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Name _____ Member number _____

Mailing Address _____ City _____ State _____ Zip _____

Ship to, if different _____

Work Phone: () _____ Home Phone: () _____ Fax or Email? _____

| Item No. | Description | Qty. | Size | Each | Total |
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First Subtotal: _____

Tax (CA only): _____

Shipping (see left): _____

Enter Membership cost (\$15, \$22, \$25, \$35, \$200) _____

Take \$10 discount only if you renew or signup now: _____

TOTAL: _____

ATTENTION

ALL OF THE ITEMS IN HERE ARE TOP-NOTCH. SOME ARE SEASONAL CLOSEOUTS THAT WE'LL LIKELY SELL OUT OF, BUT MAY PICK UP AGAIN IN THE SPRING, OR MAYBE NEXT WINTER. SOME ARE NEW ITEMS MADE JUST FOR US IN LIMITED QUANTITIES. ORDER EARLY IF IT'S A REALLY IMPORTANT GIFT, AND IT'S ALWAYS A GOOD IDEA TO CALL FOR AVAILABILITY.

SHIPPING AND HANDLING

Standard (UPS Ground).....\$7
 UPS 3-Day Select\$12 2-Day Air\$20
 UPS Next Day Air\$35 Rims/Wheels\$15
 International via Parcel Post Ground Air
 CANADA.....\$15.....\$25
 ALL OTHER COUNTRIES.....\$25.....\$35
 P.O. Boxes, AL & HI: \$7 Priority Mail, restrictions apply.
 Call for Int'l rates on shipping frames, wheels, bicycles.

Payment

Check or money order number: _____ Amount: _____

Credit Card No:

Visa or MC

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It's Wool Time, As Always. But Now Especially, On Account of the Cold.

It's a funny thing about wool and women; so many of them are convinced they can't wear it, and no amount of rhetoric can change it. There are all different grades of wool, degrees of fineness and itchiness, and I just wish a few more would try the WoollyWarm jerseys, because women's ones just sit there. We can't get the men's fast enough, though.

It's been a pain in the neck from the start, getting the wool program running. It's not even a program yet, and it's just barely running. Mainly it's due to costs, as usual. Wool costs so much more than synthetics, and the two or three big wool knitters in the country do most of their wool for the fashion industry, and it's not suited to active sports or anything that might mean you'd have to wash it more than once a season. You can get wool in other countries, but the import duty is high. The duty varies according to whether it's fabric or garment, and which type of fabric (there's more than one "wool") and garment. Is it a jersey or a sweater? And even by how it's trimmed. Does it have ribbing or not?

Duties are imposed to protect domestic producers, but it doesn't make sense in wool, because you just can't buy the same wool here as you can in Australia, for example.

The suppliers here rarely specialize in wool. Usually it's a sideline, and when something's a sideline, it doesn't get attend-

ed to much, and the knowledge and resources aren't there. You can't ask hard technical wool questions and expect answers. They'd rather not partake in that kind of dialogue.

And here your minimums—ours, anyway—are huge for a small specialty business. If we buy 1,000 yards of wool, it costs about \$10,000, which takes a huge divot out of our credit card, but it's chickenfeed to the supplier. They're used to dealing with customers who buy 10,000 yards of fabric at a time, and it just makes you feel small.

And, there's no actual real selection over here. It's like going into a sporting goods store and saying, "I want a tent," and then they tell you which tent you're going to buy.

Getting the jerseys sewn over here is difficult, too. We've got a terrific fellow who's working with us, but he uses a cutter and sewer who also sews for Danskin, and is used to cutting and sewing 10,000 like items at a time. They don't like to rev up for Rivendell orders of 100. So we feel small again, but it's okay. The jerseys are really nice, there just aren't enough of them.

The way to do it, mostly, is to deal with Australia and China, and here's why: Australia has lots and lots of sheep and wool suppliers and a small human population. With so many companies competing in such a small market, they're used to small orders. Our orders of 100 to 200 are right in line for

Australian suppliers, and the selection of wool is just incredible. Plus, with all that competition, the wool has gotten really, really good. They've got the dyeing and shrinking and feel down, and they can knit a rain forest sunset on a section of wool the size of the head of a pin. Do you want 5.5 oz, or 6oz, or 7.5oz? You can get it. Over here, it's like shopping for socks at the 7-11.

If you have a U.S. clothing maker and want to import Australian wool to make it with, you find that the duty is really high on it, to protect U.S. wool suppliers, even though there aren't any who can supply the same fabric.

The duty on wool garments is high, too—as much as 20 percent, when all the fees are totalled. But despite all of this, we're as committed to wool as it is possible to be, and in this flyer we show you the best selection we've ever had. There's so much variety, and it's fun to layer up in it, with T-shirts, vests, tops, sweaters, every combination; and then the socks. Those sheep really know how to grow hair. We have good colors, too—creams and greens, blacks and heathery olives, and then the cycling jerseys. Are the wool beanies in here? I forget, but I think so. They're so thin and warm, and they fit under a helmet easily. You should have one with you always, no matter where you are. Please have a look at this nice selection from around the world. —Grant



Long Sleeve Green

Wooly Top \$32

M: # 22-219

L: # 22-220

XL: # 22-221

If you like green wool, this is right up your alley. Since it's green, you can wear it as outerwear most places without looking like you're wearing a T-shirt. And it hides dark chest hair and nipples, so if you or the crowd you hang out with have a problem there, this shirt solves it. Made in Canada, 90 percent wool, 10 percent nylon.

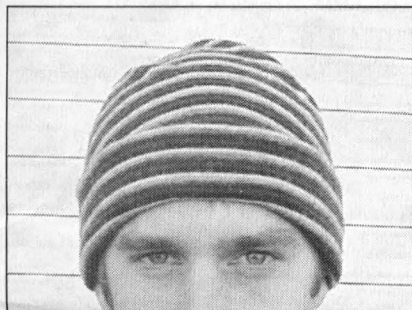
Standard Sox \$12

M: # 22-152

L: # 22-153

XL: # 22-154

These are the best cycling-style socks you'll ever use. They're 80 percent wool, with terry loops inside and a smoothish outer. They're actually just SmartWool hiking socks, and that gives you the license to use them off the bike, too. Greyish. It is impossible to not like this sock. It has everything going for it, and is actually worth \$12. A pair will last a couple of years, easily.



All Wool Beanie \$15

22-103

There is extremely shaky but nevertheless undeniably anecdotal evidence that wearing wool on your head improves your brain. This Wigwam (Paiute for "warm hair") beanie is too thin for ice fishing or

watching the Green Bay Packers at home in December, but it's perfect for cold-weather cycling, because it's thin enough to fit under your helmet. It's also the perfect sleeping cap, since it's so soft, and it's long enough to pull down over most of your face. We've also used it as an emergency mitten on descents, and as a camera case inside a handlebar bag. All that, and 100 percent wool, made in the U.S.A., for only \$15. We sold 350 of these last year, with many repeat customers. Good cap!

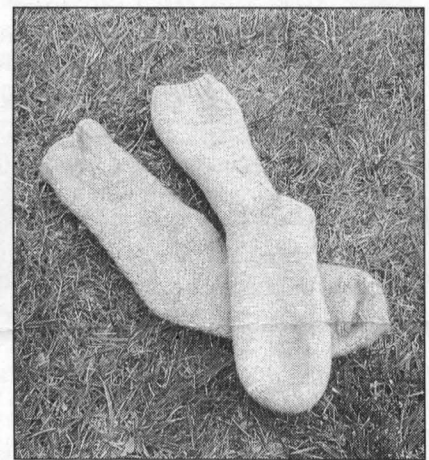
Thick Winter Sox \$12

M: # 22-140

L: # 22-141

XL: # 22-142

The thickest winter sox we've found, and if you get cold feet or just want something thick and cushy to walk or pedal on, these are the best you'll find. They're also 90 percent wool, which is almost unheard of in these days of technical sox. Made by Fox River, in the USA. These are super thick, good for slippers, good inside boots or oversized shoes. Terry loops on the inside, normal on the outside. They're about 15 percent thicker than the sox below, which are also quite thick, just not ultra-ultra.



Women's Sox \$12

One size fits all women #

Blu: 22-259

Grey: 22-261

Natural: 22-260

These are made to be super luxurious, lounge-around socks for wealthy women who wear wool, but they're equally good outdoors, and our book-keeper likes hers a lot. If you're a woman or have to get a gift for one, or just want to get a gift for one, then you should hop all

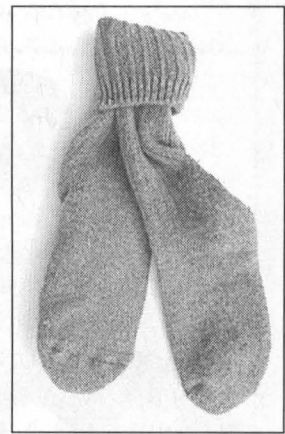
over these. They're 73 percent merino, 15 percent angora, for a grand total of 88 percent wool. Everybody likes really nice socks, and we're not saying this is the ultimate Christmas gift for your ultimate sweetie, nor are we suggesting you even wait for Christmas. But everybody wears socks, and it's so nice to start the day or end the day, by putting your feet into a really nice pair, and these are that.

