

# Mailable, Faxable Order Form

Toll-Free fax in U.S.: 1-877-269-5847.... Mail: RBW • Box 5289 • Walnut Creek, CA 94596....Tel: (925) 933-7304

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

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:** \_\_\_\_\_

**FREE SHIPPING  
 ONLINE ORDERS OVER \$100  
 EXPIRES AUGUST 31, 2002**

SHIPPING AND HANDLING		
Standard .....		\$7
2-Day Air .....		\$20
Next Day Air .....	\$35	Rims/Wheels .....\$15
International via Parcel Post	Ground	Air
CANADA.....	\$15.....	\$22
ALL OTHER COUNTRIES.....	\$25.....	\$45

## Payment

Check or money order number: \_\_\_\_\_ Amount: \_\_\_\_\_

Credit Card No:     -     -     -

Visa or MC

EXPIRES (MM/YY)   -

## NOTES

The Summer Catalogue will be out in a month at most, at which point it may become the Summer-Fall catalogue... Reader 27 will be out sooner than that, but not by much. It's about finished now, but RR26 just landed a month or 6 weeks ago, and we want to give it more time. I think RR27 will be even better, though; and 56 pages, our longest issue since No. 3.

Rambouillets and Atlantises continue to be strong, and some sizes are selling out before we even get them in. That's the case with the 54cm and 56cm Rambouillets, and the 58cm and 61cm Atlantis frames sell out fast, too.

Many of you know we're coming out with a complete road bike next spring, based on the Rambouillet-style frame (road, standard reach sidepulls). It is called the Romulus, it'll come in one color only, will sell for about \$1,300, and will be equipped with many of the parts you're already familiar with from our catalogue. We'll start taking deposits sometime in the Fall. As with all our frames/bikes, it will be hand-built lugged steel, and in short supply. We're going to get in 600 of them next year. We'll offer them direct and through a maximum of 20 dealers. We'll also introduce a new bike called the Redwood. It'll also be a road bike, and will come in two sizes only: 65cm and 68cm.

*Adventure Cycling* and *Dirt Rag* will review the Atlantis in upcoming issues. I'm not sure which issues, but soon.

Next year, maybe in the Summer or Fall, we plan to introduce a road bike for women 5-4 and shorter. It'll be called the Glorius, and between now and then we just need to get a new BB shell for it, and complete the decals and head badge. The design is finished, and we know the tubing and all. After that, perhaps a step-through frame (mixte-style) or a classic, slacker mountain bike. Everything lugged and steel.

These Flyers help us keep going between catalogue mailings. Business in general is okay-to-good. I think we have too much variety, but I don't know what to cut out. I often think we ought to quit selling parts and accessories altogether, and just focus on wool clothing, bags, and bikes; but what kind of bars would you have to put on your bike, then, if not Nitto? And what about stems? It would be a shame to lose the tires, too. And saddles? Seat posts? Derailleurs you can get anywhere, but if you order a complete bike from us, we ought to be able to equip it head to toe, I'd

think. We have to keep selling cloth bar tape, our non-clickless pedals, and leather saddles, because you can't get those just anywhere. Pine tar soap is easy to inventory and doesn't pull us too far out of line.

We've been operating 8+ years without a budget to guide us. That's foolish, I think, but your continued support has let us survive in spite of ourselves. We are making a budget, though, with the help of somebody who understands how to make one and use it. A budget analyst, actually.

Rivendell frames, by the way, are only about 3 months out from the time you order, down from a high of about 15 months. I like to think we'll keep making them 20 years from now, but it's hard to imagine that. There is so, so much anti-steel energy out there, and new values, and sometimes I feel as though we're working under the street that leads through the Big Shopping Centre above. It's Joe and Curt and Joe Bell & Crew slaving away, while we're securing the materials for them, and trying to run the rest of the business, and once in a while poking a head out of the manhole to shout, "Hey! Steel frames are good, not outdated! They've never been made better or more beautiful! Strike while the iron's hot, folks, because they aren't going to get cheaper or more common!" I'm supposed to be the cheerleader, but it's not in me to knock on doors. I will end with this: A \$300 deposit gets the ball rolling. The frame will fit and ride better than you think possible, it will be made as well as a bicycle frame can be made, and everybody with a hand in it is at the top of his craft. Considering everything, it is a bargain, and considering current costs of everything from fancy bicycles to houses, cars to computers, cheap shoes to blue jeans, and the more than 30 hours of actual hands-on labor that goes into each one...the \$2,300 price is a steal. They're made with best materials we can buy, custom-designed and built for you, to last the rest of your life. Barring a catastrophe, somebody will be riding it in in 50 years, and very likely 100. If you've nobody to leave it to, consider that when you're too old to ride it, you'll likely be able to sell it for what it cost you, and depending on when that is and what the market's like then, quite possibly even more. You can buy used frames, but they aren't as nice, and that doesn't keep the craft alive. Okay, end-of-spiel. Once in a while, we have to push. END.

