/36/24: 12-265 175mm 46/36/24: 12-190 \$120

Cartridge Bottom Brackets for Sugino cranks

These are super good mechanisms and great values. Smooth, sealed, trouble-free, and ideal for the XD-2 crank. The 107 works for our Atlantis; the 110 is for our other bikes. Most road bikes will be fine with either.

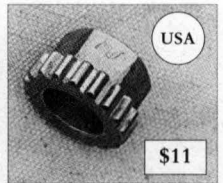
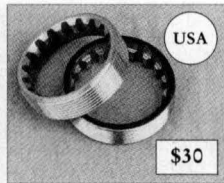
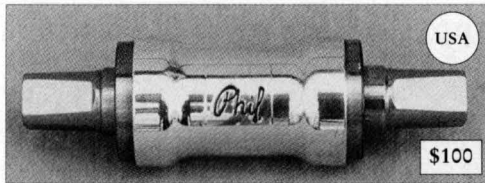


BB 107mm 12-261 BB 110mm: 12-262 BB: 113mm 12-243
 For our bikes: Atlantis (107) Others (110 or 113, both are fine)

BB Tool for the above bottom brackets

It fits into the recessed splines of the UN-73 and UN-53 and other Shimano and Tange bottom brackets so you can install, tighten, or remove it. You can use a big adjustable wrench on it, or a ratcheting socket wrench.

BB Tool for Shimano: 19-055 \$12



Phil Wood BB

Maybe the best. Machined from 17-4 stainless, a better and more expensive material than most others use, and you'll likely get 25,000 miles on it. When it needs servicing, send it back to Phil, and they'll do it for about \$20 to \$25. You also need the retaining rings (below), and a tool (also below). 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

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.

British rings: 12-053 \$30 Phil tool: 19-035 \$11

Crank Design and Gearing

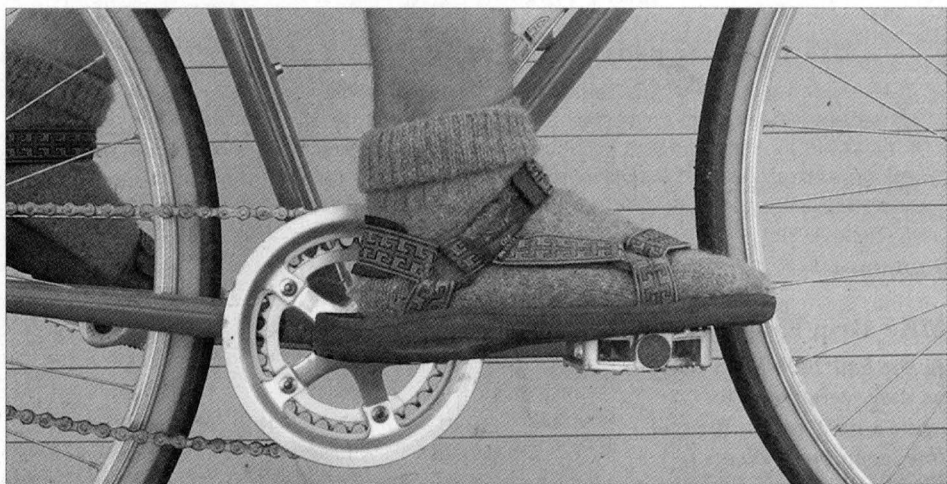
1. Instead of 53t/52t big rings and 42t/39t inner rings, try something like 48t/46t big rings and 36t/34t inners. This is much more useful and friendly gearing for anybody who doesn't race. For hills and dirt, add a 24 or 26t inner ring and a 28t to 34t cassette, and you're ready for anything. You won't have to think about gearing again.
2. The small (46 to 48t) and the smaller (36t or 34t) middle ring give a lower gear, so you stay in them longer before shifting to the granny.
3. A 30t inner ring on a triple is dumb, and yet it's what comes standard on modern "racing triple" cranks from Shimano, Campagnolo, and others. "Racing triple" as a type of crank, is a misnomer anyway, intended to make guys who need triples feel good about it. Racers don't ride triples, and almost everybody else over 30 who rides in the hills is better served by a 24t inner ring.
4. The media sometimes calls square-taper cranks obsolete, old-fashioned, inferior. They aren't. 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, you can't adjust. If you buy their crank and their bottom bracket, there's no need to, but it's common to mix brands between cranks and bottom brackets, and without a way to adjust, it's harder to do that.
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 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 helpful or in your best interest. This may have been fixed on some newer models.
7. 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

How Long the Cranks?

If you have short legs, ride 165 mm cranks. Medium legs, 170mm. Long legs, either 170mm to 175mm. If you're over 6-5 or have super long legs, there are even longer cranks out there, up to 220mm or so. The frame needs to be designed with that long crank in mind, though.

Tips for Happy Riding

Learn right away that the front brake is the most effective one, and to never lock the front wheel. 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 and turns you into an advertisement. Don't think you'll go faster in a significant way if you and your bike are 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 and install your rear wheel. 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 notice another rider 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. Bring normal food on your ride. Take 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," just use 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..." Ride your best bike in the worst weather. Ride in weather that keeps other cyclists indoors. Don't 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. If you're suffering badly on a climb, count pedal strokes to 100, then do the alphabet. Go for a ride in sandals at least once, and ride around your neighborhood in normal clothes every so often, if only to get your neighbors used to seeing bike riders looking normal.



Going Clipless (Rivendell Style)

Most of the time having your foot attached to the pedal is not a benefit. Experts say it's more efficient, and maybe it is in some circumstances, but it certainly isn't in others, and why the obsession with efficiency? Bicycles are efficient whether or not your feet are locked to the pedals. But you may have more fun when you ride like a kid, and it will shock you how much slower you don't go.

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 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 and started riding more. 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.

No doubt there are times when being solidly connected is advantageous. On short, steep climbs, it can help you turn the pedals over between 10:30 and 1:30 in your stroke. And a solid connection is good during aggressive riding in wet weather, because it keeps your foot from slipping off the pedal. But for most people, that constitutes about 10 percent of the riding, maximum. What racers do isn't always what you should do. More and more, it's exactly not.

Outside of the peloton, pedaling free is a great way to go. You can mount and dismount more easily at a traffic light downtown, on a steep climb, or on a tricky trail. You can choose your shoes for the weather, not the pedals. You can walk into a store like a normal person.

Those are convenience benefits. Here's a performance one that Bullseye Cycle's Roger Durham pointed it out to me, years ago. When you pedal with the ball of your foot over the center of the pedal, you're using the muscles you use when you stand on your toes. Not just the foot and calf muscles, but the thigh muscles, too. On sustained climbs and long rides, it's a benefit to be able to shift your foot forward on the pedal, to shift the loads on to different leg muscles. Doesn't it make sense to shift the load to different muscles?

Try it & see how it works for you. You don't have to discard your rigid plastic shoes, or your toe clips & straps. Just wear any old shoes and put step-on pedals on your best bike, and see how it goes for you. You won't hate it, that's for sure.

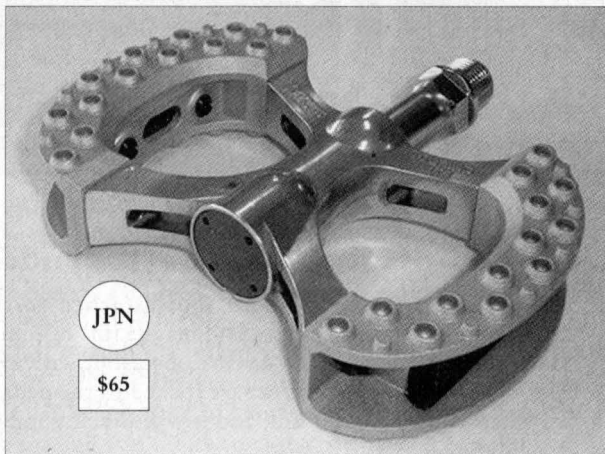
Pedaling free is the biggest revelation I've had since I learned how to ride a bike. It's easy, natural, efficient, *unlimiting*, and if you can imagine this—it's more fun. Wear any socks, any shoes. Pedal on any two-sided pedal. Get on and off your bike in a flash and noiselessly. Try it for a week & see if you go back.—GP

Use whatever pedals you like, but most of us like these

The Japanese-made MKS (Mikashima) pedals below are gallant workhorses, incredible values, and given half a chance, will absolutely add another dimension to your riding. The concept of being able to ride in any shoes, and being able to get on and off the bike sans shenanigans is as old as the hills and as sensible now as it ever was. You'll ride the bike more and enjoy it more. It'll be more like something you keep with you all the time, rather than reach up high for. —Grant

MKS Grip King

In the Fall 2006 MKS told us they were going to make a new pedal. We said *fine, good luck, what's it like?* and they said *what do you want it to be like?* We asked *well how far along is it now?* and they said *not started.* We said *we like the current pedals, but if you're asking what we'd like the dream pedal to be like, we'll sketch it out and send it next week.*



This is what we sketched out, and by golly/jove, they made it.

The idea from the start was a lightweight, two-sided, super grippy pedal with great cornering clearance. The lightweight comes from aluminum; the grip comes from the lots of knobby surface area, and the clearance comes from keeping the platform as low as possible and as close to the end of the body as practical. We didn't require toe-clip compatibility, so nothing had to be compromised to get it.

Look at the surface area. There's so much of it that you can easily ride this with cheap thóngs, the kind you wore to the local pool in 1969. No discomfort at all. If a pedal can do that, it'll be even better with Tevas, Chacos, Keens, Sambas, Crocs, or any shoe you happen to have on your foot.

If you like pedaling unplugged as much as we do, you'll like this pedal as much, too. Practically, the Sneaker Pedal on the next page is 80 percent as good and way cheaper, but if the difference won't change your lifestyle, get the Grip King for the ultimate comfy-grippy pedal.

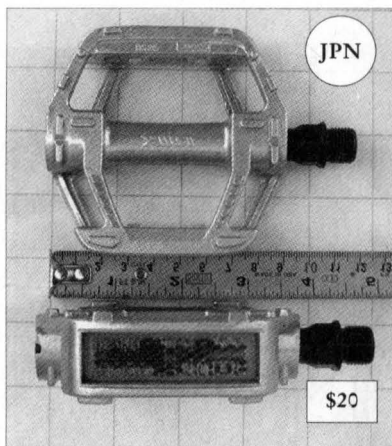
MKS Grip King: 14-053 \$50

Shoes For These

Almost any sandal, court shoe, or indoor soccer shoe will do fine. It's harder to find shoes that *don't* work well with these pedals, than ones that do. But if you want specific suggestions, here are some:

Adidas Samba (super popular with cyclists); Teva Hurricanes; Puma Kugel; Crocs; Target's fake Crocs; Nike Cortez; Adidas Country...basically, any shoe or sandal with a halfway grippy flattish (no knobs) and trim (not flared) rubbery sole. The more surface area the pedal has, the less important it is to have a nail-proof sole. Pick a shoe suitable for the terrain you may be walking on. Crocs are lousy for steep, loose, off-camber push-ups, for instance. But they're way better than bare feet, still.

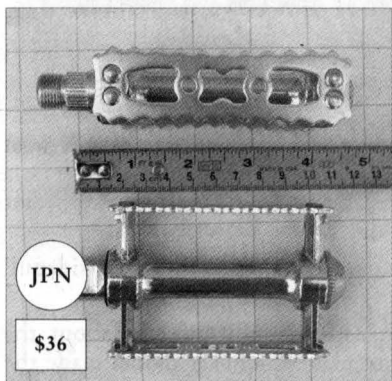
If you have atrophied foot muscles or ruined footbones, err on the sturdy side. Use your head, experiment, and see what comes of it.



MKS Sneaker Pedal

These have been our perverse personal favorites for about two years now, and we recommend them about a dozen times a day. They're made for BMX riding, so of course they're good with sneakers. The large surface area makes them comfortable with any shoe, and they transform even Crocs into good riding shoes. You should try that. The built-in reflectors could save your life. They spin well and seem to need no maintenance, but if you pry off the cheesy plastic dust-cap you gain access to the bearings.

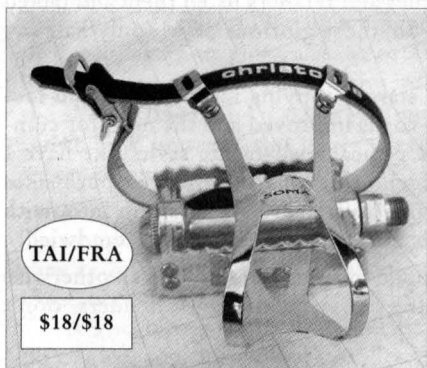
MKS Sneaker Pedal: 14-047 \$20



MKS Touring

This MKS model has been around for 30 years, and every year we expect they'll quit making it. 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. Everybody likes this pedal, and we hope they keep it around.