Men's Sox \$17

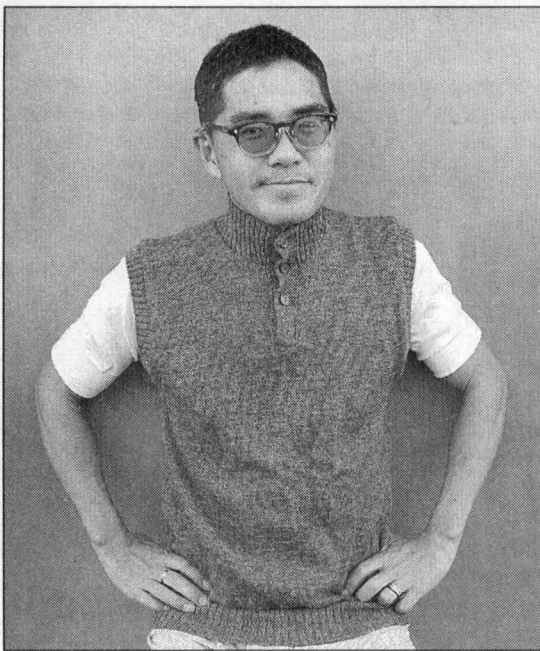
One size fits to size 12.

22-289

This is the most expensive sock you'll find outside of Neimann Marcus or SFA; but it's absolutely worth it. Everybody deserves one pair of super sox, and these can be yours. They have the highest wool content (95%) of any we could find that wasn't strictly for ice fishing or require a mukluk. It's made by Wigwam. It's cushy, thick, durable, warm, and loden green. Super luxurious and thick, and it washes well. At least two women in the world like it a lot, too. This is the ultimate gift sock, but they won't know what hit 'em until they try it. Good luck finding it in a store.



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telephone not toll-free: (925) 933-7304
Rivendell Bicycle Works



Tweed Cycling Vest \$68

XS: 22-112 S: 22-113 M: 22-114

L: 22-115 XL: 22-116

This is the best thing we sell and the most useful garment you can own if you spend any time at all outdoors. It's 100 percent derby tweed wool, made in England by a small family-owned specialty sweater knitting company, and this is our own design. We've received more raves about this than we have about any other thing we've ever offered, and even at \$65, repeat sales are common—people want one strictly for riding, and one for work, the opera, or whatever.

The high collar is a necessity on a vest, or else the wind just swoops right down your neck; and yet the buttoned placket lets you open it up so you don't overheat even if you're pedaling hard and it's 70-degrees out. The armholes are cut high, so when you're riding, the wind can't so easily sneak in there and give your cold sides. And there's a single, centered, buttoned pocket in back for whatever you want to put there that'll fit—food, a wallet, keys, a small camera, whatever.

The wool is beautiful. Derby tweed is a heathery mix of brown, grey, blue, and amber wools, and it goes with everything you feel like wearing under or over it. If you haven't tried a vest, try this one. There's no way you won't like it. This makes a perfect and stupendous give for any cyclist. It's cut full, so wash it according to the included instructions, and it'll shrink nice and soften.

Norwegian Muddy Green Wooly T-Neck \$72

S: 22-073 M: 22-074 L: 22-075

XL: 22-076 XXL: 22-077

This is the garment made famous (in some circles, and now you're in on it) by Norwegian adventurer Tory Larsen, when he wore it 109 days straight, without even taking it off, during one of his multi-month, cold-weather, arctic treks. Everybody here has one, except for Diana, and we all wear it at least 40 days a year, and when you consider how many other wool garments we have, that's saying something.

This is different than the others because it has a zipper, something we usually hate, but tolerate on this one because it has so much to offer. It's a two-ply knit, and the inner ply is more open than the outer, so the maker (Devold) says it sucks water off you and transports it to the outer layer. We'd like to see a photo of that, but in any case, it's a great garment for under anything or all by itself; and for sitting around in a cold office eating black licorice while waiting for the phone to ring, or vigorous rides in cool weather, trying to burn off those settling-in black licorice calories.

As the description suggests, it's a muddy green, and it goes with everything. It's washable, doesn't shrink much, it's not itchy, and you'll like it a lot. It wears well, and you'll find yourself wearing it at least one day in three this winter, unless the boss won't allow it.



Tweed Cycling Sweater \$95

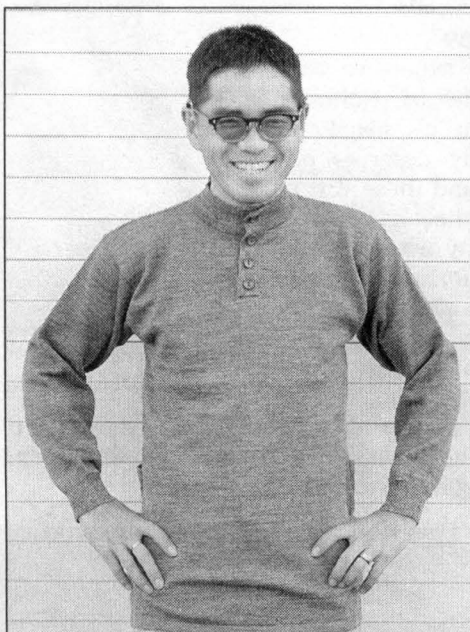
S: 22-108 M: 22-109

L: 22-110 XL: 22-111

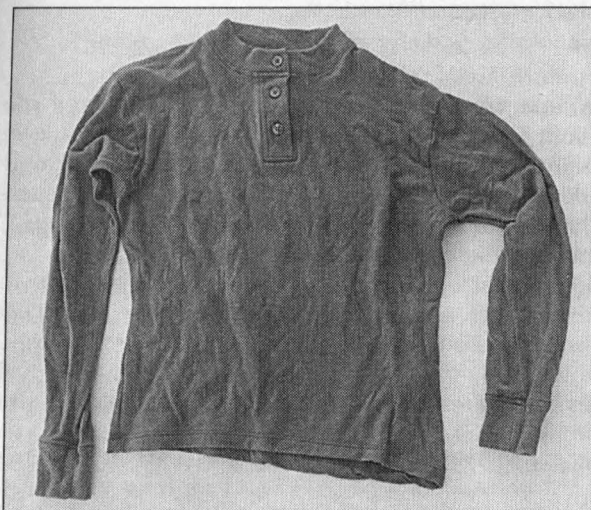
For cold weather cycling or general outdoor or casual wear, this is the nicest looking, ritziest garment we've seen. It's the same Derby Tweed wool as the vest, and is made by the same family in England, but it actually has sleeves sewn right on to it, so it's a sweater. What makes it a cycling sweater are the three (3) buttoned rear pockets.

I/Grant have gone out in mine, left the house during a downpour, and ridden 4 hours in steady rain. With two layers of light wool underneath, I don't get cold or feel clammy. Of course, when I come home after all that and take the sweater off, it weighs four pounds if it's an ounce, but that's just because I didn't wear a shell over it. Besides, its ability to soak up that much water and not feel wet is a testimony to wool's ability to... soak up water and not feel wet.

Like the vest, this particular wool in this sweater will give you that "rich British guy" look that we all crave, but it's also just a great knockabout sweater for at least 4 months of the year. The wool is beautiful, and this black-and-white photo doesn't do it any justice at all. This is a super fine gift for any cyclist.



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Rivendell Bicycle Works



Above, one of the aforementioned lousy digital photos. This is a prototype women's small, has been wadded up in a drawer for a month, and yours won't look so ruffled. We should have them by December 15. For colored photos and absolute availability, see www.woolywarm.com

WoolyWarm LS Jersey \$85

WOMEN SM: 22-242 WOMEN MED: 22-243 WOMEN LARGE: 22-244
 MEN MED: 22-223 MEN LAR: 22-224 MEN XL: 22-225 MEN XXL: 22-226

This red jersey not here is the first of the long-sleeved WoolyWarm, made from 100 percent merino wool. Like all WoolyWarm garments, it's cut on the full side, so order the size you wish you took, and it'll fit. Three buttons, no zipper, not because we're so anti-zipper, but mainly because we're so pro-button. The pockets in the back are reinforced at the stress points, and they button closed, too. And just in case you lose a button, each jersey comes with an extra.

The 7oz wool is light enough to layer over one or two other layers of wool, but not thick enough to wear alone when it's below about 40-degrees. That's on purpose—you ought to be layering, and if you need additional warmth, go for the Tweed Sweater, or a shell of some kind.

Men's and Women's. The women's aren't cut as full as the men's are, so if you're a woman and you want a looser fit, go for the men's jersey. It doesn't look any different, it's just a bit longer in the body and sleeves, and is roomier. If it's too big when you put it on, follow the Simple Shrinking Instructions, included.

WoolyWarm jerseys are roomy, cozy, simple, well-made, and we have a high repurchase rate, as folks are slowly replacing their plastic with real wool. Our costs are going way up on all WoolyWarm jerseys. Wool is skyrocketing, and ALL wool stuff will be lots more expensive in late Spring. Our next color, sometime in December, will be grey. Long-sleeves again, like this.

WoolyWarm Armwarmers \$26

- | | | |
|---------------------|----------------------|-----------------------|
| Gold S/M: # 22-290 | Gold L/XL: # 22-291 | Gold Lanky: # 222-292 |
| Blue S/M: # 22-293 | Blue L/XL: # 22-294 | Blue Lanky: # 22-295 |
| Green S/M: # 22-296 | Green L/XL: # 22-297 | Green Lanky: # 22-298 |

Every cyclist needs at least one pair of these, because there are so many days (maybe not this winter) that are half hot and half cold, and these let you go out in short sleeves and still not freeze. Plus, they're easy to put on and take off as you ride, and they stash away fine in a handlebar bag or rear jersey pocket. The weigh zero ounces and take up zero cubic inches, amazing as that may sound.

The gold is the same gold as we used for the first run of WoolyWarm short-sleeved jerseys. The blue is WoolyWarm blue, and the Green, same thing. It isn't the least bit necessary to wear the same color armwarmers as your jersey. All of the colors go together really well, and they even look good with loud plastic jerseys.