Sometimes I worry that our catalogue will get stale if we have the same stuff in it, and the same stories or articles in it, time

after time. But, more than half of the catalogues we circulate go to people who've never seen one, but get it at a ride-event, so I think it's still okay to talk about things like higher handlebars, and toning down your dress, and whatever else is in there that might seem repetitive if you're on your fourth or fifth Rivendell catalogue.

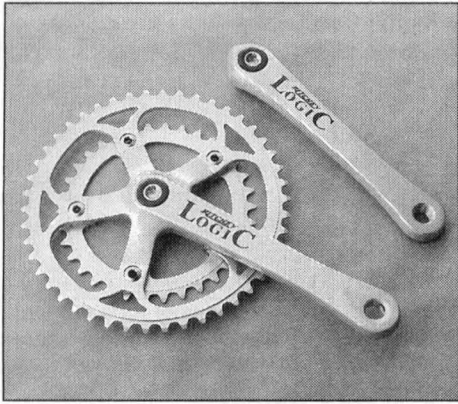
Today up on the mountain, at the junction of two roads that converge into the single road that heads to the summit...it's a place where cyclers congregate and chat and size up everybody else there, and look at each others' bikes; a friendly, bikey place——I was noticing the bikes and the clothes and all the gear and thinking, "How can we even stay in business? NONE of these guys would buy ANYTHING from us." It's all Lightspeeds, Specializeds, OCLV Treks, Kleins, Lemonds, Cannondales. They're all good bikes. My friend Steve had his old DeRosa, and a fellow commented, "Oh, I remember those, real classics." Maybe my emotions have wacked-out my radar, but he seemed to be implying that he'd moved on to better modern bikes now. There is that notion out there, that the new sub-18lb bikes are somehow more advanced. I'd like to see every company make available for sale videos of its frames being made, start to finish. After the frame is complete, have an interview with the builder(s). Have a standard list of questions, such as

1. What is it that you like about your work?
2. What would you rather be doing?
3. What inspired you to build frames?
4. Your strong point, as a builder?
5. What other builders do you admire, and have they influenced you?
6. The most challenging part of building a frame is \_\_\_\_\_?
7. What aspect of frame building do you find the most rewarding?
8. What's your favorite step in the frame-building process?
9. Is there any part of building a frame that you think you do as well or better than anybody else in the world?  
—and don't run it by the company's PR department first.

Well, it's a notion that'll die on the vine, and I'm not consumed with it or anything, it just comes up every now and then. If we have a community, it is you who is reading this now. Out in the real world, we're the nuts. In this world, they are. Thanks an awful lot for your support all these years.

—Grant

# The Summer Flyer



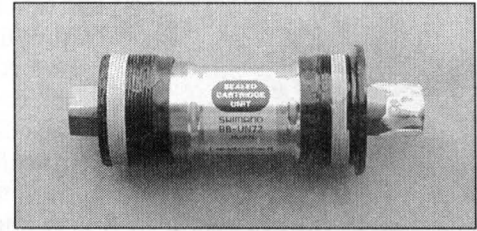
**Ritchey Logic 46x34**  
\$150

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

Pro quality, super-versatile double/road crank, and these are the last of them you'll find anywhere. Cold-forged, top Japanese quality, low (151mm) Q-factor, and a great

design and finish. Better yet, it comes stock with a 46t big and a 34t small ring, so you can combine it with modern rear cogs with 11t and 12t cogs, and get plenty of top gear for any riding; and the 34t inner means a lower gear with any cog combination in the rear. It's just so, so useful and smart for road riding whenever a triple's not needed. Ride a 34front x 28t or 32t rear. Uses 107-108mm BB.

**Tange Super BB** \$40  
12-191

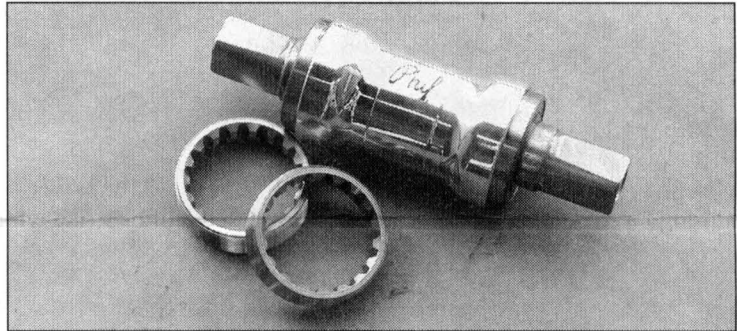
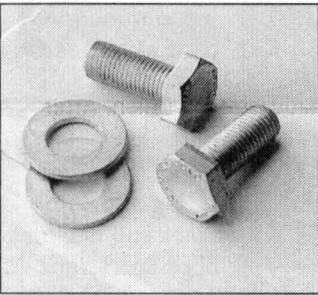


The perfect bottom bracket for Ritchey Logic doubles. The chainline is right, set-up is easy, and the bb itself is smooth and reliable for tons and tons of miles—probably at least 15,000. English threaded, for American, British, and Japanese frames.