MKS Touring: 14-020 \$36



SOMA Clips, Leather Straps

Two-tongued steel clips to hold the strap open wider, for lightening-fast entries and exits, or something like that. The black French leather straps are made by Christophe, although the card they come with says Zefal. Two French companies, maybe the same ownership. There's some connection.

Soma (Small/Med) : 14-052 \$18

Soma (Large/XL) : 14-051 \$18

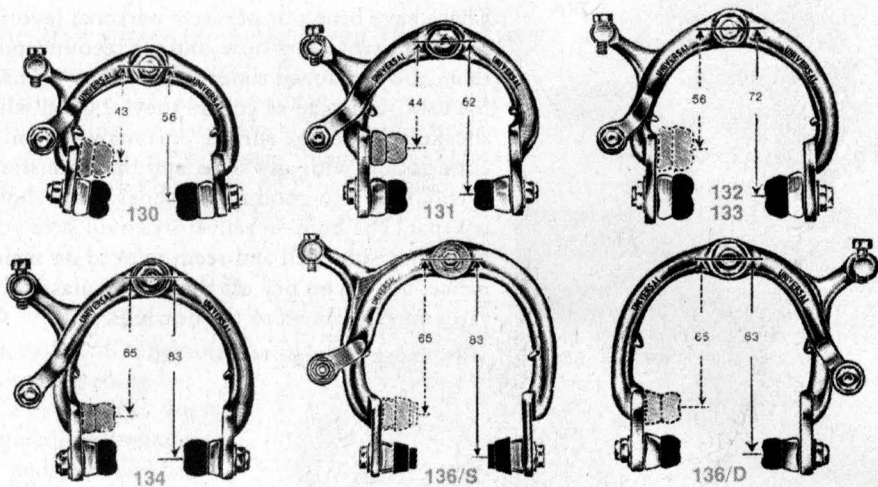
French LeatherToe Straps : 14-044 \$8

Picking one of them. Choosing one. All about selection.

Grip King: If you are as committed to step-on pedals as we are, and \$50 isn't going to change your lifestyle, you can't do any better than this pedal. It should be no surprise that we like it because MKS asked us what we wanted in a new pedal, and two or three scratch paper sketches later this is what we came up with. With all that surface area, it feels fantastic under your foot and it grips so well that we call it the Grip King. Maybe MKS doesn't like that name as much as we do, because they call it the Lamda. Grip King is more descriptive, though.

Sneaker: The House Favorite. Lots of surface area, and the reflectors may save your life. They scare people off because they look funny and are only \$20.

Touring: The most classic style. Wide, supportive, but don't pedal 'round corners. You shouldn't, anyway.



Brake Reach Is Everything, Pal. *Everything.*

Well, okay, there's more to LIFE than brake reach, but brake reach is the single most influential factor in determining how useful a BIKE is—because it determines how fat a tire the bike can fit, and whether or not the bike can fit fenders. Those are important qualities if you want to ride beyond the smooth & dry.

The illustration above, from a 1960s brake manufacturer's catalogue, shows six sidepull brakes and their minimum and maximum reaches.

The fact that one brake maker made such a wide range of sidepulls says a lot about the times. Bike designers could look at the numbers and pick whichever model made the most sense for the tires and fenders the bike would use. Bicycle riders knew about brake reach, too, because manufacturer's catalogues and retailers listed them and talked about them. Brake reach this, break reach that—oh, those glorious days! (only halfway joking here; the message is serious and real).

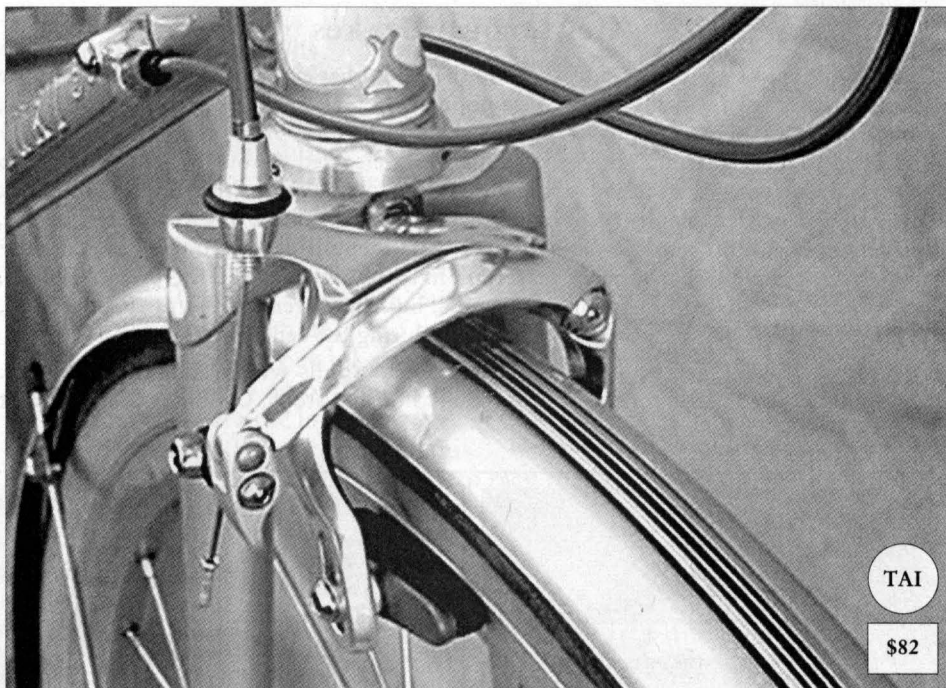
But sometime in the early '80s, consumer bikes started copying racer's bikes, and racers kept going to shorter and shorter reaches (as roads improved and the need for comfortable tires diminished). Today, brakes on the typical road-racing style bike have a reach of 44mm, which works fine for pro racers who ride only skinny tires, but makes no sense at all for a regular person. It's like driving a car you have to climb into, with a roll bar but no top; a tachometer, but no radio; and no room to carry a sandwich.

No, brake reach isn't everything, but lack of enough of it can sure hobble an otherwise fine bicycle. If you're light and ride only on the road and don't use fenders, don't worry about brake reach. Otherwise, pal...worry!

A Brake Reach Chart for Sidepull and Centerpull brakes

Brake Reach	Max tire/no fender	Max tire w/fender	Notes
44	28mm	22mm	racing only
47 to 49	35mm	25mm	max. for racing sidepulls
54 to 57	38mm	32mm	RBW's standard for road
63 to 67	40 to 42mm	40mm	best all-round road/trail
70 to 72	fits all	fits all	fits big tires but looks odd w/small to med ones

This chart assumes that the brake hole is low in the fork crown...no more than 10mm above the bottom of it (never an issue in the rear). Most carbon forks have high holes and 44mm of reach, and severely limit your tire options.



TAI

\$82

Silver Sidepull

For 32mm to 40mm tires, with or without fenders. Reach: 55 to 73mm.

Here is a brake that could revolutionize bicycle design if product managers understand and take advantage of its dimensions.

The typical road bike uses short reach brakes, which limit the bike to skinny tires and no fenders. But this brake has a minimum reach (brake bolt to brake shoe) of 55mm, and a maximum reach of 73mm. So any frame designed for this brake will be oodles more versatile than any bike made for short-reach brakes. The middle of the slot on this brake is 64mm (73 minus 55 equals 18; 18 divided by 2 is 9; 55 plus 9 is 64). So if you mid-slot the brake shoes on this brake (and you do that by knowing where to put the brake bridge and how long to make the fork blades)—yes, if you do all that stuff, then you can mount a 40mm tire with a fender.

This brake is designed for tires between 32mm and 40mm. It doesn't matter whether they're 26-inch, 650B, 700C, whatever. In the past twenty years or so if you opted for those tires and you wanted room for fenders, you had to get cantilevers (or V-brakes). There's nothing wrong with those brakes, but it's great to now have a sidepull that can do all that, too. In the world of brakes, this is big news, fun news, news-worthy news.

The Silver sidepull came about because we asked Tektro for it, and supplied the desired dimensions and details. It's also available as a Tektro brake (not "Silver"), and if it takes off, those are the ones you'll see around most of the time. I just want to be clear on its origins, because we're proud of our role in it.

It's a dual-pivot brake, quite powerful, and suitable for road bikes, cyclo-cross bikes, tandems, commuters, touring bikes—any bike that uses tires from 32mm to 40mm. The arms are shaped in such a way that they don't squeeze in on fenders. The quick-release opens the arms 10mm, and you can use the barrel adjuster to get another 3 to 4mm. So in most cases it's a cinch to remove and install inflated tires.

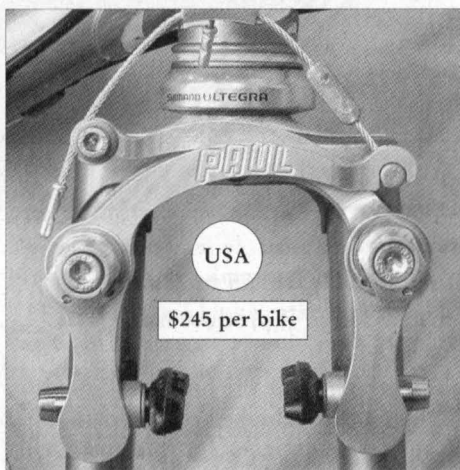
The finish is excellent, the brakes are powerful, toe-in is easy. This brake won't take over the world, nor should it. But certainly the option of a high-capacity dual-pivot sidepull has to be a good thing, and all fans of stopping their bikes should welcome it. One bikesworth (front, rear). Set up with allen mounts. Kool Stop dual compound brake shoes standard. Grey housing, pro cables. Everything deluxe.

Silver Sidepulls: 15-026 \$82

Centerpull Brakes

Centerpulls are called centerpulls because the cable that actuates them pulls from the middle (center) of the arms. They were popular on ten-speed bikes through the '60s, when Campagnolo introduced its Record sidepull in 1969. After that, all pro-quality bikes had to have sidepulls, and centerpulls were relegated to touring bikes and cheap ten-speeds. That's why even today many riders associate them with crummy bikes. But that's so unfair. Centerpulls are a highly evolved design that bring symmetry, power, and fender-friendliness to the table in ways that sidepulls don't. To this day, the only high-quality sidepull that equals a centerpull in clearances is the Silver (previous page). Ultra-traditionalists still insist on centerpulls, but there aren't many of them around, and most of them certainly weren't even born during the centerpull's heyday.

Despite the huge difference in price, the two centerpulls we stock both work well. Centerpulls require front and rear brake cable housing stops. On bikes designed that fit them, that's rarely a problem.

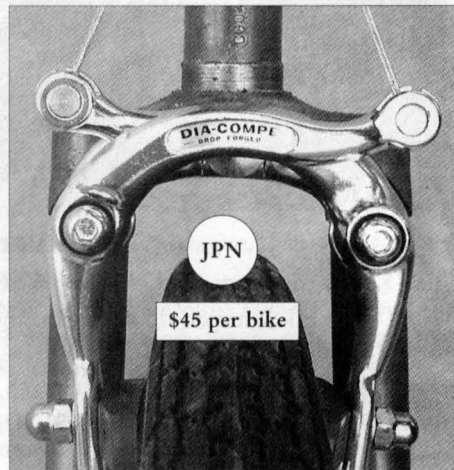


Paul's 55-70 reach Centerpulls

Paul Price is a rider-machinist who makes fine and expensive bike parts, and he's really come through with these centerpulls. They're designed for tires between 32mm and 44mm wide, and have ideal clearances and details. Each arm adjusts independently, and you can tailor the spring tension light or stiff, as you like.

It's not cheap, but 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, Bleriot and Glorius/Wilbury bikes of ours. Priced as all our brakes are per bikesworth.

Paul's 55-70 reach centerpulls: 15-135
\$245/pr



Dia-Compe 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, still being made. 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 or Bleriot, these are an excellent choice. Don't just dive into them; know they're right for your bike, first. Front allen, rear nutted.

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

Shimano Ultegra 57mm Reach Sidepulls

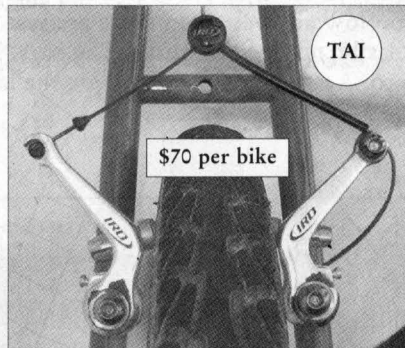
Until the Silver sidepull, this was the most versatile, fender-friendly high quality sidepull available. It's still the best choice for frames designed for brake reaches between 47-57mm, and if the maker puts the mounting points in the right spots, you'll have clearance for fenders with tires as big as 32mm. We've sold a zillion of these and put them on hundreds of our bikes, and as sidepulls go, there's no beating them. 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.