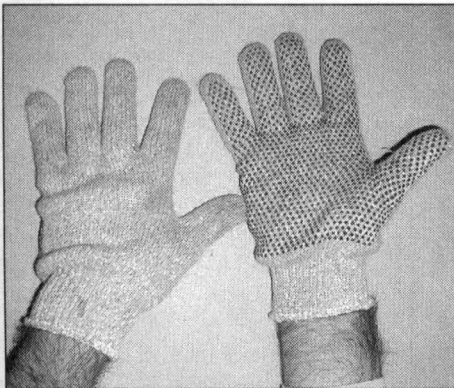
For more pictures, even color ones, go to Woolywarm.com, and see if Henry's had the time to put them up there. Three sizes, way too many, but that's alright. Next year, we're doing two sizes. So if you're lanky, buy up now.



Yes, well...I go onto an airplane tomorrow and even in this digital age I don't have time for a real armwarmer shot. It has to do with competence, time, a battery situation, a zip disk issue—but everybody knows what

arm warmers look like, and I assure you ours are good. I've been wearing the prototypes for a month, and I couldn't ask for anything more. Anyway, I found this old photo of armwarmers. That's a jersey Pino gave me. I've got a lot of clutter in my life, I'm trying to simplify it. If you're a jersey collector and want to buy it for a reasonable price, get in touch by fax only, and name a price. Bidding starts at \$70, and I'll give the money away to a guy I know who could use it. Highest bid by Dec 16 wins.

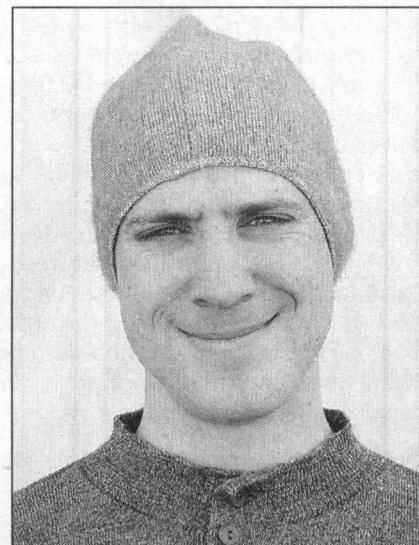
Gloves \$10 22-144



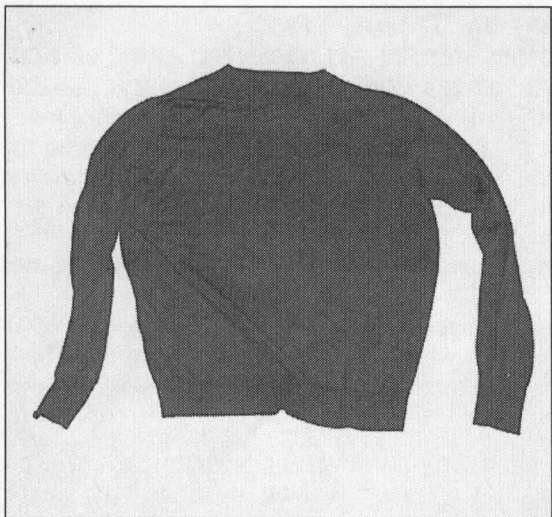
The most practical and cheapest winter cycling glove we've found for temperatures down to about 40 degrees; and if it's colder than that, just wear it under shell. This 85 percent rag wool

Possumwool Multi-purpose Head tube, Ear warmer & Neck Gaiter \$16 # 22-129

A simple tube of 50% merino wool, 40% possum wool, and 10% silk. As soft as cashmere, but made in New Zealand, where there are no cashmere goats, so they substitute possum. Super soft, useful all over your body. It weighs 0g and wads up to nothing, and is a soft tannish color. It washes well, too. My children love like them a lot, and they're no pushovers.



has it all over every synthetic glove we've tried, mainly because it doesn't get clammy. You can ride hard in it, remove it to do your duty, then put it back on and it's still not clammy and cold, as are so many synthetic gloves. Plus, for heaven's sake, it's so cheap. Rubber dots on the palms and fingers offer a good grip. Get two pair if you lose gloves a lot.



Black Australian Wooly Ts

LS: (\$47) M: # 22-267 L: # 22-268 XL: # 22-269 XXL: # 22-270

This is the second softest merino wool t-shirts we've ever tried, and the best we've seen. They're not the super low-price deals that the Canadian ones are, but the fabric is interlock, so it keeps its shape better and looks fancier, and all things considered, the higher price is warranted. Not that there's anything wrong with the Thin Woolies we also sell, but if you want something high brow and super soft, and the idea of a slimming black t-shirt appeals to you, then you won't do better than this.

It's made in Australia, where most of the merino sheep in the world live. You can wear it alone for that "black t-shirt" look, or under something else. You can sleep in it, sweat in it, and sleep in it again, and since it's wool, it won't smell.

We recommend washing in cold water with Ivory Detergent, on gentle cycle; then air drying; but you won't wreck it if you forget and toss it in the hot wash with your normal nasty powder.

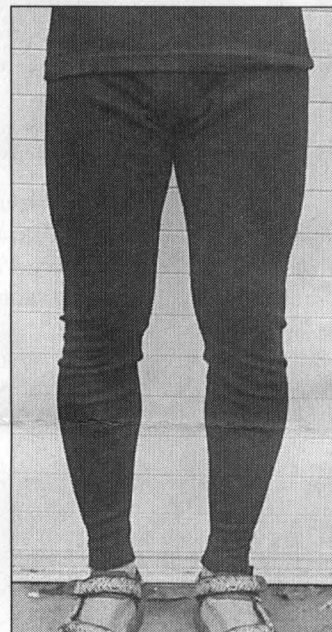
Sorry...
Some of the photos in here are just terrible. I/Grant am a decent normal photographer of things that don't move much, but I'm terrible at digital, and photoshop, and I was having all kinds of lousy problems the day I had to finish up here. The tights here are okay—Bhima shot them. The Black T above is mine, and it's not even the real thing. I had to fake it. The LS wool jersey and green wooly LS look bad. The Romulus photos, also bad. Next time...

Black Australian Wooly Tights \$45

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

Actually, they're underwear without the fly, so you can wear them as tights without any social stigma. They're made from the same light interlock all-merino super nice wool as the T-shirts, but are made for your lower half. They have enough stretch to go over cycling shoes, and add enough warmth to make a huge difference in temperatures down to about 20°F. Actually, what do we know about temps that cold? You'd probably need two pair of them, but if you think of them as cycling tights, they're cheap enough that you could probably spring for two pair; and think of the versatility that way.

Perfect for wearing over regular cycling shorts, but I/Grant wear them over Andiamos or briefs, and then add some kind of baggy, trunk-like short on top. I have an arrangement wherein I won't ride with my daughters to school dressed like that, so sometimes they're under long pants instead of short ones.



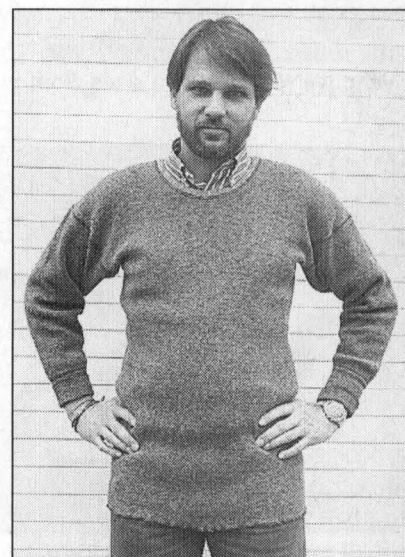
Serious Hair Shirt For Any Occasion That's Not Formal \$38

M: # 22-281 L: # 22-282 XL: # 22-283 XXL: # 22-284

It's 100 percent lambswool, from lambs the wolf spits out. It's prickly wool that puts even the most diehard wool fan/synthetic eschewer's loyalty to the test, because next to your skin, it feel like it's about 10 percent fine wire. Women plain can't wear it, not even the most boy-ish ones. The thing is, some sheep have pokier hair than others, and if you all you buy is "superfine" merino from high-tech hybridized sheep developed by the desperate wool industry to compete with the soft science fibers, well how loud can you brag about that?

This versatile garment has kept working folks and poor people in general toasty, or at least alive, at work and play (mostly work) for about 50 years, and so our overexaggeration of its scratchiness shouldn't scare you. Don't wear it as underwear, but as a humble sweater. It is humble, too. It's mottled grey, with flat black seams, and being underwear, no attempts have been made to dress it up. The body is long, but don't tuck it in, at least not in front.

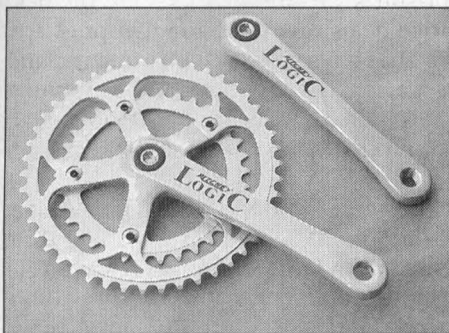
We sold these years ago, and we all wore them all the time. It's still hard for me to picture Joe Bauder not in one of them. We've worn it on countless winter cycling trips up the mountain. It's made with ribbing throughout, so it clings nicely. We're generally not what you'd call "pro-cling," but the ribbing makes a difference, and it doesn't feel tight. This sweater thing gives you more wool per dollar than any other wool garment we've seen, and you'll wear it a lot, unless you're a woman.