Tip: This crank and bottom bracket are intended for road frames, with straight chainstays that don't bow outward. If your frame has bowed chainstays, you'll likely need a longer bb spindle, maybe a 115mm (part number 12-217)

**Campy Crank Bolt Set** \$3  
# 12-002

Modern Campagnolo crank bolts, silvery and new in the package. The 14mm heads fit normal modern wrenches. The cheapest crank bolts you'll find anywhere, and they're Campy.

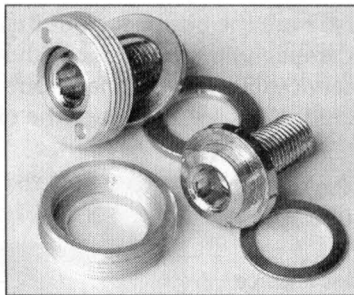


**Phil BB For Ritchey Double**  
Main part# 12-045...\$123  
British Rings: #12-053...\$17

If it bothers you to mate an absolute top-of-the-line crank such as the Ritchey with anything less than a correspondingly expensive bottom bracket, or you're one of those rare folks who have Phil BBs on all of your bikes, then get this for the Ritchey double. It costs a lot more, and although the bearings won't last THAT much longer, they are replaceable for cheap, so this Phil will go on forever. You'll need at least one Phil ring tool, too: #19-035...\$9

**TA Self-Extracting Bolts** \$30  
# 12-230

The most expensive crank bolts we've ever heard of, but the smartest, too. With these, you can install or remove cranks with a 6mm allen.Yay.



## RIVENDELL GIFT CERTIFICATES

They cost less than face value, and are therefore a Good Deal

\$25: 24-082...\$24; \$50: 24-083...\$47;  
\$75: 24-084...\$71; \$100: 24-085...\$92;

These help us because we get money without having to send you anything right now, and we're fairly assured of getting an order later. For that, you get a slight discount (in the case of the \$25 one) to a big discount (\$8 on the \$100 one), so it works out well for everybody. The only restriction is that you can't buy 23 of the \$100 ones for \$2,116 and then use it toward a Rivendell frame, because then we'd actually lose money on the frame, and that's no good. But for general use, sure, get all you want. A Rivendell Gift Certificate makes a good gift, always.

**RIVENDELL BICYCLE WORKS**  
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Phone: (925) 933-7304 Fax: (925) 933-7305  
[www.rivendellbicycles.com](http://www.rivendellbicycles.com)

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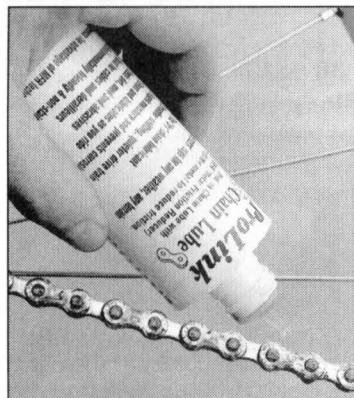
Date July 29

A Gift for Pernell Roberts  
Valued at Seventy-Five → \$ 75.00  
Presented by Carmelita Pope

*Mark Able*  
Authorized Signature

Gift Certificate

Hate To Say It, because it sounds fishy, but this stuff here is  
**The World's Best Chain Lube**  
**ProLink, 4 oz drip bottle: 13-051 \$6**



Every dang year there are new lubes that make the same promises this one makes, about shedding dirt, stopping rust and squeaks, adding life to your drivetrain...yikes, it makes you skeptical to hear it again, doesn't it? We've seen the results of this one, though. Start with a new or at least fairly clean chain, use it according to the directions for each of your first four rides, then once a week after that.

The results are amazing; your chain won't wear.