Ultegra Std Reach Sidepulls: 15-094 \$110



Cantilever Brakes

Cantilevers consist of two separate arms that are mounted to permanently attached frame/fork bosses. They're powerful & have great tire & fender clearance, and until the Silver sidepull came to town, were the best choice for riding tires 35mm or fatter with fenders. The Silver sidepulls now give cantilevers a run-for-their money with tires up to 40mm, but fatter than that, cantilevers still win. It's the traditional and still preferred style for cyclo-cross bikes, but is versatile way beyond that niche.



Shimano's Best Cantilevers

Shimano introduced this model specifically for cyclo-cross racing, but of course it is equally useful to the 99.999 percent of the riders who don't race cyclo-cross. It sets up relatively easily, is cold-forged, looks great, and stops the bike well in any condition. The brake shoes are "threaded style" and are easy to toe-in with the washers included. There's a spring adjuster on each arm. A nice cantilever brake. One bugaboo: Works best with brake levers that have a q/r built into them.

Shimano Cantilevers: 15-116 \$70

IRD Cantilevers

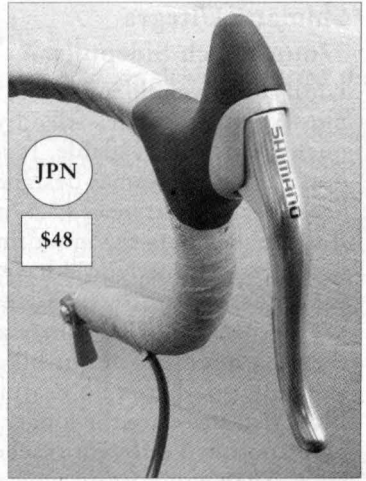
If you complain about these, you've either screwed up the set-up, or you work for another company. They're as positive as cantilever brakes get. The calipers are cold-forged aluminum, and they come with good brake shoes right off the bat. Sealed and individually adjustable springs in each arm and a convex-and-concave washer arrangement for the brake shoes make these the anti-insanity brakes for any mechanic, home or pro. The finish is polished silver, and they look good on any bike.

IRD Cantilevers: 15-140 \$70

Shimano Tiagra

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. With cables, housing.

Shimano Tiagra Lever: 15-091 \$48

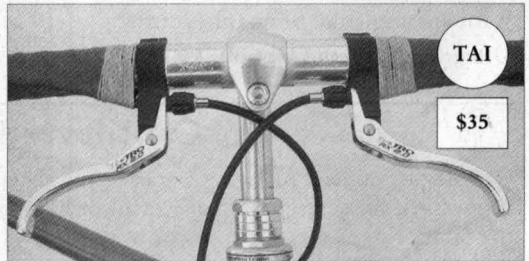


Tektro Cyclo-X Levers

Designed for cyclo-cross racers, and they work for everyday riding, too. 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 easily, no need to untape the bars. Newest model differs slightly from the photo. At some point we'll have the latest version online. Probably by now.

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



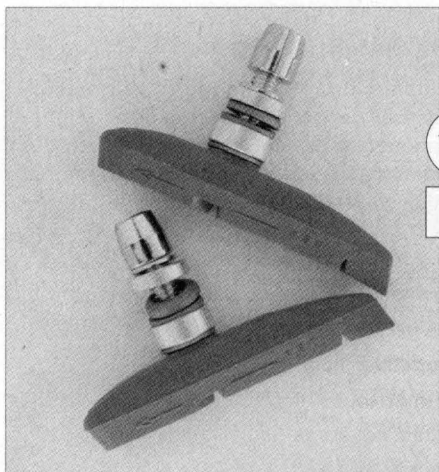
Mountain lever

This is a basic, clean, simple, high quality, all-around mountain bike brake lever. It fits onto handlebars that are 22.2-inches in diameter, and among the bars in this catalogue, that means the Albatross bar.

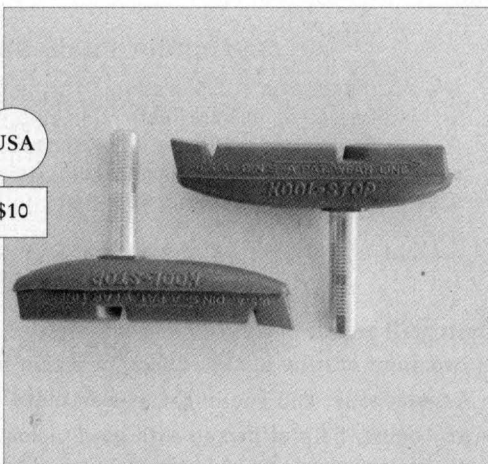
It has settings for both V-brakes and non-V brakes—sidepulls, centerpulls, cantilevers. We have some as pictured, some all silver. Basically the same lever, same function, same quality, and the supply is spotty enough that we need to have a backup. So when you order one, we'll send you what we have. They're both excellent levers, and cosmetically fungible on any bike. Made by Tektro or Shimano. Check the website if it matters.

Tektro mountain lever: 15-124 \$25





USA
\$10

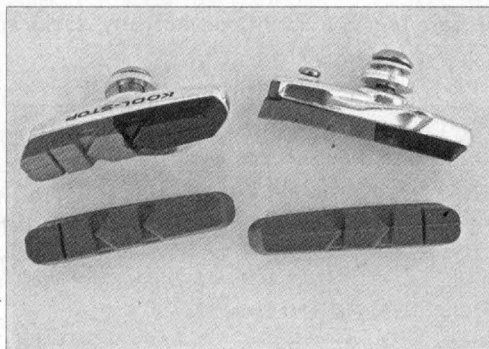


Kool Stop brake shoes

These get our vote for the best brake pads among many good ones.

Three styles to cover any kind of caliper brake we've ever seen. Pick the ones that look sort of like the ones you've worn out, and you'll be good again.

The two upper kinds are sold per wheel as you see. The normal sidepull kind are sold per wheel, but come with an extra set of pads.



KoolStop threaded:
15-119 \$10

KoolStop posties:
15-061 \$10

KoolStop sidepull style with extra pads:
15-142 \$17

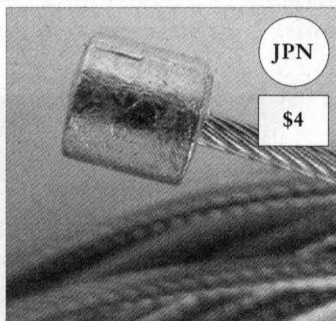
Mark's favorite derailer & brake cables

All cables today and are pretty good. Your life and ride won't change if you ride the worst of them. But these puppies are made in Japan by Yokozuma, and our head mechanic Mark says he prefers them to all others.

Skinny, small heads, super smooth. It's not as though they cost that much more than the cheapies, either. Pay the extra buck and get Mark's Favorite. It's almost like having Mark shift for you.

Mark's fav derailer cable: 17-003, \$4 each

Mark's fav brake cable: 15-001, \$4 each



JPN
\$4

21st Century Cable Tips

In the old days you were supposed to grease the cables before pushing them into the housing. That was before housing came lined with some kind of low-friction plastic. These days, no need to grease the cable.

Do grease the cable head. That way, when you go to put in a new cable, there's less chance of it getting stuck in the shifter's cable-head recess. Not a big deal, but you may as well do it. We use lanolin. That's a lie. We rarely grease at all, but it's still a good thing to.

Prevent the dreaded "cable-end fray" by capping, beeswaxing, soldering, or taping over the end of the cable. Also, use sharp cutters to cut them. And if you're too poor to own sharp cutters, tape or beeswax them before cutting. If you fail to do this, the cable will absolutely fray, and once that happens, a single rogue cable is bound to poke you at some point, and it hurts like the dickens.

Learn Your Pubic Bone Height (PBH)

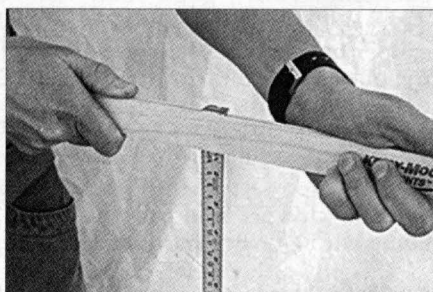
It's not the inseam on your pants, it's the distance from the ground to your pubic bone when you're in bare feet. From this you can derive your best saddle height (within 5mm or so). PBH is a key measurement we use to design a frame. It's easy to measure, and if you're reading this catalogue, it's a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

You will need:

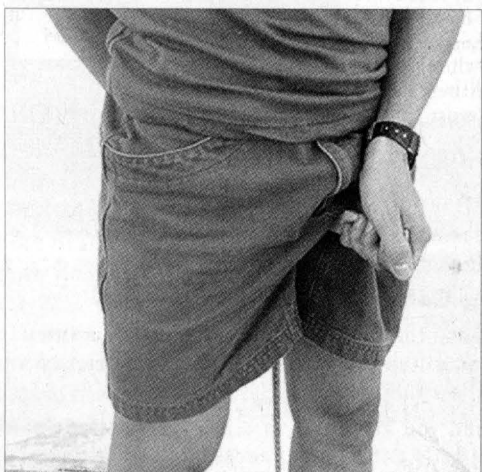
- Two paint stirring sticks, rulers, or a thin hardcover book.
- A metal tape, and you might as well make it metric.
- An honest, helpful person with good vision.
(Note: It is not necessary that this person be a friend.)
- Bare feet & a hard floor. Actually, socks are allowed, but no soft floor.



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.

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

SH=PBH minus 10 to 11cm

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. Get the biggest bike you can straddle with sufficient clearance. This suggestion will make modernists howl, but the higher your bar, the less stress on your back, neck, arms, and hands.
3. Flexible skinny riders can more comfortably ride lower bars than can heavy and stiff riders. But even skinny yoga masters do well with higher bars.
4. A bar with rise (like the Albatross), or a tall stem can compensate for a frame that's a bit small.
5. Here's a good rough guide to frame sizing that, if you must know the truth, is actually a lot better than "good" and far from "rough":

For riders over 6'3", PBH minus 27 to 29cm is a ballpark frame size.

For riders between 5'11" and 6'3", PBH minus 26 to 27cm.

Between 5'8" and 5'11", PBH minus 25 to 26cm.

Up to 5'8", PBH minus 24 to 25cm.

Know your PBH. It's not inseam, it's not somebody else's interpretation of leg length. It's how high your pubic bone is above the ground when you're in bare feet or sox, and your feet are ten inches apart. That's PBH. Use a metric, metal 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, just climb on the drops.

How fat of a tire should you ride, and as far as that goes, how hard should you pump them up?

Except for racing, there's no reason to ride a tire less than 27mm. A little more air volume allows a little lower tire pressure (PSI), which means more comfort, traction, and longer lasting wheels—a pretty good deal considering it costs you negative nothing. In the chart here, the listed width is actual width, regardless of what the tire says it is.

Your Weight	Surface	Minimum tire width	Minimum PSI
Under 180lb.	Smooth	27mm	70
	Rough	32mm	60
	Dirt/trail	35mm	50
180 to 210	Smooth	27mm	85
	Rough	32-35mm	65
	Dirt/Trails	35mm+	50
215 to 250	Smooth	27mm	100
	Rough	35-37mm	70
	Dirt/Trails	37mm+	60

We have a more complicated tire-selection chart on our site: rivbike.com.

Should you ride your tread down to the casing?

Only if the sidewalls are still in good shape, and they probably aren't if you've stored the bike outside. Watch your sidewalls at least as much as you watch your tread. A hole in the tread is unlikely to grow big and suddenly explode, because the rubber contains it, but a sidewall cut is in a much thinner part of the tire, and a little gouge gets big faster, and can lead to a quick ka-blam.