That's John. He likes wool, black licorice, and horses, and has a near-perfect record for getting letters to the editor printed in large and national publications. He's the guy here who used to chase the bug truck.

Ritchey Logic Road Double \$150

170mm: 12-223 172.5mm: 12-224 175mm: 12-225

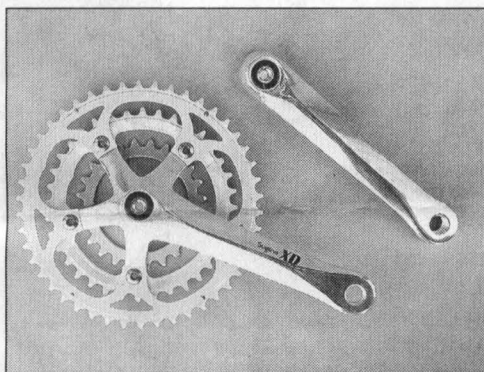


This is the original, made-by-Sugino-in-Japan model, and no crank made since has surpassed it in design or quality. The bolt circle is 110, so you can choose from any size ring between 34 and 53 or so. But it comes with a smart and useful 46x34 combo, ideal for general road riding,

cyclo-cross, and fire roads. Next year we predict a return to the 110 bolt circle, even for race bikes. Pinarello already has a 110 crank, and others have to be looking. There's no way anybody's going to make one better than this, and it's going to cost way more. Use this with a 107 Shimano BB, and you're out the door for under \$200, and you've got good stuff.

Sugino XD-2 \$100

165mm: # 12-231 170mm: # 12-167 175mm: # 12-190



The best value in a triple crank today, and the crank that goes on 90 percent of our Atlantis and Rambouillet builds. It's a forged crank with a 110x74 bolt circle, and comes with 46x36x24 (or 26; no choice) rings—perfect for 90 percent

of the riding you're likely to do, provided you don't race. If this crank didn't exist, it'd be the one we'd be wishing for. But it does exist, and even comes in a 165mm version, which is great for anybody under about 5-4.

SunRace Chain \$12

13-031

This is the chain we use for everything up to 8-speed. It's silver, so you can tell when it's dirty. It's strong—one guy broke two, but he's the only one, so we suspect something funny was going on with the installation. This is a good cheap

chain. Nothing wrong with it. You need a chain tool to install it.

Tube-o-Goop \$2

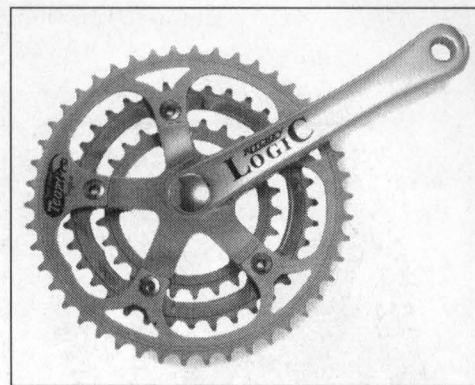
10-051

A whopping 5—count 'em—grams of genuine Rema (French) patch glue. This, and some sand paper, and ten tiny patches, and you'll be able to patch your way out of anything. Go to the hardware store and get a sheet of sandpaper. Make a kit.



Ritchey Logic Triple, 175mm \$225 12-228

This is the original Ritchey Logic mountain triple, but it's equally good as a road triple, of course. It's the triple version of the double you see to your left, and it's as fine a triple as has ever been made. Sugino put our choice of rings on it, and we picked 46x36x24, a good all-around range for anybody who doesn't race on the road, and if you're looking at triples, that means you. You can set it up with a Ritchey bottom bracket with a 120mm spindle (we have just a few), or a Phil 119 or 123, or a Shimano 122.

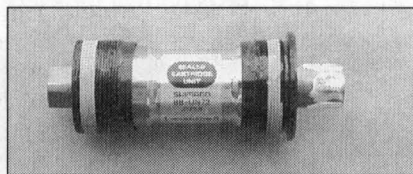


Too bad this is no longer being made, but that's the fact, and as is the case with the doubles, these are the last of them. If you can spare the \$225, and if you expect to be riding bikes for the next 10 years, and you ride 175mm cranks, this is a good thing. It comes with a left arm too, of course.

Bottom Bracket \$40

107: # 12-141 115: # 12-217 122.5: #12-213

The Ritchey double takes 107, the Sugino triple on a road frame (no flared chainstays) takes

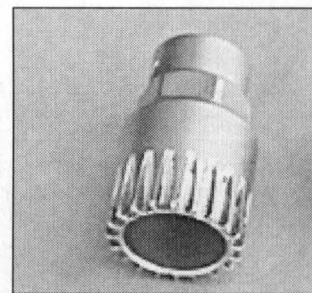


the same 107; and if you put it onto a bike with flared chainstays (Atlantis or hybrid or mtn bike), use a 115.

This is a super value. Just \$40, and good for about 15,000 miles. Sealed cartridge bearings, Shimano XT grade.

Shimano BB Tool 19-055 \$10

The same tool we use to install or remove a Shimano-style splined bottom bracket. Cheap, small, shop quality, lasts forever.



Ten Dime-Sized Patches \$3

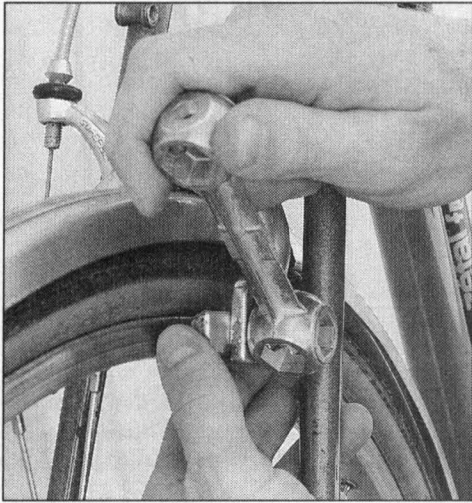
10-048

These are so good you won't mind patching tires. The main thing is, they're small. The other main thing is, they're hard to find. Well, we got them, and they're cheap. Speeds up the process. Velox brand.



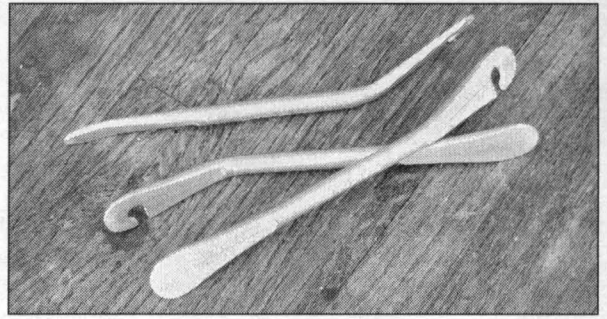
fax toll-free 1 (877) 269-5847
telephone not toll-free: (925) 933-7304
Rivendell Bicycle Works

6mm-15mm Dumbell \$6
19-063



We originally stocked this as a warm and furry and ultra-nostalgic tool from the days when only racers rode 700c tires (please don't read any pro-27-inch message into that; it ain't there). But I/Grant find myself using it a lot now, and I know that if I have one of these and that blue Park Y-allen with me, I can do just about anything on a bike short of a greasy overhaul.

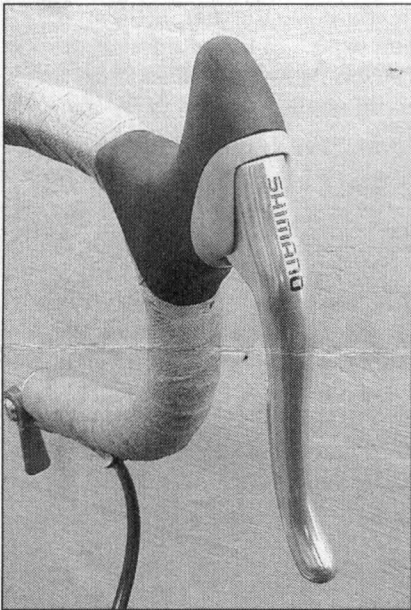
This dumbbell is the original English one, still made over there by the company who invented it centuries ago.



Aluminium Tyre Levers \$4 #19-064

Made by the same English company that brought you the dumbbell, these are light, smooth, strong, and a good choice for either shop use or carry-with.

They blew it on the shape, though. Not the important business end, but on the second bend. The spoke-hook-grabber part is at the wrong angle to hook a spoke. Just put it into a vise and whack it with a mallet a bit, and it'll work. You'll see.



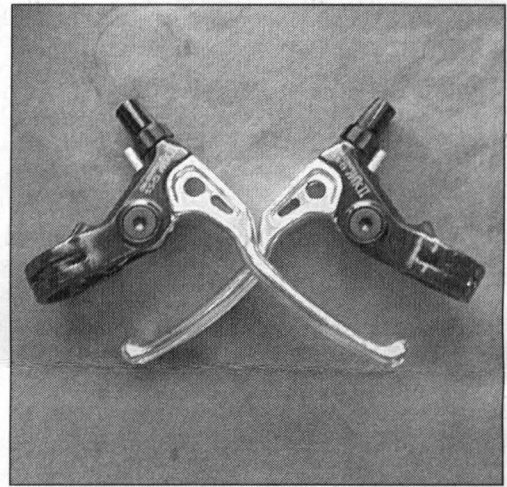
Shimano Aero Levers \$48 # 15-091

It is impossible to find fault with this lever. The shape is perfect for every human hand ever made; the action is smooth and easy, and aside from a tiny plastic section, it's pretty much solid as a rock and good enough to put on any bike.

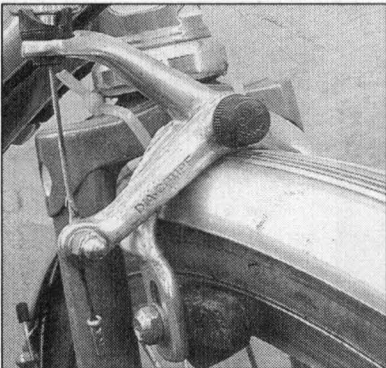
This is the brake lever we routinely install on \$3,800 Rivendell customs; and yet it's inexpensive enough for an '87 Nishiki.

Dia-Compe SS-5 Mountain Levers \$40 # 15-103

This is the best brake lever we've seen or used for cantilever brakes, and we thought they were long gone until we got a call alerting us to the last pile of them in the world. The finish and hardware and tolerances



are just perfect, and if you ever see yourself needing a pair of mountain-style levers for cantilevers, you ought to get some of these before they're all gone. Light, strong, made in Japan.



Dia-Compe 505Q Sidepull \$24 # 15-081

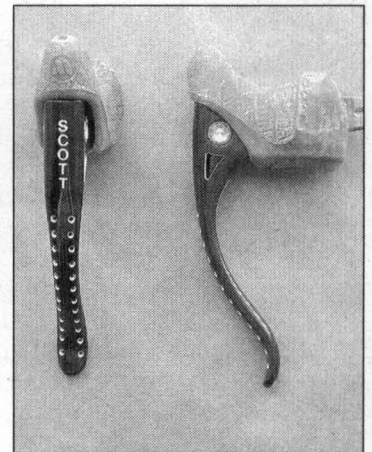
This brake here gives you more for your money than any brake on earth. It's cold-forged aluminum, shaped to be fender-friendly, and the reach (56cm) means it'll reach rims most modern sidepulls won't.

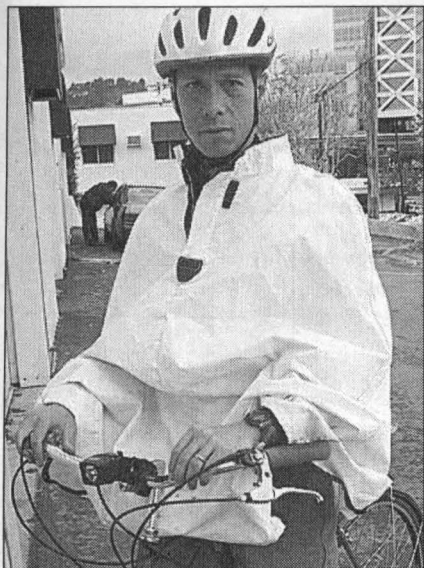
Being a single-pivot design, it is not as pow-

erful as a dual-pivot brake, but I/Grant have used it in the most demanding, steep, lots-of-braking descents and found it to work as well as I'd ever need a brake to work. The barrel adjuster (tip: beeswax the threads) and quick-release make wheel installations and removals fairly easy, and if you're at the same time a weight nut and not too concerned with prestigious components, you'll be thrilled with these. Allen style

Modolo Black Road Levers \$30 # 15-099

This is your last chance to buy these semi-oddball but super nice quality road levers, at least from us. They're good and all, but they require long fingers. If you've got that covered and you can handle the black...and the Scott on them, and you're after non-aero levers, these are a deal. The gum hoods alone can sell for \$25-\$30/pair. They're the deluxe, anatomical, Campy/SunTour compatible hoods that originally came on Modolo Pro levers. This is a pro-quality lever with a plastic/resin body (under the gum). No worries, it won't break.

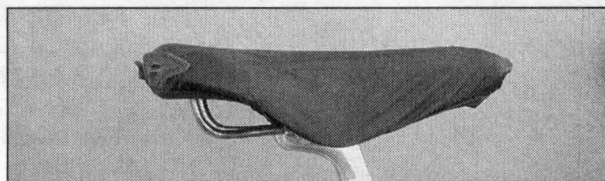




Carradice Rain Cape \$60
M: # 21-127

You're either a rain cape person or you aren't, and if you aren't, there's a 90 percent chance that's because you ain't tried one. They are not for fast riding, time trials, and so on. But for commuting and long rainy ascents, nothing else even comes close. You have to get used to not being able to see the handlebars, but it's easier than it sounds. Rain capes (or ponchos, whatever) are great because you don't sweat in them, or feel grossly humid. The air wafts up beneath you, and the effect is like riding under an umbrella from your neck down. You need a hat for your head. A helmet and cover, whatever you like. But a cape takes care of

you from the neck down. Best used with fenders, so you don't get splashed from your tires. This one's made by Carradice, in England. It's the brightest lime yellow you've ever seen, for visibility, and has thumb loops and a waist tie. One size fits most, but if you're really huge, it's going to be small on you.



Brooks B.17 Saddle Bonnet \$15
M: # 11-014

Nearly essential and at least really smart for anybody who rides in wet weather or gets a sweaty bottom. The fabric is tough, but needle holes make this only 99 percent waterproof. If you're out in a downpour for hours, put a plastic bag under it, too.

Lip Ivo \$1
31-242

This lip balm is unlike any other we've used, and based on repeat orders, it engenders more loyalty than anything else we sell besides pine tar soap. Pepperminty vanilla, and it doesn't drift into your mouth, The original lip balm, made since 1903.



Boeshield T-9 Rust Prevention Spray \$15
M: # 31-034

We use this to rust-proof steel tubes on the inside, and you probably ought to, too. It doesn't smell and it dries waxy. We've tested it, it works great, and one can will do at least 5 frames. The cost per frame makes it a no-brainer.



Lip Potion 45SPF \$2
31-350

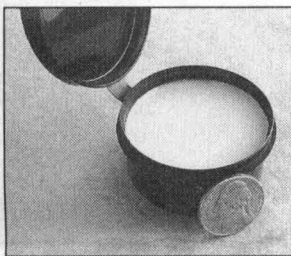
If LipIvo had sunscreen we wouldn't sell this one, but it doesn't, so we do. It's good to protect your lips, and this one does it well with little (but still some) mouth-drift. It has a pleasant smell, but in that regard it's not in Lip Ivo's league. Still, for outdoor use, it's the way to go.

Obenauf's Leather Goop \$3
M: # 31-243

Our favorite leather treatment, for any leather. It was developed by a firefighter for firefighter boots, which put up with more heat and water

than any piece of leather normal people use. One tiny tub will do 20 saddles. This is the rare "free sample" size, but we pay Obenauf \$1 for them, sell them to you for \$3, and thus they are a high margin item for us. We sell just about 125 per year, but it ought to be 500. Really good for any leather.

Want lots of it, for other things, too? Order part no, 31-344—4oz for \$10.



Lano-Lube \$6
31-343

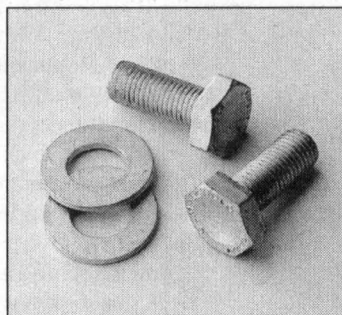
Pure sheep fur oil, used in just about every hand lotion out there, but also useful for metal-to-metal

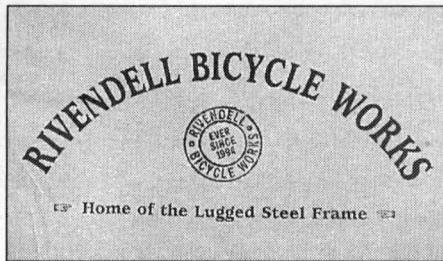
contact points on your bicycle; and you can rub the excess into your skin. It smells great and works for most applications other than bearings. Grant uses it for headsets, too, but refuses to endorse that dumb practice.



Campy 14mm Crank Bolts \$3
12-002

The old ones are 15mm; these are 14mm. which makes them compatible with most crank bolt wrenches. Silver, with washers. They work fine, and it's the cheapest way we know of to get anything Campy on your bike. Good bolts.





SS Organic Cotton T
 M: # 22-168
 L: # 22-169
 XL: # 22-170

This is a nice looking off-white (natural) organic cotton T shirt with our logo and name and some slogan in blue.

Phil Hand Cleaner \$7
 : # 31-038

Nothing even comes close. If you get dirty or greasy hands for whatever reason, this gritty brown wood-based natural stuff makes it come off way faster than anything else we've tried, and we've tried everything else.



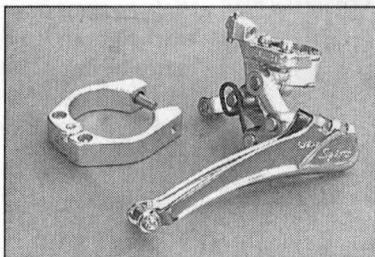
**I RIDE LUGGED STEEL
 AND I VOTE**
www.rivendellbicycles.com

Vote Bumper Sticker \$1 24-122

A must for your Hum-Vee, Mini-Cooper, and anything in between. Peels off clean, to keep the peace. BlueWhiteRed.

Smart & Rare SunTour Front Derailleur \$22 # 21-124
 If your downtube is 28.6mm, order this for free: 17-109
 If your downtube is 31.8mm, order this for free: 17-110

This is an inexpensive SunTour model, new-old stock made in 1978 or so, and the odd thing about it is the best thing about it, and it is this: It's a so-called "top normal" model, wherein, like, when you cut the cable or first install it or whatever, it is in "high gear" position. So to shift to a lower gear, you move the shifter in the opposite direction than normal. That means it's easier to nab the granny during slow grinding, too-late shifts. That's because it doesn't rely on spring tension to make that shift, but on you pulling the cable; and that's much more powerful. It also means that on each side, you move the lever forward to get the higher gear. Now, it's just the opposite. So different as this may be (it is the opposite), it's smarter, more intuitive, and the way all front derailleurs should be. But smarter ideas that get a late start never catch up, and that's the case right here. These are the last of the "top normal" front derailleurs. You've got to try one. It's part of a well-rounded bicycle education, and although you'll still have bikes that shift the normal backwards way, you'll figure out that this way is smarter, but oh, well.