Casing & Rolling, and Rolling & Wind, and Toughness & Comfort

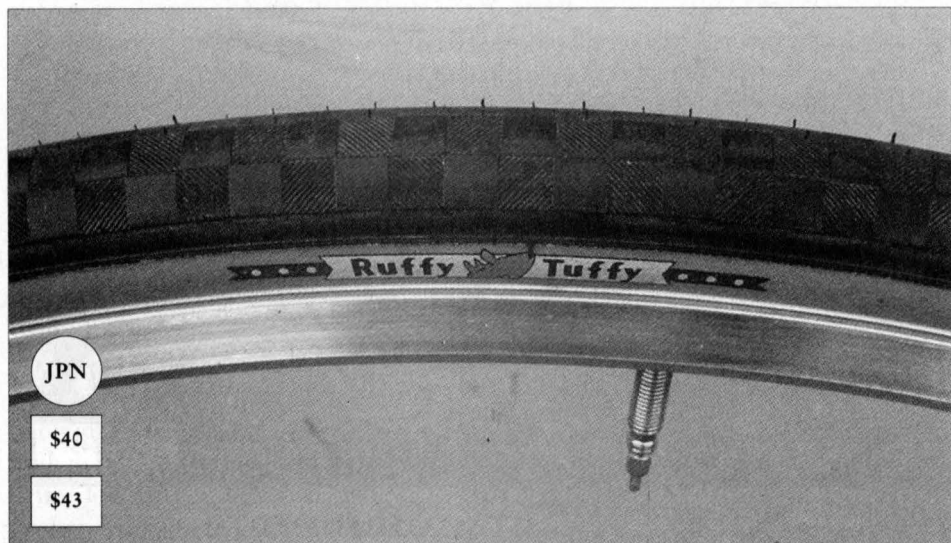
Some people roll the casing of an unmounted tire between thumb & forefinger to see how supple the casing is, the idea being that a supple casing gives a softer ride with less rolling resistance. We've been told that about a million times, and it probably started when people compared fine tubular racing tires, which always have flexy casings, to cheap crummy tires, which never have them. That's not how you go about it, though. There are tons of other differences that can explain the performance difference between costly and cheap.

No matter how supple the empty casing is, it still gets hard when you pump it up. If two tires are identical except for the casing, and you pump them to the same psi, shouldn't they deform the same over bumps and roughness? I'd say Yes. If the the Model Supple deforms more, what's the actual difference between riding that one at 85psi and a Model Stiff at 80? Does that make any sense?

You can't just say, "Well, if it didn't make a difference, how come everybody says it does? How come tire makers brag about supple casings?" People repeat what they hear, believe what they want, and tire makers know suppleness sells.

There *are* other considerations, too. One is that rolling resistance is a small part of going fast—way less important than fitness and wind resistance. Also, supple casings tend to be thinner, and more vulnerable to cuts and flex-induced fatigue. If you ride high-volume roadish tires off-road at lowish pressures, look for a tougher sidewall. If it's stiffer, so what?

Outside of smooth-surface racing, a softer tire is almost always better, and fast over rough ground. When a hard tire hits a rough spot, it bounces. Not usually enough to leave the ground, because your body weight keeps it down, but you feel the force more, and that ain't good. A softer tire deforms over the bump, absorbing it and keeping you more comfortable. That's the way air in tires works. When you pump a skinny tire rock-hard, you give up too many good things.



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 tire. You won't find better made tires 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 \$40

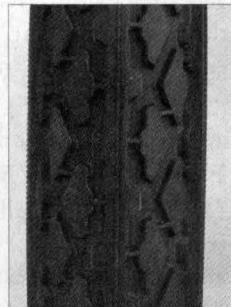
Ruffy-Tuffy (700x27): 10-043 \$43

Ruggamundo Tires

These are tires for touring and trails and commuting on garbage-strewn city streets and back alleys. They don't fend off everything, but they're tough enough that if you do get a flat, you well deserve it and can console yourself with the knowledge that some things were just meant to be.

Schwalbe 584x 45mm, 35mm

The fatty is 45mm wide and still clears a Saluki with brake, but no fender. The other is 35mm and clears everything. Those are actual widths, within a millimeter, when inflated on a 23mm wide rim. The fatty is all black, the other is a gumwall. Good strong stout tires for bad conditions.



45mm: 10-095 \$20

35mm: 10-059 \$20

\$20

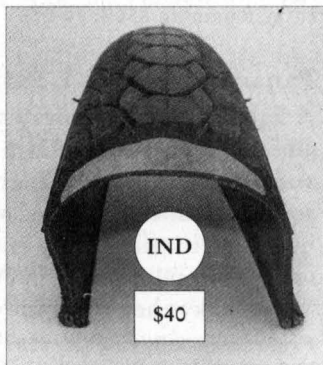
IND

Schwalbe Nearly Unflattable SmartGuards

These tires have a thick section of rubbery substance underneath the tread, and it's thicker than a thumbtack's point is tall, which makes these both weighty and almost flatproof. No need for tire liners, no need for Slime, no fear of broken bottles or anything else. Schwalbe calls this technology "Smart Guard," and it's the best way to go when you're commuting over junk and really, really don't want to get a flat.

Schwalbe SmartGuard 700x40: 10-093 \$40

Schwalbe SmartGuard 26x1.6: 10-094 \$40



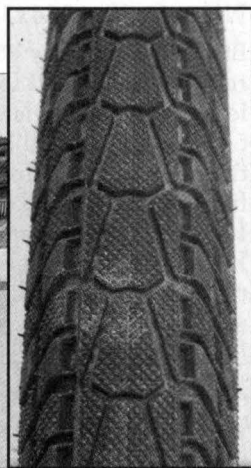
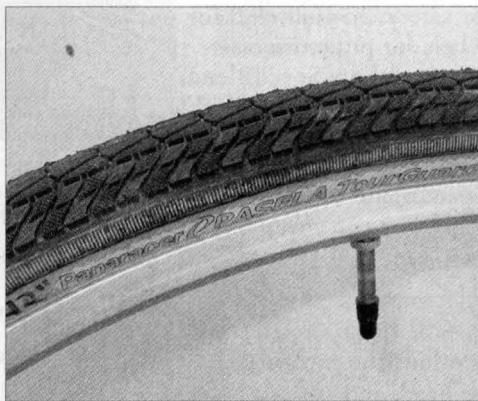
IND

\$40

Panaracer Pasela 622/700c) x 37

We've sold and loved the Pasela in various forms for a decade or so, and have narrowed our selection down to these best sellers.

It's a long-wearing mid-weight tire that splits the difference



between a Jack Brown and a typical German-designed Schwalbe. And so, it is always a great choice for general touring and trail riding. For rock-strewn trails and hard continuous wear when you don't care about weight at all and you care about toughness a whole lot, get another tire. For touring and trails and commuting with some springy boinginess thrown in, this is a good one.

Pasela 700x37, 700g, folding with Kevlar belt: 10-075 \$30

A better than average selection of 650B tires

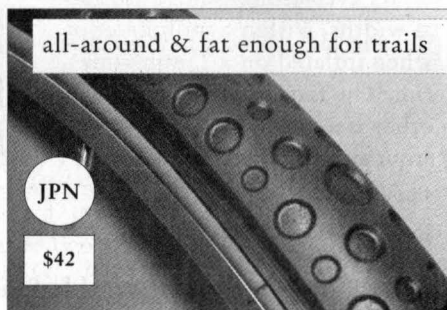
Five years ago 650B tires were freaks, and today it's the Royal Crown cola of bicycle tires. A 650B rim has a nominal diameter of 584mm, or about 95 percent that of a 700c wheel (622mm). The slightly smaller wheel allows small to medium frame sizes (up to about 56cm) to be made with sufficient chubby tire and fender clearance, without the compromises 700c wheels impose. Take my word for it.

The tires below cover most conceivable 650B tire needs, and there are two more on the page to the left. By Fall of this year there will be more, especially at the fatter end of the range, and we'll have them on our site. The future looks good for this oddball wheel size, and in a year or two it won't be oddball at all.

Fatty Rumpkin 584x41

Designed specifically for roads and dirt trails that require extra grip & volume, and yet it rolls great on asphalt, too. A versatile tire with enough volume to run down to about 30psi, for a super cushy ride. Despite the dirt-intent, it is a good all-around tire for any 650B bike.

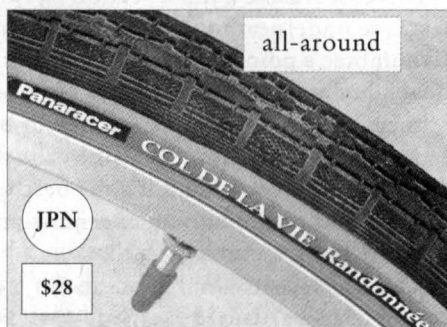
Fatty Rumpkin 650B: 10-086 \$42



Panaracer C de la V 584x38

A lightish, puffy, skinwall tire that actually measures between 34.4 and 36mm wide and weighs 430g. It grips well, rolls smooth and fast, and with a psi rating of 50, it's like riding on marshmallows. A wonderful tire in every way. We're lucky they make it.

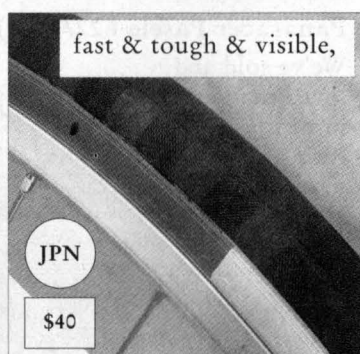
Panaracer 650B: 10-063 \$28



Nifty Swifty 584x33 w/Rainbow

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. It costs us more than the Maxy Fasty, but I/Grant want to get SpeedBlend tires out into the world, so we sell this way too cheaply.

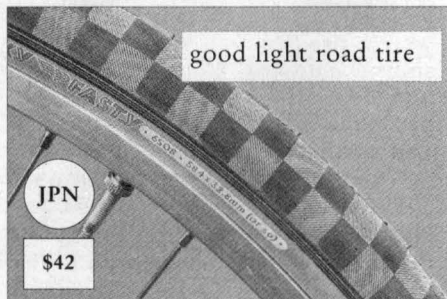
Nifty Swifty 650B: 10-082 \$40



Maxy Fasty 584x33

This is a Nifty Swifty minus the extra tread, kevlar belt, wire bead, and SpeedBlend sidewall. Less all that stuff, it's a lighter, presumably faster tire, and is the top choice for speedy riders and decent roads free of glass and goatheads. It weighs just 315g. A great riding tire.

Maxy Fasty 650B: 10-087 \$42





GER

\$37

SKS Fenders

These are our favorite fenders. They're recycled German plastic that looks like aluminum, and have top-notch stainless steel hardware. They're silver with thin black stripes, and they look like aluminum. All the hardware, from the rods to the bolts to the plastic quick-release gizmos that hold the stays to the front fork and save you from pitching over the bars is womethng jams in between the front tire and fder—all of it is top-notch.

We suggest you add mudflaps to the back of each fender. The easy way is with duct tape—just folded back onto itself, about 4 layers thick and about 6-inches long. If that offends you, make mudflaps from cut up water bottles (shown), tongues from old desert boots, duct tape, or use our Nigel Smythe mudflaps. Four sizes fit 26-inch & 700c wheels, fat and skinny.

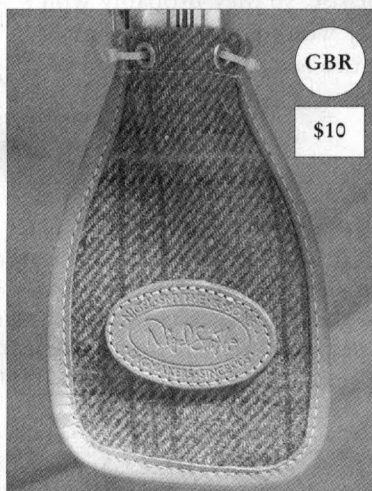
For 26-inch tires up to 1.5: 27-002 \$37

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



GBR

\$10

Over-the-top Nigel Smythe Mudflaps

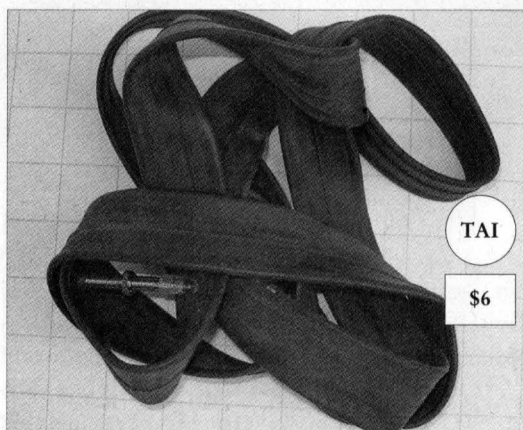
These are ridiculous, but the same can be said for Berthoud's bridle leather mudflaps, or for that matter, any mudflap that you don't make yourself in five minutes using milk jugs and duct tape.

On the other hand, they are lovely and fun and glam up a bike in a classy yet innocuous way. Sold each. Not a bikesworth. One at a time.

Blue-grey herringbone tweed 20-146 \$10

Olive plaid tweed 20-130 \$10

Tan canvas 20-168 \$10



TAI

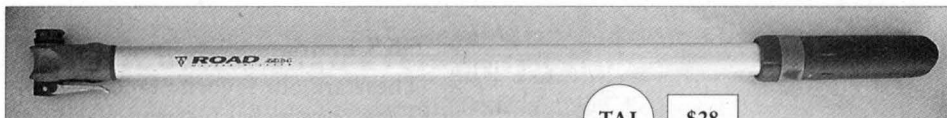
\$6

Inner Tubes (presta only)

We offer the best tubes we can get, and favor light ones over heavies. These are the tubes all of us here ride every day.