One last quirk: It requires a cable stop on the downtube, and a short length of cable housing. Most frames don't have the stop, but some oldies do. In any case, we supply both the stop (specify for 28.6mm downtube or 31.8mm), and the housing. One of those is included in the price (normal retail for the stop alone is \$10-\$13, but we got a killer deal). But you have to order the stop, or it won't come with it.

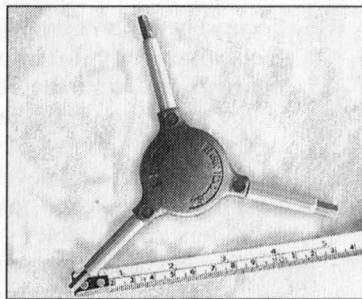
Riv Cap #24-066....\$9
 Orange

We're back in hats again. I/Grant wish I could wear one as well as Mark here does, but my head's just too big, and they never look right on me. I just cut out the crown and use them as visors, and I've got about a dozen visors around now. I wish hats didn't have to cost so much, but these are fine hats, and if you've got the head for them....



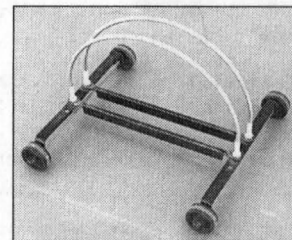
Park 4-5-6m Allen \$9
 # 19-068

Every bike we've assembled in the past two years has relied heavily on this tool. Handy, hard to lose, and even if you have separate allens, this is the one you'll grab for first.



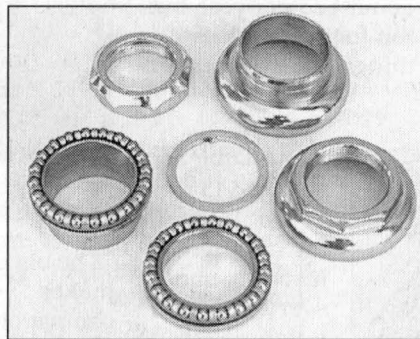
Bike Stand \$20 # 19-067

We use these around the shop (and at home) as convenient bike stands. Customers come by and ask, "Hey—no fair, I want one, too!" So now we have them. Made in Madison, Wisconsin. A bike shop classic, has been forever. Steel, easy assembly req'd. Holds front or rear wheel; skinny or fat. You'll use it daily and it'll never wear out.



Tange Levin Headset \$25
 # 30-015

It could only be a complicated set of circumstances that make this garden variety headset so attractive. This is the original Campy-copy headset, and although there's nothing fancy about it, and no features to speak of, the quality is superb, and it is the last of its type in the whole world forever. Chrome-moly races, polished well but not fanatically, and non-sealed bearings, chrome-plated cups, and that's it. This is the better version of the headset that Alaska-to-Tierra del Fuego



tourist Bradley Wall used, and it's still smooth to this day.

But these are the days when quality has almost nothing to do with commercial success, because it's features people want. That, and the trend toward threadless and fat steerers has lead Tange to discontinue this model, and all similar models. Still, it's simplicity is so, so appealing, and it is easily worthy of any bike you'd put it on. It weighs about the same as an older Campy—140g or so—enough to scare off weight nuts, but that's about what a headset ought to weigh. Through a tip from Sheldon, we came upon about 200 of these, and we will never, ever, sell for any less than \$25. The crown race measures 26.4mm. the head cups are 30.2. That fits every frame we sell, and most traditional frames sold in the U.S., Japan, and England. Get one!

Lots of Lights

It's doubtful anybody pines for the old days when it comes to lights, because modern lights are about five googolplex times better than anything gramps had. But there are so, so many options, and if you're easily befuddled, read on. (If you are not easily befuddled, don't think we'll think you are if you read on anyway.)

The most expensive and brightest lights, made for high-speed riding on unlit roads and trails, cost \$100 and up; and the Taj Majal of these is the Schmidt Dynohub and Light Combo, sold almost exclusively by Peter White Cycles (peterwhitecycles.com). It is fine for any light use, but even Peter would be the first, maybe the second, to say it's a giant step beyond being legal and safe. Then there are non-generator models that run off of heavy batteries, and put out up to 25 watts of power. Yowza. Even ten is Yowza. They're heavy and cost a lot, too—typically \$150+. If your stocks have done well for you, have at 'em.

Me, I'm an idiot. I'm stupid and impatient, too. Just because I've got my own company doesn't mean I'm not, and I'm telling you the truth there. So when I'm not using my Schmidt (which I love, but it goes on one bike only), I use the best and cheapest all-Japanese made high tech plastic LED Cateye lights. Cateye makes 3 models, and they're all cheap for what you get, and there is no clear winner, and I can't make a decision, so we sell all three.

The EL-100 debuted last year, and is a one-bulb light that's easily bright enough to be seen by cars, and is bright enough for 14-mile per hour riding on otherwise pitch black roads. If you're riding around other cars and city lights at night, it's more than bright enough. Cateye rates it at

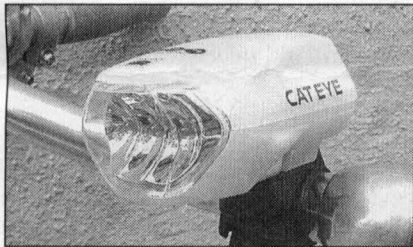
100 candlepower, if that means anything, and the estimated battery life is about 400 hours, which should mean something.

The EL-200 has three bulbs and has 200 candlepower. It throws a more concentrated beam, but the main thing it has that the EL-100 hasn't, is a flashing mode, which, if you ask me, ought to attract more attention. It looks and feels identical, otherwise. We sell it in a different color just to make it easier to distinguish from the EL-100.

The Big Mean Grandpa, EL-300, has five bulbs and has 400 candlepower. It has clearly the brightest beam, so is more suited to faster rides on unlit roads. But as far as being seen downtown goes, it's not better than the others, and it's bigger on your handlebar. So there you go.

Then we got some of those handlebar-end flasher LED lights, the ones we saw in Taiwan and reported on a couple of RRs ago. These are indeed nifty. Twenty bucks is a lot for a couple of little lights, but cheap insurance. If it's not cheap enough insurance but you like the concept, go for our reflector plugs instead.

If you're as nuts about lights as I am, and if you've got a few bikes and maybe a child or two around the house, you should consider the CrystalLite, a new Chinese light that is as cute and clever as a multipurpose bikeable light gets. It comes in front or rear models (white or red lights), and mounts on seat posts or handlebars. It comes off easily, and shines the purest moonbeamlike light I've ever seen. Your children will love taking it to bed with them, and it's the perfect light for shining into dark drawers, and so on.



EL-100 \$25 31-340

Wt w/4AAs, not included:
Bulb life: up to 300 hours
Candlepower: 100
Other: 1 LED, constant.
Plastic color: White



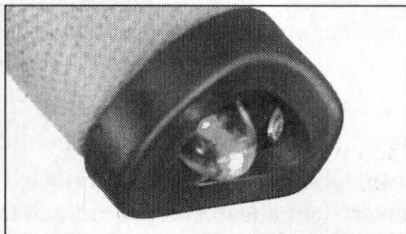
EL-200 \$25 31-364

Wt w/4AAs, not included:
Bulb life: up to 110 hours
Candlepower: 110 (coincidence)
Other: 3 LEDs, has flash mode
Plastic color: Assorted

No photo, sorry, couldn't swing it, but it's bigger than the others because it has more LEDs. Still a hand-sized light, though. Gotta see it? Go to cateye.com.

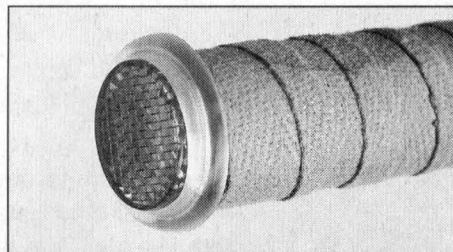
EL-300 \$30 31-363

Wt w/4AAs, not included:
Bulb life: up to 110 hours
Candlepower: 400
Other stuff: 5 LEDs, constant,
Plastic color: Assorted



ROADLIGHTS \$23 31-365

If you like lights and fear getting hit at night, and the reflectors just aren't fancy enough, get these. LED with flash or constant mode. Easy on and off. Red with black housing. Fits into the end of your drop bar. Pricy for small plastic, but a neat safety toy.



ReflectoPlugs \$3 16-115 (pr)

These are so cheap that you shouldn't even think about them. Reflector plug. For night-time riding, they make lots of sense. Featherweight. Put your Velox plugs back in when the season changes, but use these or the Roadlights to the left there, on any handlebar that doesn't have shifters in it.

Tele: (925) 933-7304

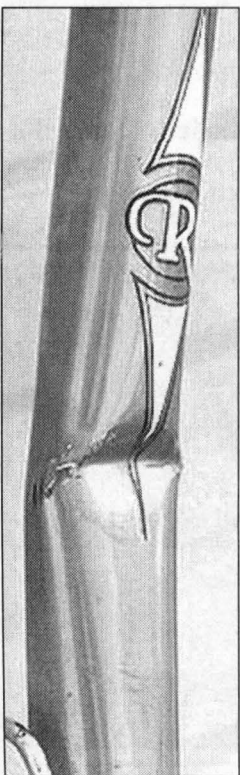
**Fax: 1 UPS-COW-LUGS,
(that's 1-877 269-5847);
or (925) 933-7305**

**Rivendell Bicycle Works
Box 5289
Walnut Creek, CA
94596**

Bhima's Bike

It Took A Lickin' and...well, it *is* fixable.

No bike, not even a robust one made with fine lugs and steel, is a match for a big old van, as this 68cm Rambouillet proves. Bhima was commuting to work with Pineapple Bob, and the van was in the wrong lane. Bhima was knocked off his bike and landed 200 feet down a steep ravine on an old jalopy that at some point suffered a similar fate. Bhima was unconscious for 20-minutes, suffered 3-4 broken ribs, a punctured lung, cracked pelvis, and something's wrong with his shoulder, too. But he's on the mend, and here's the bike.



The seat stays are bowed inward, the seat tube (left) is dented, and although the pictures here don't show it too well, the brake levers are facing each other just about, evidence that he must have landed on the jalopy with his front wheel hitting first. Maybe Monk could figure it out, but that's a decent guess. The brake levers wouldn't have been turned that way by the car. It's interesting that even though the bike is caved in from the left, proof that the car hit from that side, Bhima's legs are fine. His left pedal must have been straight ahead and just missed the car. Robert (P. Bob) was about 20 feet behind Bhima and saw the whole thing. It's a good thing they weren't switched around, because Robert was on the drops, and is about 9 inches shorter and rides a 54, and he'd have been hit by the grill or something.

This bike is fixable. I'm not sure we'll do it immediately, since it'll slow down the builders and cost a bunch, but someday it'll be up and running again. Well, maybe.

Bhima's Cane

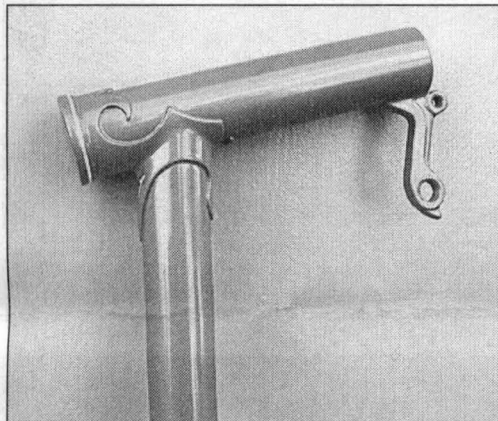
The Cane That Puts Others To Shame

"I'm going to get a cane or crutches," Bhima told us from his bed at home. Well...we've got nothing against hickory, ash, and oak, but when you work for a company that lives, breathes, eats, drinks, and burps lugged steel, you might as well have a lugged steel cane. At the very least, it'll fetch \$200 some day on eBay, but if Bhima ever sells it during his lifetime, we'll be deeply hurt.

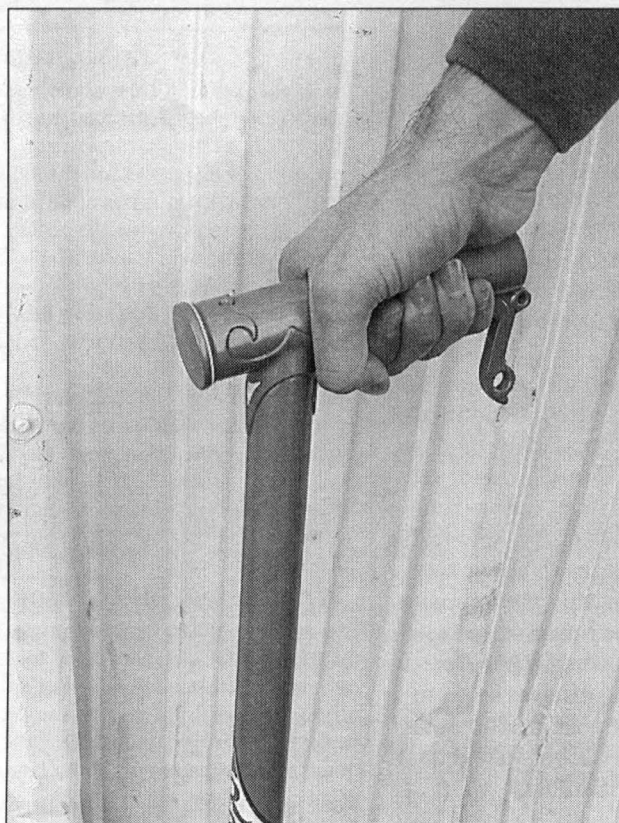
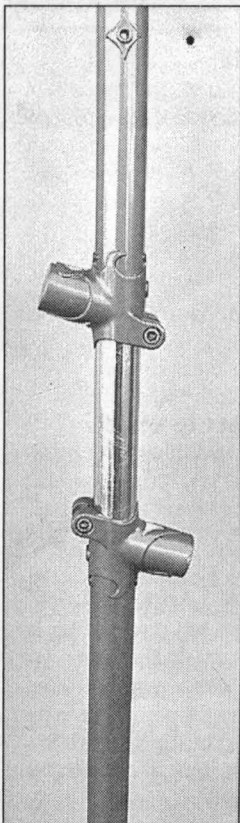
We had to get the cane while Bhima was still lame, so a quick call to Joe Starck, followed by a day and a half of design—it could have gone this way or that way, and Joe and I both had bad ideas along the way—and then it was braze time. Joe Bell agreed, also, to stop what he was doing and paint it. Then a next-day-air shipment to us, and a day later Bhima had it. He's since wrapped the handle with cloth tape, but so far no twine or shellac.

It's a green we call Joel Green, with cream details.

Bhima no longer needs it, but if you do, you're going to have to get your own. Yes, we will build them for you. Bhima's is made with light gauge Reynolds 753, and all the work is Rivendell frame quality. It's not cheap, but it's pretty, it handles well, it's versatile, and since it's lugged, if it ever gets smacked by a car, it's repairable. Price: Forget it.

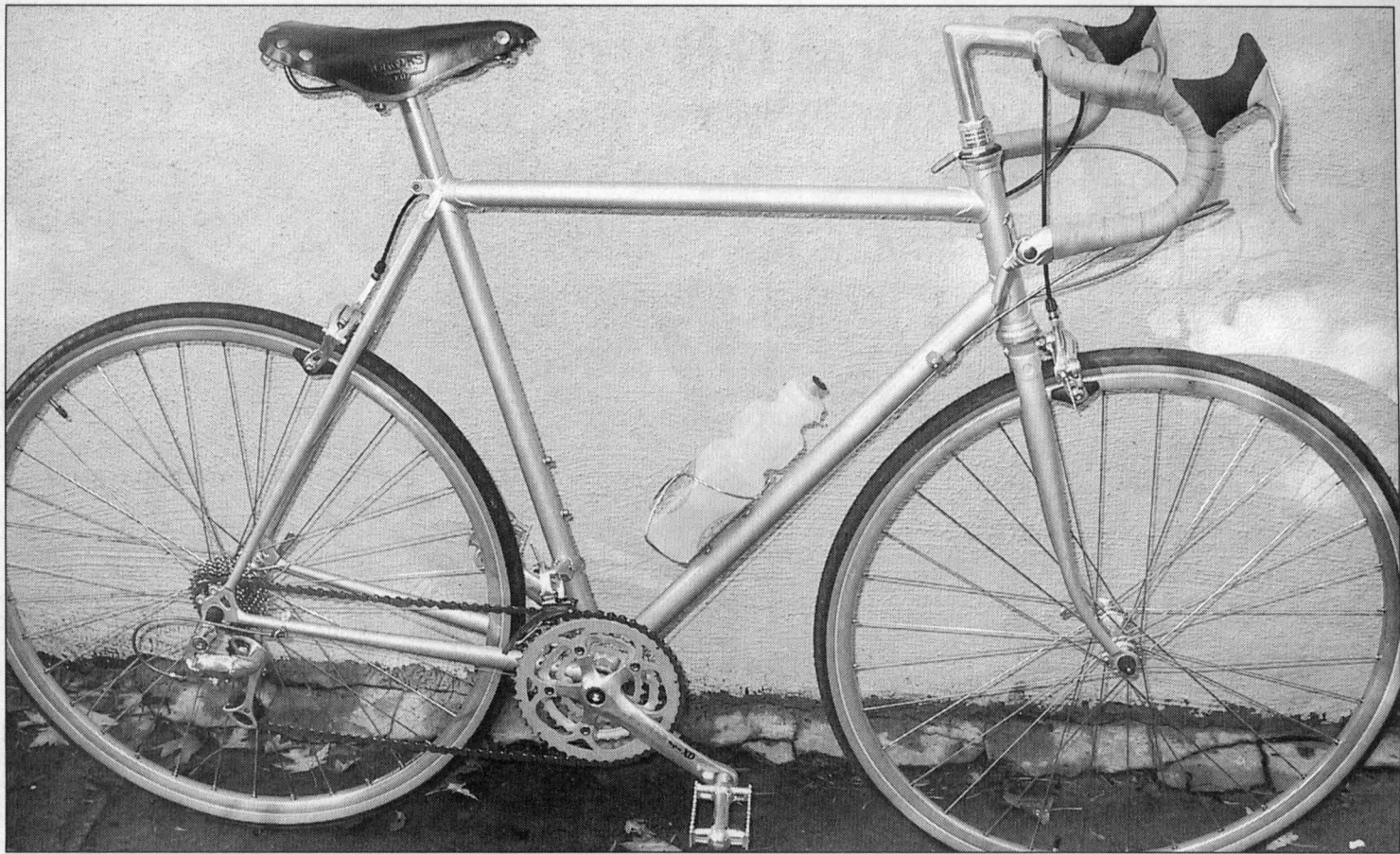


The armpit brace when used as a crutch, and the handgrip when used as a cane. It's a head tube, and the doohickey on the end is part of a right rear dropout. It's so, let's say you're hiking, and a pig chases you. You hook it over a branch and hoist yourself up, and the dropout piece prevents it from slipping off,



Far left: Two opposing seat tubes and a straight-shaft 27.2mm seat post provide the adjustability. The "stumps" are like fake branch stubs. Notice the water bottle boss (the cane hold two cages).