Weights & Part Numbers

700 28 to 33.33	105g	10-004	\$6
700 33.34 to 43	125g	10-067	\$4
26 Medium	133g	10-002	\$7
650B (all)	125g	10-066	\$7



TAI

\$28

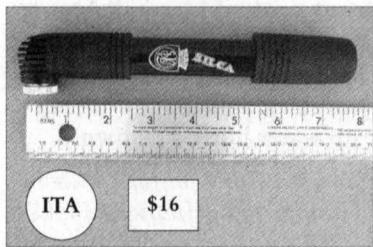
Topeak MasterBlaster.

It weighs the same (9.4 oz Medium) as a Zefal, works as well, looks better, and is more readily available. If you want a nice-looking, great working frame pump, this is all that. Presta and schrader, it works both.

Sizing: Measure the gaps between tubes, and go by this:

M fits gaps 42 to 47.5cm gaps; L fits gaps 47 to 52cm gaps; XL fits gaps 54 to 59cm gaps (seems if your gap is 52.1 to 53.9, you're screwed)

M: 28-024 L: 28-025 XL: 28-026 \$28



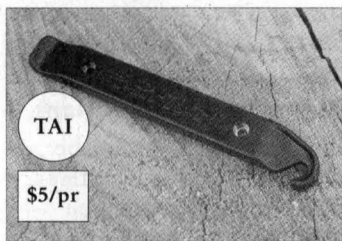
ITA

\$16

Silca Mini

The best mini we've tried, and almost the only one that's even half decent. 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 Schrader to Presta.

Silca Mini: 28-023 \$16



TAI

\$5/pr

Steel-core tire levers that won't break

These SOMA brand levers have *steel cores* sandwiched between plastic, so they probably won't break and definitely won't gouge your rims. These are the best tire levers we've used.

Steel core levers: 19-075 \$5/pr



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.

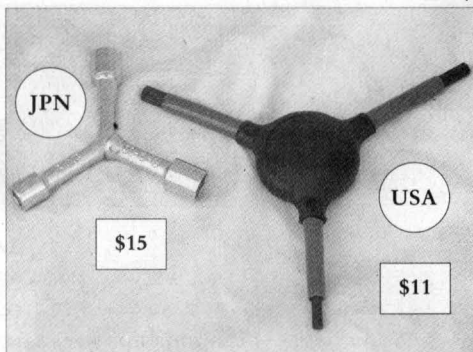
Albert's Patch Kit: 10-048 \$5.10

Two Y-Wrenches

The Hozan has 8-9-10mm sockets, and is the first choice for cantilever brakes and fenders, although you'll find other uses for it, too. The Park works 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.

Hozan 8-9-10 socket Y: 19-023 \$15

Park 4-5-6 allen Y: 19-068 \$11



JPN

\$15

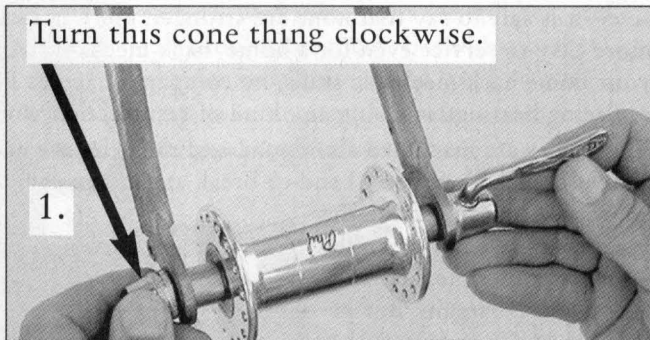
USA

\$11

How To Close a Quick-Release Hub So You Won't Get Paralyzed

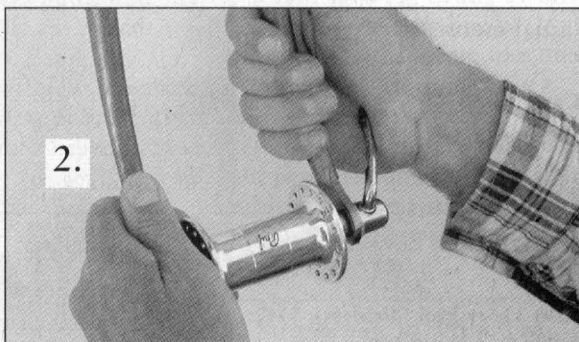
With the lever sticking straight out, turn the cone on the opposite side clockwise (CW) until 'tis tight against the dropout & you can't turn it anymore.

Shown with a bare hub, so the spokes don't get in the way of seeing what's happening.



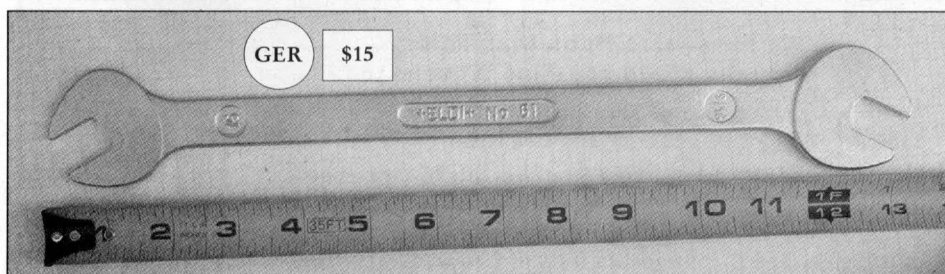
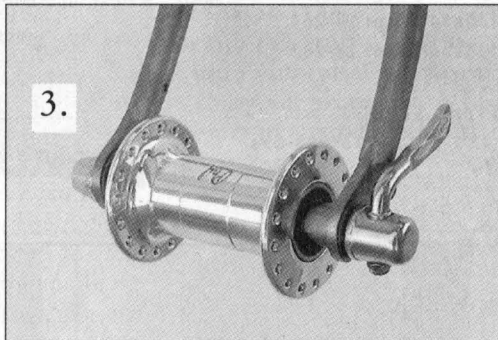
Grab the fork with your fingers and use the heel of your hand to close the quick-release. The convex side of the lever is labeled "close," and should face outward when you're finished.

Closing the lever properly requires enough force to leave an impression on your hand.



The closed lever looks like this. It curves inward toward the bike, and runs more or less parallel to the frame. The mechanism inside it is the same as in Vise-grips. Closed this way, it cannot work its way open.

There is no substitute for learning how to do this. You should not ride a bike one foot until you can do this. This is the most important thing (about bikes) you will ever learn.



No. 61 Pedal Wrench

The best we've ever used, a true classic, and unquestionably the most manly tool in this catalogue. 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

Phil Wood Hubs

These have been the Hope Diamond Standard for almost 30 years, and although there are half a dozen hubs in their league now—some lighter, some less expensive—it is safe to say that none are stronger, more beautiful, more reliable, or more easy to service even for a home hack mechanic. And if you don't trust your home hack mechanic skills, no company matches Phil when it comes to replacing bearings or doing any kind of resurrection work whatsoever.

The bodies are 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. But in the case of the cassettes, you've got to get over that initial monster price hump.

Cassette, \$360:

130x36: 18-142

135x36: 18-143

130x32: 18-135

135x32: 18-132

Rear Freewheel (dishless), \$140:

135x32°x6sp: 18-258

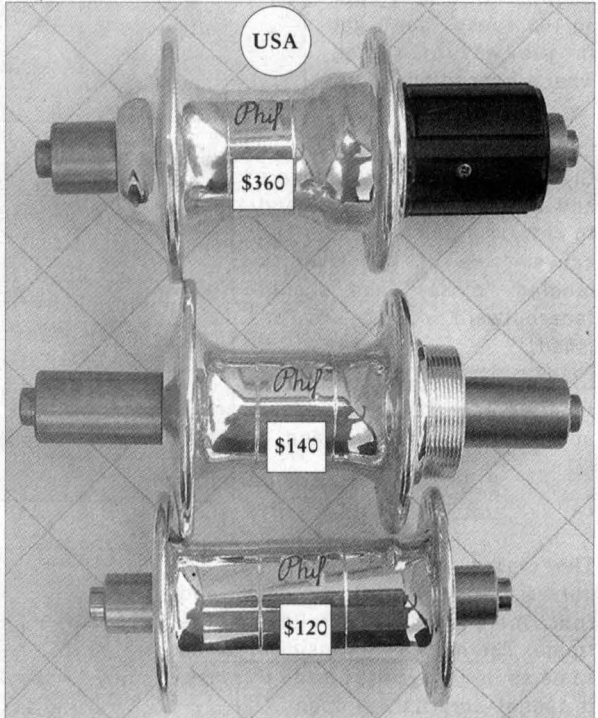
135x32°x7sp: 18-259

135x36°x6sp: 18-261

135x36°x7sp: 18-262

Front, \$120:

32°: 18-033 36°: 18-034

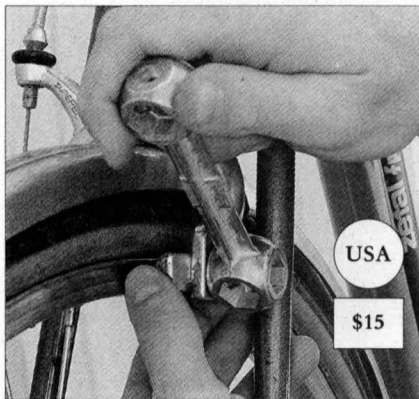


We have more Hubs than This; and Rich can Build You Fine Wheels, too.

We have a good variety of Shimano hubs 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. He has built all of our wheels for the past three years, and if your goal is trouble-free wheels that you never have to think about, have Rich get his hands on your wheels. DT spokes, brass nipples, no nonsense, even if you ask for it. He'll overrule you! He is just that kind of guy.





USA
\$15

British Dumbbell

This 6mm through 15mm spanner used to fit most of the bolts on a bike. Then came allens. Well some bolts are still hex, and this tool is for them. Useful for brakes, fender installations, and fixed wheels.

Made in England forever.

Original Dumbbell: 19-063 \$5



USA \$1

Lip Ivo, the World's First Lip Balm

This is yet another one of those things that seem like one

of a zillion other things of its type (in this case, lip balms), but is, in fact, the best kept secret/world's best of its type (in this case, lip balms). A crazy lady from Ohio who didn't even ride a bike found out we had it and ordered a dozen, because her local source stopped carrying it. Pleasant peppermint-vanilla smell, but the main thing, and it's a big thing, is: It's the perfect waxiness, and stays on your lips, no drift into mouth. Made since 1903. It is, in fact, the world's first lip balm. Commercially marketed as such, that is. Lip Ivo: 31-242 \$1



USA
\$6

Dermatone SPF 30 Sunscreen in Tiny Tin

All sunscreens claim sweat-resistanceness, but then you sweat and rub your face and there it goes...the liars! You can't sweat or rub this stuff off. It has zinc oxide and is white until you rub it in; then it disappears, leaving you shiny yet protected. A little goes a long way. It comes in a good metal tin.

Dermatone Half-ounce tin: 25-006 \$6



USA
\$6

La Nolin

It's the oil in sheep's wool, and it works great for metal-to-metal contacts. 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 2oz tube will last a year, easy.

Lanolin: 31-343 \$6



USA
\$4

Beeswax

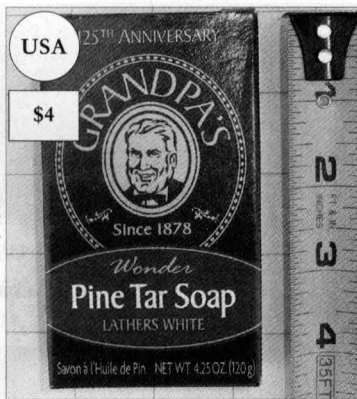
It's good on all threaded things you don't want coming loose: Pedal dust caps, crank bolts and dust caps, headset locknuts, chainring bolts. Keeps shoelaces from untying themselves, too. Put it on nails and screws, to help them penetrate.

Beeswax: 31-002 \$4

Pine Tar Soap

It cuts through armpit stench like no other soap, rinses clean, is a fantastic shampoo (no more plastic bottles, herbal essence, and Swedish formulas). It has a strong scent that all men love and most women hate, but the scent rinses off with the rinse-water, so if you still repel women, it's not the soap's fault. We sell the 4.25oz, which is larger than the size you usually see in natural food stores. Most women hate the smell, and the brown sudsy puddle it leaves on the porcelain.

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, especially if you get Phil oil on your hands.

Phil Gritty Brown: 31-038 \$8



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.

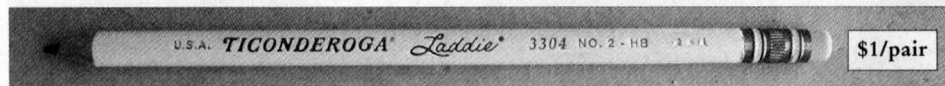


\$25: 24-082
\$24

\$50: 24-083
\$47

\$75: 24-084
\$71

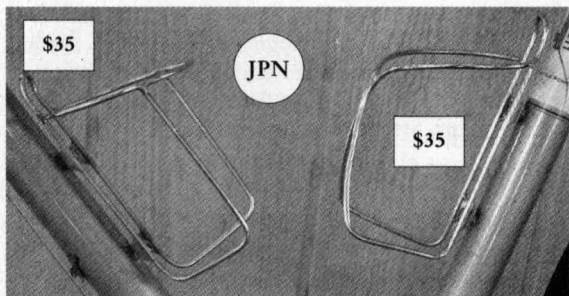
\$100: 24-085
\$92



Ticonderoga Laddie—Two for a Dollar!

The A. Homer Hilsen of pencils. The lead is thicker, almost never needs sharpening, NEVER breaks. Writes well on paper, cardboard, almost anything. 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. We couldn't live without them. At two for a buck, this is as close as we get to an impulse item. If they quit making them tomorrow, I/Grant would buy 500. They'd go for \$10 each on eBay. No. 2 lead (HB).

Two Laddies: 31-372 \$1

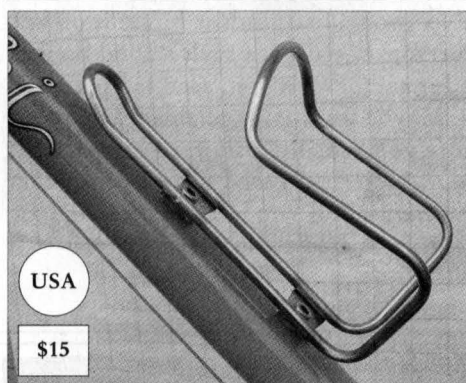


Nitto Stainless Bottle Cages

These are far and away the best-looking and overall finest bottle cages we've used. You can get really good ones for half this amount or less, but these are industrial jewelry. Brazed by hand of stainless steel and polished to a standard no

bike even warrants. The Hoop (left) is better for off-road use because it doesn't flex. It's equally good for road use, though. The Hourglass (right) is designed for road use, and is Nitto's own design. For the best bikes, these are the best cages.

Nitto Hoop Cage: 29-012 \$40 Nitto Hourglass Cage: 20-030 \$40



King Cage

If you like the Nitto cages but aren't about to spend that much, then get this cage and be happy with it forever. It's a fantastic cage in all ways. Tubular stainless, thicker and more traditionally shaped than the Nittos, and it holds a full bottle securely on the bumpiest trail. The finish is matte, smooth, low-key, really nice. Only the insane eschew it.

King Cage: 29-001 \$15



Water Bottle of the Immortals

This kind of plastic is clearer and a bit harder than normal waterbottle plastic, but studies show it leaks fewer deathly chemicals into your system. The price you pay for that is a top that can't be screened with a logo, leaks a bit more when you turn it upside down and shake it hard, and once in a blue moon when you're being quite vigorous with it, you may pull the nipple off with your teeth. But it goes back on good as new.

If Way Fewer Chemicals pushes you to the edge but not over it, try this: There's no yucky plastic taste, even if you leave a half-full bottle in a hot place for two weeks. That means you'll keep them longer. Yes, they can be recycled.

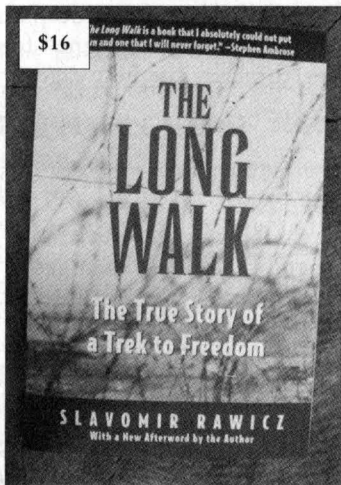
A bottle holds about 23 ounces. Blue top. We may have the old kind still on our site. With Rivendell and A. Homer Hilsen logos, and so on.

Water Bottle of the Immortals: 31-457 \$4

Note About the Books

Some of the books, like *The Song of Hiawatha* and *The Book of Nonsense*, were monuments in their heyday, but go largely unread and forgotten now. They are as relevant now as then, yet it's hard to find them in book stores, and they don't make it into book reviews anymore, so they're under the radar. Our carrying them is a way to call attention to books that merit the attention but don't get it anymore.

All of the books in here have something special to offer. We're not going to expand our books selection over the years. These are good books, and in many cases—oddly enough—we sell more of them than Barnes & Noble does. Not to overstate the significance of that, but it means that you and your purchase are helping to keep them in print. The videos are good, too. —Grant



The Long Walk

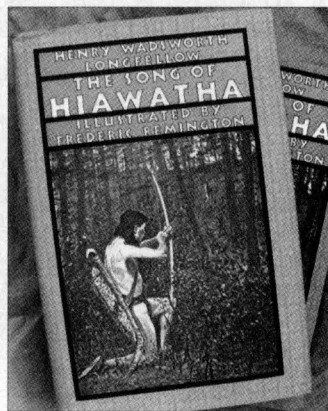
If you like getting your perspectives and values jostled up some, and you've read *Into Thin Air* and liked it, then you'll die when you read this, because it's the most fantastic adventure book of all time. Everybody who reads it forces it on at least one person, because it's such a good book. If you read it and don't like it, send it back for \$20 credit. Maybe we'll ask you an easy question to make sure you actually read it; like, *what did they eat in the desert? Or who was nice near the end of the walk?* But if you pass that test and didn't like it, we'll credit you \$20.

The Long Walk: 23-018 \$16

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 story sympathetic to the Indians. It's written in iambic octameter. 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



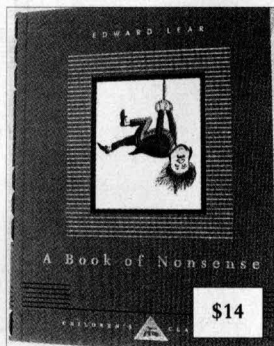
\$23

\$14

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.

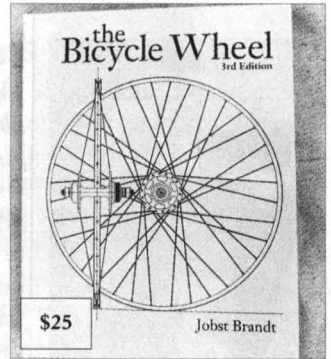
Book of Nonsense: 23-004 \$14



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



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

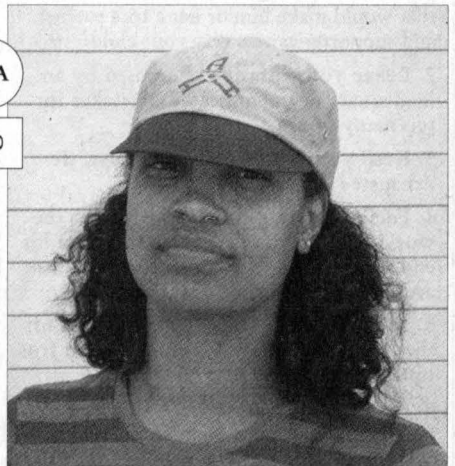
The Third Set, RR 22-25: 24-129 \$10

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



USA

\$30



Stubby-bill Halsey Cap

This cap, with a MUSA label inside, is custom made for us by Henschel, an old hat maker in Missouri. It is a Halsey style, more popular eighty years ago than now, and is just right for any activity that requires a short, stubby bill, not a long one. It's good for riding (fits under helmets, too), photography, wheel building, anything. Embroidered RBW logo in front, "lugs, steel, wool" in back, or AHH in front & A. Homer Hilsen in back. Adjustable. Khaki & navy.

Stubby-bill RBW cap: 24-774 \$30 Stubby-bill AHH cap: 24-773 \$30

We have too many hats, maybe

Wool tweed hats, visors, marine-corp style hats. Too many, just not here. At rivbike.com...is where they are. Best viewed with the latest version of Firefox, which can be downloaded for nothing.



\$11

The Epidemic (our top-seller)

This book's subtitle—*The rot of American culture, absentee and permissive parenting, and the resulting plague of joyless, selfish children* suggests the book was written by a tough love nut. Wrong! Author Robert Shaw is a family therapist in Berkeley and has a breadth of experience that qualifies him to write a book about how to raise happy children that contribute to society and make it a better world out there—and make parenting the joy that it should be. He pulls no punches, leaves nothing to interpretation, and you'll come out of it confident, way more competent, and with no fear of the future. The cover price is

\$14.95, and with freight they cost us about \$9.50. But it's an important book, so your price is \$11. It's easy to read, and you'll rip right through it, and recommend it to friends. It's that kind of book.

The Epidemic: 23-037 \$11

How To Ruin Your Life and Your Child's Life

(by author Robert Shaw)

1. **Don't think early on** about arranging a secure home for your child. Especially, don't pick a husband or wife with character traits that would make him or her a true partner and supporter as you rear your child.
2. **Leave your infant** to be raised by an inadequate or unconnected caretaker for too many hours.
3. **Keep yourself stressed** and busy. Be exhausted when you come home.
4. **Facilitate your child's ascent** into the world of consumerism. Accommodate his endless urges for the latest, coolest, most attractive, most superficial things.
5. **Let your child think** he is the boss of the universe. That way you can avoid frustrating him regularly.
6. **Live without thoughts** of the larger meaning of your life and your child's life.
7. **Give in to your child's whims** on everything and demand nothing in return. That will make up for neglect.
8. **Don't subscribe to a code of ethics** or morals that can override your own impulses—and definitely don't expose your child to such a code.
9. **Be sure your 3- or 4-year old child** sleeps in your bed, suckles, wears disposable underwear, and is pushed around in a stroller while you get your exercise.
10. **Don't supervise** your child's friendships.
11. **Let your child enjoy all the TV, videos,** and video games he wants.
12. **Act as though your child is on his own** already.
13. **Don't take her out** for genuine, loving times together with no interruptions. Don't just hang out and have fun—it's also effective for children to have their days scheduled to the minute.
14. **Don't mess with your child's relationship** to sex, drugs, tobacco, and alcohol.
15. **Never give your child chores** or expect her to be a partner in running the house.



Happiest Baby DVD: 31-380

Happy Baby & Toddler Videos

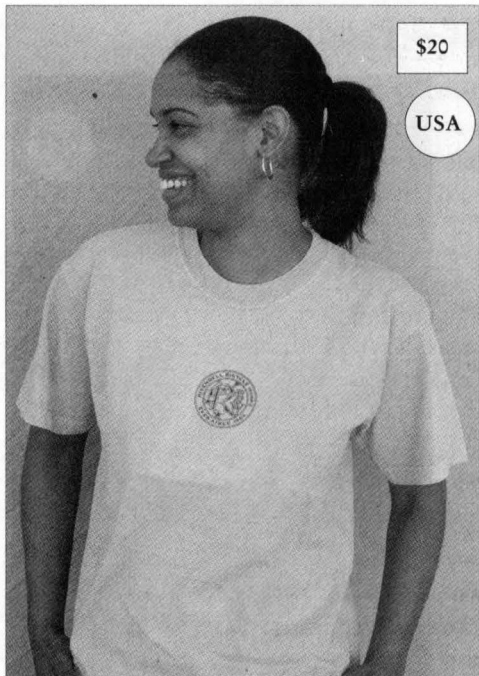
Baby tells you why babies cry and how to comfort them instantly. It works like magic. *Toddler* tells what frustrates toddlers, and how to communicate with them before they reach the age of reason.

These will save you. Everybody loves them. You'll pass them on.

By baby doc Harvey Karp.



Happiest Toddler DVD: 31-382



\$20

USA

Rivendell SS T-shirt, etc.

I don't know about your T-shirt designs, but ours change a lot. All have a logo on the front, and some slogan or something else on the back, and the shirts are always organic cotton in a lightish color.

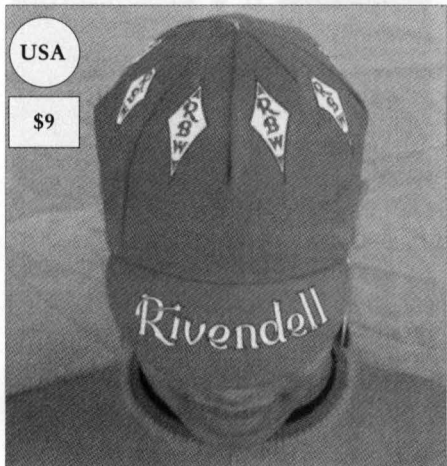
On our site we may have short-sleevers, long-sleevers, sweatshirts and various hats. It's too much. If you just want to make life easy and would rather have fewer decisions in your life, just order a short-sleeved Rivendell T here. Always order UP a size, unless you prefer snug.