Near left: The cane grip. Top: Bhima demonstrates how to use it as a crutch. A replaceable rubber tip cushions the cane, grips hard ground, and allows stealthy approaches.



The prototype Romulus, and no, we aren't selling it cheap. This one's a 59, and silver. The final color is undecided, but may be silver, or light blue, or some green. The bike comes as shown but without pedals, saddle, and bar tape. Bottle and cage are extra, too. The Redwood looks just like this, but is bigger (65 & 68cm only); and will have its own color and graphics package. The bikes will have decals, but they're not shown here. And metal head badges.

The Romulus and Redwood

Sometime next Spring we'll have two complete bikes, the Romulus and the Redwood. They're sport-touring road bikes, like the Rambouillet, and at some point you'll get to wondering what the differences are. Here: The designs are similar-to-identical, but the sizes are different. The Ram and Red have one-color paint (no detailing or painted head tubes), and less fancy fork rake, and seat stays, and dropout joinery, two sets of bottle mounts, rather than three; and the lugs are simpler. In short, there's not a world of difference, but there are differences, and knowing the differences as we do, we say they're both screaming bargains. (Certainly the Rambouillet, as a frameset, compares favorably with frames costing twice as much.)

But now let's talk about these new bikes. They're bikes, for one, not just framesets with forks and headsets. They're equipped with a good mix of parts, all of which are made by Japanese companies. That alone makes them unique in the 21st century. For all-round Sport-Touring (read: versatile, practical) bikes, there's nothing that can touch them for anywhere near their \$1400 price. There's a certain huge segment of the new-riding population who don't know about lugs and haven't learned about steel, and who are generally innocent about so many of the things that make a nice bike and matter, and they'll look at these, if they ever see one, and not know what they're looking at. That is fine with us. These are handmade frames, superb quality, and like everything else we seem to do, they'll trickle in. But in this case, the trickle will be about 600 bikes per year. We'll sell them direct and through maybe a dozen special dealers, many of whom already sell the Atlantis and Rambouillet.

Specifications

Frameset: Butted CrMo, some heat-treated. Top quality Japanese tubing, as good as any in the world. Riv-designed investment cast lugs, crown, and bb shell. The Romulus comes 55-57-59-61-63cm; the Redwood, 65 & 68cm. The biggies have down tubes appropriate for their sizes.
Headset: Undetermined. Probably Shimano 105.
Nitto Stuff: Noodle handlebar, Technomic Dlx stem, Crystal Fellow seat post.
Crank & BB: Sugino XD-500 48x38x25 with Shimano BB.
Deraillleurs etc: Shimano 105, triple style, with Dura-Ace bar-end shifters. Nine-speed 12-25. Friction option.
Wheels: Araya RC540 fully ferruled ultra polished relatively skinny road rims. 36H rear, 32H front. SS spokes.
Tires: Ruffy-Tuffy, wire bead (just for this bike). The frame will accept up to a 700x35 with fender, or 700x38 without.
Brakes & Levers: Shimano Tiagra road levers (same ones we sell in the catalogue) and Std reach (57) sidepulls. good as any in the world.

When? How Much? How Do I Get In Line?

We expect delivery in late Spring. We'll sell them direct for \$1400 plus freight, and most dealers will do the same. We are not yet taking deposits, but let us know if you're interested, and we'll put you on the list and let you know when we start accepting deposits. By the end of the year we'll have more information and a list of dealers, and we'll put it all on our site, too.



Too bad you can't see the head badge from this angle, because it's a really nice one, designed by Rivendell member John Hansen, of Perry, Iowa. But you can see many of the same details and features we've been espousing all along and put into our other frames, and custom Rivendells: Special lugs with cast-in extensions and reinforcing rims, great tire clearance, extended steer tube. Those are Shimano dual-pivot standard reach sidepulls and Ruffy-Tuffy tires.

Sizing: We'll always ask for your pubic bone height and saddle height. Basically, we've designed the Romulus and Redwood to allow you to ride a larger bike than normal, and not sacrifice standover clearance. A typical rider for this 59cm Romulus will be between 5-8 and 5-10, with a PBH of 84 to 86, and a SH of 74 to 76.



Even the seat stay plug is investment cast and our own design. And look at that seat lug. It has elements of the fancier Riv-Atlantis-Rambouillet lug, but with less brazing shoreline. It's a great lug!

WE WANT 10 GOOD DEALERS (and your help finding 'em)

Most high-profile road shops are heavily invested in other brands, and if that's what keeps the wolf away, they won't be eager to take on bikes like the Romulus and Redwood, because they'd have a hard time selling them. To sell our bikes, you sort of have to take a stance; not necessarily against molded plastic and tig-welded aluminum, but at least strongly for traditional materials, methods, and craftsmanship.

And, to sell the benefits of higher bars and a more comfortable position, you have to be comfortable pointing out the low bars and uncomfortable position in other bikes. Again, dealers heavily invested in those bikes generally aren't up to it.

Certainly, there are exceptions. But there may be a problem with the exceptions, too. If a shop is a road shop, why don't they have Trek etc? Sometimes the charming shop is too strapped to buy anything; or has a history of ordering bikes and not paying bills. With us that won't work, because we require payment before shipping. Most shops have credit cards, and that works for us, but some don't.

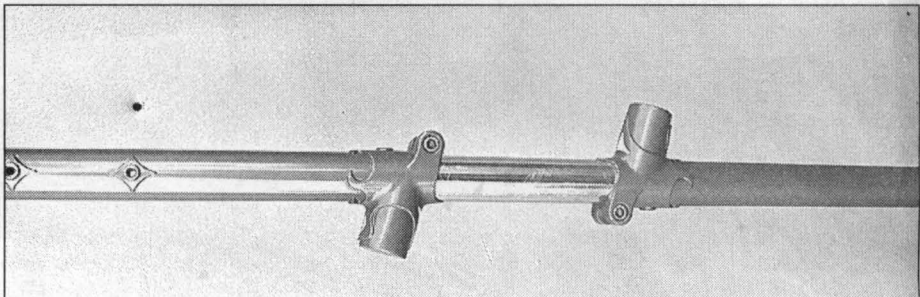
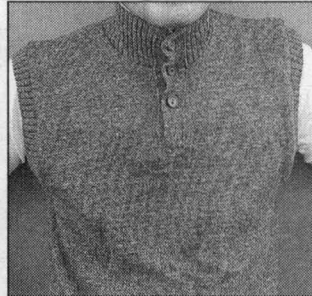
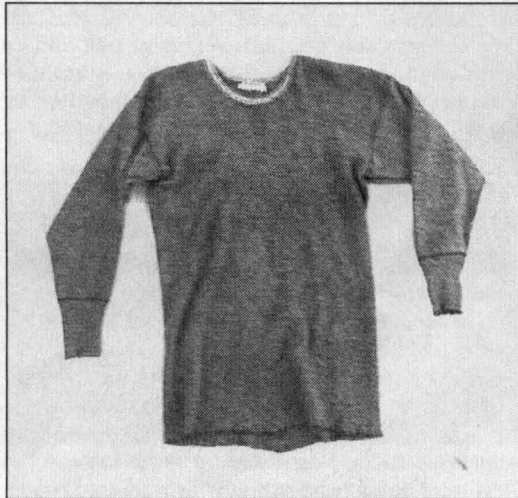
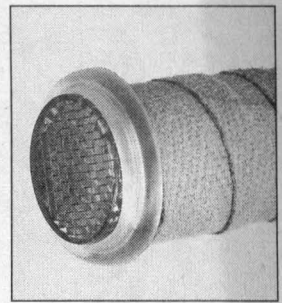
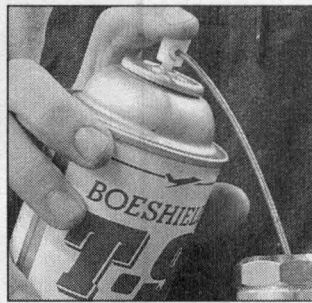
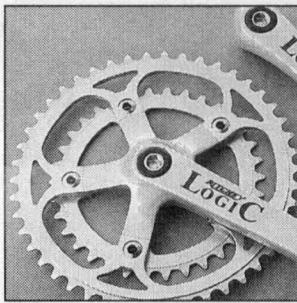
We don't have a sales reps to sniff out dealers and get them to commi; and so that's why we're asking your help. If you know of a shop that might get excited about these bikes, show them this spread, or have them contact us.

Don't give us a name and say "call this chap!" We'd rather they learn something about the bikes first, which they can do by reading this, and then contact us if they want to find out more about becoming a dealer. The best way for them to contact us is by fax:

1 (877) 269-5847

We can't keep you posted on the status of "your" dealer. Once they contact us, we'll take care of it. Thanks.

Rivendell Bicycle Works
2040 North Main • Box 5289
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Rivendell's Fall-Winter Flyer

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