Rivendell Short-Sleeved T-shirt

S: 22-571 M: 22-572 L: 22-573

XL: 22-574 XXL: 22-575

They're all \$20.



USA

\$9

USA

Cycling Cap

100 percent 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. The color changes every 144 caps we sell. The color rotation is: Orange, green, another but different green, and blue. They're all fine.

Cycling Cap: \$9

Call for colors or go to rivbike.com

More Riv-clothes not shown

We are far from ready to turn in to a clothing store, but our selection is slightly vaster than we show here.

Most notably, as we are ready to send this catalogue to to the printer, we have on order the toughest and best hooded sweatshirts and long-sleeved heavyweight t-shirts we've ever seen, still made in North Carolina.

See our site: rivbike.com.

Various Reflect-o Products

Reflecto-triangle & tape

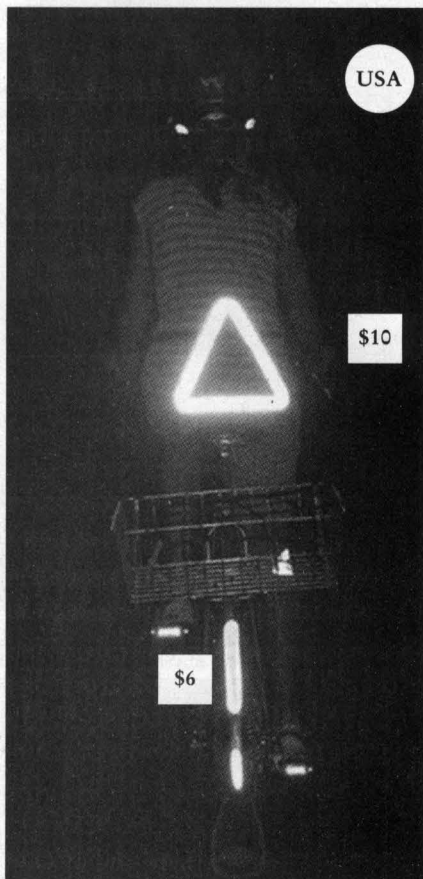
Everybody from the northernmost Inuits to the click-talkers of New Guinea recognize the triangle as the universal Yield sign. This particular triangle is a genuine, original, fantastic classic from the '70s, still made in New Hampshire by Jogonalite.

It goes on with one strap, doesn't bug you when riding, and shines brighter than the sun itself. The triangle is limey, and the fill inside it is orange mesh. Even during the daytime, it's a good way to go, especially if you're dressed like a normal person, rather than a cyclist. You get to a town or store, and you can take it off in one second. Its single strap also lets you put it on saddlebags, touring loads of any configuration, or just about anything. It's quite a useful shiny thing, and it's a dandy way to make sure the dirty screws see you.

The tape is made by 3M, and is the brightest reflectorized tape we've seen in the world (Mars has a brighter tape). It goes on cranks arms, fenders, seat stays, helmets. If car headlights are on you, the drivers will see you. One 27-inch strip will outfit two bikes, easily.

Reflecto-triangle: 31-460 \$10

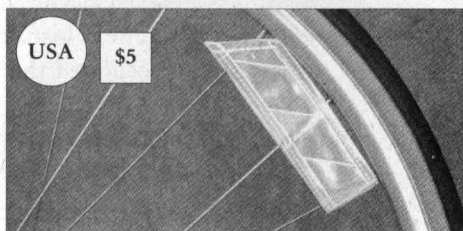
Reflecto-tape, 27" x 1": 31-461 \$6



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. They weigh 11g and mount 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 San Francisco, by former math professor Mary. White or yellow Reflexite. No color choice, they're both bright.

Ankle Reflector: 31-370 \$5



Safety on bicycles

Safety tips on anything seem to have that distasteful air of condescending help that most adults find at least mildly annoying, and yet here we go. Some of the points you will agree with and some you won't.

1. **Be seen.** Lights and reflectors, the normal stuff.
2. **Be predictable most of the time.** Signal, obey the signs, and so on.
3. **Be unpredictable some of the time.** As a car approaches from the rear and you can't move over any further to the right, and the car is still well behind you (in other words, not about to smack you), a quick but obvious swerve to the left—a foot and a second at most—will call attention to you & make drivers think you're slightly unsteady, so they're less likely to skim you as they pass. Don't swerve into traffic, but a well-timed "safety wobble" may encourage drivers to give you a bit more room, and where's the harm in that?
4. **Minimize the time you spend mixing it up with cars and trucks.** No matter how conscientious you are, you cannot control a driver's mood, competence, chemical influences, distractions, overreactions, and slowed reflexes. The rule is this: If you don't ride among cars, you won't get killed by one. Whenever possible, take the road less traveled...by motorists. Use bike paths. *Where the cars are not is where you want to be.* Whenever that's an option. As a bicycle rider, cars are not your pals. Share the road with them only when you must, but don't trust them one iota.
5. **Watch it where the bike path crosses the road.** The road is the death zone.
6. **Forget you have a helmet on, if you can.** *Any* safety gear tends to make people take more chances, and bike helmets are made too light to protect you in bad crashes and super hard hits. Ride your bike helmeted the same way you'd ride if your brain was sheathed in a plastic bag from Target.
7. **A study in England last year showed that motorists passed costume-clad cyclers an average of 3-inches closer than they passed normal-clothed cyclers.** One researcher speculated that drivers felt more secure around the decked-out riders, figuring they'd be predictable; but a rider in civvies could be a drunk whose driver's license was revoked, and he might be drunk on the bike too, so better give that guy more room.
8. **Rear view mirrors get no respect, but they're handy.**
9. **Reflectors get even less respect than mirrors, but they're handy, too.** Pedal reflectors, especially. Riding down the Las Vegas strip at night, a passive reflector or light gets buried in the mayhem, but a bouncy pedal (or ankle) reflector is easy to see and identifies you as a vulnerable cyclist.
10. **The lack of lights and reflectors on bikes that cost more than \$1000 is another example of racing's influence on non-racers.** Lights and reflectors are cheap, have never been better, and all in all, not a bad idea. Don't think making you more visible by taping up your bike is "junking it up."
11. **Descend as though you expect your front tire to blow out.** Could you control the bike? Expect a car around the corner to be in your lane. Don't try to keep up with kamikaze descenders.
12. **Learn to use the quick-releases.** If you don't know now, ask somebody to teach you. People LOVE to show others things. Anybody working the floor at a bike shop ought to be able to show you, and if you ask and they say *No*, holy smokes, what's wrong with them? We have instructions in this catalogue.

Copying the Wrong Bikes & Riders

In the last quarter century racing's influence on riding attitudes and bicycle design has been devastating, deplorable, and downright depressing.

The old notion that "racing improves the breed" sort of held water fifty years ago when only professional parts had good metal and construction methods (although French touring bikes in the '40s really started it all). But racing usually gets the credit, and it's hard to make that case nowadays. It's still true that most innovations get tested by pro racers first, but these days that's a marketing strategy. Pro racers aren't paying customers, and sponsored riders generally aren't all that objective. Ten-cog cassettes trickle down to riders and bikes that'll never see a race, and rather than "improving the breed," they just turn what should be a more affordable, versatile road bike into a racing wannabe.

Racing got its grip in the mid '80s, when American racers started doing well in Europe and getting famous. The media made heroes of them, the market for racer-wannabe bikes exploded, and touring got the boot.

While this was going on, mountain bikes were just taking off, and for all the good they've done, they too had a bad influence on road bikes. Mountain bikes were sized small and used long seat posts to "fit" the rider, and that spilled over to road bikes, to a fault. Now people buy road bikes too small and use long seat posts, and find they can't get the handlebars high enough.

But the mountain bike's influence was nothing compared to the racing bike's. Specifically...

Whippet-like racers ride hard, skinny tires because they give a slight advantage when the surface is smooth and speed is all that counts. Those tires don't make sense on a normal ride, but it's hard to find a road bike (with sidepulls) that'll accept more useful tires, because road bikes want to be race bikes.

Racers don't ride with fenders, and generally think they're nerdy, so now it's hard to find a road bike that can even accept fenders.

Racers ride with low handlebars and flat backs because it's more aerodynamic, and aerodynamics can be important in a race. Most of today's road bikes force non-racers into the same position, but that position is lousy for anything except racing. Threadless headsets became popular in racing, trickled down to non-racing bikes and make it hard to raise the handlebars.

Racers have contractual obligations to sport their sponsors' colors, and because of racing's influence, most people think that if you're serious about riding you need to costume up. I bet that keeps more people off the bike than traffic does, and sends the message to would-be riders that they can't just get a bike and ride it in the clothing they've got. They have to look pro-ish. If you're used to wearing clothing that doesn't draw attention, it's a high hurdle to squirm into a suit of gaudy spandex; and so unnecessary.

Racing bikes are made of the lightest materials, because racers are superlight themselves, and they don't ride the same bikes year after year, so durability doesn't matter as much. A normal rider looking for pleasure and long-term use has nothing to gain by riding a featherweight.

I don't wannabe a racer or look like one. I don't wannaride a wannabe. I wanna road bike for smooth roads and rough, for dry weather and wet. A comfortable bike that's still plenty fast, and can tote me alone or me & spare clothes and a sandwich or more—and a racing bike wannabe cannado it.

We're not against racing, racing bikes, or racers.

All we're against is how manufacturers, egged on by the media and many bicycle dealers, model all road bikes after racing bikes. It's better to let racing bikes evolve as they will, let the clothing turn into spray-on, let helmets and sunglasses turn even more cone-like, and let road bikes return to normal.

You know what really "improved the breed?" Touring.

In the mid '70s and early '80s, bike touring was the rage, and again was the impetus behind dramatic improvements. Most of those tourists stopped touring, but continued riding and wanted good equipment. It so happens that what makes sense for touring makes sense for just about any kind of riding, and as a result, the typical road bike back then was five times as useful as the typical road bike of today is.

But throughout the racing years (which we are still in), product managers have considered the touring bike label to be the kiss of death. When the thin, slick, fasties get the glory, people don't want to cart junk around on their bike and camp for the night, and then do it again tomorrow. Nobody famous does it. Touring has a bad image, too, because it's so much more fun than it looks—or put another way, it looks like a death march. When you see loaded up bike tourists on the road, how many of us think, "Wow, that looks grand?"

It may *be* grand, but it doesn't look it. Not from the dry, air-conditioned inside of a car, with your favorite music playing and a lap full of snacks. Touring has the additional baggage of already having had its day. Once a category has had its day and fizzled away, it's almost impossible to bring it back and have people look at it in a new light.

So I think we need a new category: Country Bikes.

It's new, and fits between road bikes and mountain bikes. The "country" can include paved roads and mountain trails, but as a category, it's new and separate from racing-road bikes and gonzo-racing mountain bikes.

A Country Bike is just a road bike designed for comfort and versatility. It has 32mm to 38mm tires, fits fenders easily, can carry racks and luggage, but is still zippy when you strip off the extras. It's a bike without racing's influence. It's not going to be the ticket for racer-wannabes, but it's just right for 90 percent of the rest of us.

People don't like change, and they don't like the idea of labels. But in this case, something has to be done, and it would be easier to make a new category than get road bikes back on track. It's not going to be an all-consuming mission, to establish "Country Bike" as a category, but as categories go, there could be worse ones. They aren't road bikes by current standards; or mountain bikes, or comfort bikes or city bikes. —Grant

Company History & Mission

From late '84 to late '94 I designed and spec'd bicycles and worked on catalogues for the U.S. division of Bridgestone Cycle, Japan's largest bike maker. Bridgestone closed the U.S. office after ten years of no profit, when the dollar-to-yen exchange rate plummeted to the point where it became impossible to even break even. I was 40, and started Rivendell with \$89,000, a mix of savings, retirement, severance pay, loans, and money raised by selling stock to friends.

True to the cliché, Rivendell was in my garage for two years. Now we have 5,000 square feet at about \$0.90 per square foot, one of the cheaper rents in town. We like it here a lot. It's easy to get to, close to good food and riding and public transit, and it feels like home, except that summertime temperatures average 90°F and winter days rarely get above 57°F.

We've been profitable two of the past twelve years, but cash flow is neutral. Sales are about \$2.2 million dollars per year. We're just breaking even, there are no top-heavy salaries, and we fret a lot during slow weeks (and months). I do, at least.

Our mission is to make things that wouldn't be made if we weren't here, to offer an alternative to racing-centric bikes and parts, and to espouse a different approach to riding. And to resurrect and keep healthy many of the better ideas, designs, and styles of bicycles, clothing, and accessories that we personally like to use or wear. To sell lots of wool, and wipe synthetic fabrics off the face of the earth by the year 2010. That's a joke. To still be around in 20 years. That would be great, no joke.

If you'd like to know more, ask. It's not a secret business we have here.

Trivia about our name

Rivendell, of course, came from J.R.R. Tolkien's *The Lord of the Rings*. In Middle Earth, Rivendell was an elfin sanctuary where weary travellers could rest in safety, and where elves made light, smooth, flexible things that didn't break and did repel arrows. That's a matter of fact, but I'm not obsessed with Middle Earth. Now and then we borrow a name from the book, but that's because the names are good. Quickbeam, Baggins, Bombadil, and Legolas (the Bombadil has yet to surface, but it will)—are easy to pronounce and weren't already taken. But there's more behind our name than the book. You see...

In the '70s there was a mountaineering equipment company called Rivendell *Mountain Works*. It was started by a fellow named Larry Horton, now a doctor of Chinese medicine practicing in New Mexico. Anyway, RMW equipment was as against-the-trends as ours is, maybe more. I used it and liked it, and it shifted my way of thinking about equipment's role. *How much should the gear do for you?*—that sort of thing. RMW's flagship product was the Jensen pack, a large capacity mountaineering backpack designed by climber Don Jensen, who later died in a bicycle accident in Scotland. (That he graduated from high school in our own Walnut Creek in '61 is pure coincidence, and something I found out just this year.)

The Rivendell Mountain Works Jensen pack proved that a pack big enough for multi-day loads not only didn't require an external frame, but with the right design, was better off with no frame at all, not even an internal one. It wasn't stuffed with padding, either. Empty, you could wad it up into a ball. Full, it carried so well you could do cartwheels.

As is often the case with good things, it was too radical for Dubuque. But it created a stir in the mountaineering world, and in the late '70s it spawned scores of semi-imitators that pushed the right buttons to achieve mass appeal, and were made by companies big enough to support them with the manufacturing, promotion, and distribution essential to commercial success. Little ol' Rivendell Mountain Works couldn't compete, and in about 1979, closed its one door (it was housed in a vacated one-room church in Victor, Idaho) for the last time. It has since resurfaced under new ownership, but with the same commitment, and unchanged packs. If you want a large-capacity pack for travel, mountaineering, skiing, or backpacking—and can forgo the trinkets that most modern packs have, go to rivendellmountainworks.com.

I like the way *Rivendell* sounds, but naming us after them also gave me something to live up to. RMW didn't make goofy things, and wasn't impressed by chintz & flash. It didn't exaggerate claims, cave in to market pressures, or veer off its course. That's our plan, too.

Business champs say it's important to be flexible, and remake yourself at the first sign of a hot new thing. Most big bike companies follow that advice, which explains their sameness, and if the volume is there, maybe they have no choice. Our existence, on the other hand, depends on a good amount of inflexibility and dogmatism. Unfortunately, inflexibility and dogmatism alone just aren't enough. We know we're on the fun road and we think it's the right road, but if we're alone on it, we die. We don't want that to happen—there's a lot to do in the years ahead, and we aim to do it. So come along. It's a good way to go and we need you.—Grant

Alphabetical Staff Trivia

Mark Abele Born 12/1958. Our head mechanic, perennial rider-to-beat in his category in the area cyclocross races. An all-around rider with the skill and body weight to ride Jack Brown Greens on the roughest trails. Likes food and cooking, and is married to Amy. Can de-squel any brake except Avid Shorty cantilevers. Rides Rivendell custom, Legolas, Quickbeam. Here since 2002.

Mary Anderson Born 1/1958. Business manager, bill payer, knows how we're doing financially better than anybody. Rides her Glorious about 10 miles a day with Anna to school. Likes reading, quilting, family. Here ever since 1994.

John Bennett Born 4/1956. General Manager. Makes sure our everyday operations run smoothly. Takes care of big + small problems, resolves conflicts with UPS or the Post Office or particularly difficult customers or employees, on those rare bad days. Hires and fires whimsically and with aplomb. Likes The Beatles & The White Stripes. Rides a Romulus, Atlantis, Quickbeam, Custom, and Saluki. Goes on lots of campouts (S24Os). Here since 2000.

Marc Brandt Born 1950-something. Late 1950s. Saturdays only. Was a superfast and nationally semi-famous racer in the late '70s, early '80s, but doesn't especially like to talk about it. Now he's a bike advocate + commuter and rides bikes he'd have turned up his nose at way back when. He knows nearly everything and everybody, has had an illustrious past in bicycles, but downplays everything. Here since early 2007.

Spencer Chan Born 6/1978. Spencer assembles bikes. He was our first employee back in 1995, about a week after opening day. Then he went away and built cabinets and did art stuff, and now he's back again, regular since early 2007. He has a Custom.

Miesha Kerl Born 11/1976. Enters orders, processes returns, orders inventory. Is married, with two children (6,2) and has another one on the way, due Jan 14,2008. Is a willing catalogue/website model and is always in a good mood.

Robert Kurosawa Born 4/1953 or so. Robert is a cyclocross racer and runs our warehouse + shipping department. He is an artist by training and is the best packer in the world. He customizes many of the boxes, making sure there's no rattle inside, no extra air, and everything is protected and nestled. Here since 2000. Rides a Custom.

Rich Lesnik Born 7/1946. Our wheel builder and main buyer. Likes touring, wheel-building, jazz and (true) condiments. A former UA mechanic and high school valedictorian, he is married to Jenny. She sings jazz and he plays the saxophone and clarinet. They get gigs. Here since 2002. Rides a Custom, Quickbeam, and Saluki.

Eric Leutzinger Born 10/1988. Eric, our youngest herdsman, works with Robert in shipping. He is the eldest offspring of the local Leutzinger clan - bike riders all. He finds bikes cheap and builds them up with scrounged and inexpensive parts, turning them into useable bikes. For better or worse, he participates in 2-4 Critical Mass rides per month. Here since early 2007.

Daniel Molloy Born 10/1981. Assembles bikes, customer service, and is finishing a degree in International Business. Likes bike camping, touring, photography, German Things(spent a year in school there), and at 6'4" is our tallest guy. Rides an Atlantis, with an A. Homer Hilsen on the way. Here since 2005.

Keven Mowen Born 6/1978. Keven answers the phone, coordinates the paint queue, and seems to be taking on more work of the challenging but fun variety-getting new projects off the ground and making sure they run smoothly. He is terrific with customers, quite knowledgeable and patient. He races cyclocross and is a tour guide for Andy Hampsten's company in Italy, and is fluent in Italian). His dad, Keith, was on the '72 Olympic team, after taking up riding in '68. Here since 2006. Quickbeam & Legolas.

Grant Petersen Born 7/1954. Started Rivendell in late '94. Designs bikes, steers the overall course, writes catalogues, an occasional newsletter, and most of the website. Married to Mary, has two daughters and a Westie. Has one of everything and likes and rides them all.

Prices, returns, shipping, a rebate, and our guarantee

PRICES

Almost everything we sell is priced to the even dollar, and nothing ends in a 9. It's been that way for 13 years. The only exception is Einstein's patch kit. Website prices trump catalogue prices. What you see here is current as of October 2007, but things change.

RETURNS

We hate returns! But if you buy something from us and for any reason don't like it, you have three months to return it for cash, and a year to return it for credit. In the past we've had folks use something hard, wear it out, and return it for cash. It's rare, but in this case we're designing the policy to protect us from the exception. We use and wear the things we sell as hard as anybody, and in some cases definitely harder, so you can buy with confidence. Our product descriptions are sometimes long, but always honest. Still, some things just wear out.

SHIPPING RATES (FOR ANYTHING THAT'S NOT A FRAME, WHEEL, OR BIKE)

When your non-frame/bike/wheel order is \$150+, we pay the ground shipping to the lower 48 states. Our freight costs continue to go up, but we're not passing it on to you, because expensive shipping takes the fun out of ordering. And as you may notice, we haven't jacked up the prices to account for it.

For more detail, see the order form.

REBATE PROGRAM (MEMBERS ONLY)

In January our computer will tally your purchases and create an automatic store credit (we call it Rivdollars) for 5 percent of that amount. The Rivdollars stay in your account for a year. After that, they mysteriously disappear! This protects us from the unlikely but theoretically possible scenario in which hundreds of our customers accumulate tens of thousands of dollars in credit, and use them all at the same time in 2015.

GUARANTEE

We guarantee that we want you to be happy with everything you buy from us, and will go out of our way to make that happen. Disgruntled customers are rare enough that we don't have a set plan for how to handle them. Internally, everybody you speak to has the authority to solve any problem you have, and nobody here is quick to lateral you to somebody else. That may happen, but only if they truly cannot help you.

PROFITABILITY, CHARITY, SPONSORSHIP

Profitability: Twice in 13 years, but cash flow is neutral, and we strive to do better.

Charity: We give away about \$12,000 a year to a handful of charities, and we're pretty locked in to our favorites. They're listed on our site.

Sponsorship: Unless you're a pro, bike riding is recreation, and if you're healthy enough to ride around the world or across the country—and you can take the time to do it because you're fortunate enough to not be worried about tomorrow's money, count your blessings and *bon voyage!*

**Become a Rivendell Member for \$20/year; \$35/3 years.
There are five reason why.**

Look what your \$20 gets you:

1. 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 or any renewal order. That right there pays for half of a 1-year membership.

2. Credit rebate.

At the end of the year your purchases are totaled and you get a 5 percent rebate in the form of an internal credit on your account.

3. Free shipping on orders over \$150, not counting frames, bikes or wheels.

4. Rivendell coupons

Every now and then, a couple of times a year, we'll print Rivendollars in the Reader, or make them available online. They're like auto-discounts on good stuff that would never have to be discounted anyway.

5. Our newsletter, The Rivendell Reader

It's not frequent, but usually it's pretty good. One a year at least; three at most.

Name _____ Member # if renewing _____

Mailing/billing address _____

City _____ State _____ Zip _____

Ship to, if different _____

Day phone: (_____) _____ Home phone: (_____) _____

Fax: (_____) _____ Email: _____

Membership Order Form	Total
Sign me up for one year: \$20	
Make it two years: \$30	
I'm a math wiz & I like a good deal: Three years: \$35	
I'm young, rich, and committed. Make it 99 years: \$400	
I'm a foreigner who wants to try it for a 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: \$ _____

MasterCard/Visa:

Expires (MM/YY) - 3-digit security code: _____

Name _____ Member # if known _____
 Mailing/billing address _____
 City _____ State _____ Zip _____
 Ship to, if different _____
 Work phone: (_____) _____ Home phone: (_____) _____
 Fax: (_____) _____ Email: _____

If Something is Out of Stock
 _____ Ship back-ordered items as available (backorders shipped freight ppd).
 _____ If it's not in stock, don't back-order it.
No backorders on items less than \$20. That's because we pay the freight on back-orders, and our shipping cost easily eats all of the profit. No int'l backorders.
If no line is checked, we'll backorder.

Shipping & Handling
 Parts up to \$149: \$8. \$150+: FREE (exc. noted)
Next Day.....\$35 2-Day\$20 3-Day.....\$12
Rims.....\$15 (any qty) or Wheels.....\$15 (each)
 Bikes and frames: Call or see our site.

International **Air**
 Canada (USPS unless you request UPS).....\$25
 All other countries.....\$50
 AK & HI: \$10 Priority Mail; \$21 UPS-2-day.
 Call for int'l rates on shipping frames, wheels, bicycles.

Item #	Brief Description	Qty.	Size	\$ Each	Total

FYI: Nobody ever uses this form, but it seems odd to not have an order form in a catalogue.	Subtotal
Shipping: \$8 up to \$149; \$150+ FREE (no rims, frames, bikes)	Tax (CA only)
Take \$10 discount if you renew or sign up now	
GRAND TOTAL:	

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: \$ _____

Visa/Mastercard:

Expires (MM/YY) - Three digit code on the back: _____

Hours, Visiting Tips, Directions, Policies, Grub

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 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 walk from the best food in town: Tullio's. Salads, sandwiches, pizza, pasta. Big portions, low prices, great staff. All true, not an ad.

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 11 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

FREE SHIPPING to the U.S. on parts, clothing, accessories (anything except frames, bikes, wheels, or rims) on orders of \$150 or more. Less than that, \$8 per order.

Bikes and frames: Call for current rates.

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: \$15

UPS 2-Day Air: \$21

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

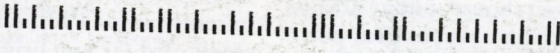
Website prices trump catalogue prices. What you see here is current as of October 2007, but things change.

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

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

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PAID
Mailrite

*****AUTO**3-DIGIT 973



\$1