**cHeap Good SunRace Chain**  
**#13-031 \$12**

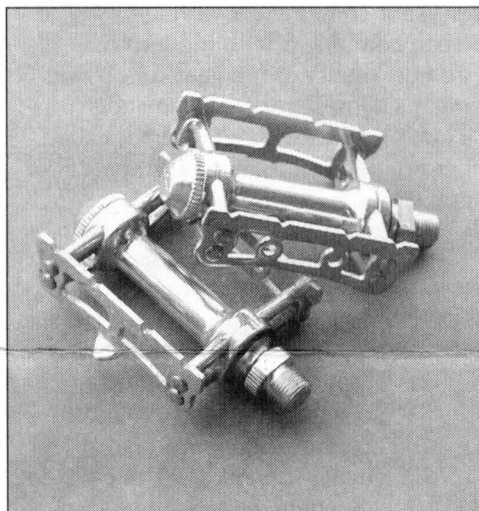
Chains are the worst bike parts to buy, because they're unexciting and require you to get your hands messy. The ProLink lube to the left there will save you a few chain replacements over the next year or two or three, and this inexpensive SunRace chain works great, lasts fine, and leaves more loot left over for more fun parts. It's silver, looks great, and is the chain we install on all new Rivendell-Atlantis-Rambouillet bike builds. You can easily pay 3x as much for a chain, but this one does the job fine. Does not include/require a master link. Use a chain tool.



**BOESHIELD T9**  
**12oz Spray: # 13-034 \$15**  
**4oz Drip (sale): 13-033 \$4**

The spray is the fastest way to lube a chain, and is also perfect for spraying on any bare steel, to prevent rust. We use it on frames, and it works great. Every home mechanic should have a can of this around.

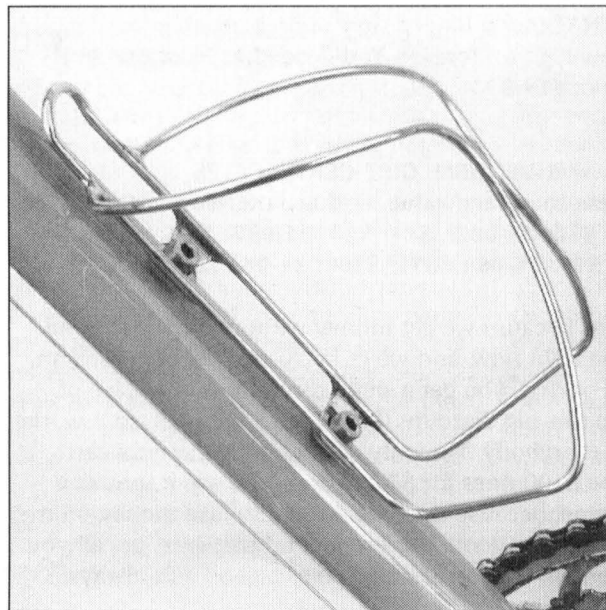
The drip lube is being discontinued in favor of ProLink. It's still really good, but ProLink beats it, and we don't want to sell both. Space issues.



**MKS Sylvan Track Pedals**  
**# 14-021 \$45**

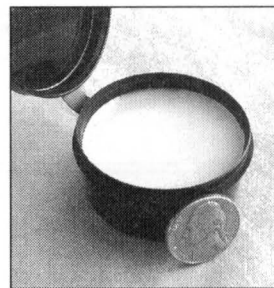
Well. It seems our recent campaign to encourage some experimenting with no toe clips at all has taken its toll on sales of these pedals that require them. But some riding and some bikes still beg for clips and straps, and these pedals

here are the best value out there. Fine Japanese quality Campagnolo knock-offs, with real replaceable dustcaps. Fully serviceable with standard tools, and they fit any touring or traditional racing shoe with the old-style cleats.



**Nitto Bottle Cage \$30**  
**# 20-030**

This is your last chance to get one at this price, because they're going up \$5 as soon as our Summer catalogue comes out. An original Nitto design, fillet brazed stainless steel, and still the most beautiful bottle cage we've seen. It's expensive and will become even more so soon. But it's the best cage out there, all things considered, and it's not like cages wear out.



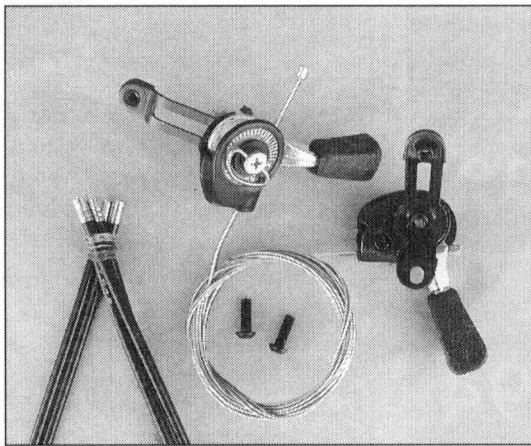
**Obenauf's \$3**  
**31-243**

Of the more than 30 million distinctly different leather treatments currently on the market, this is the one we recommend above all others for everything from boots

to Sorting Hats (apologies to those of you who haven't read Harry Potter, for crying out loud). About halfway between those two comes leather saddles, and what makes Obenauf's so good for them is that it doesn't stretch the leather, it protects it from salty sweat and heat (it was developed for firefighters, and just a little bit, the size of a new pencil eraser, will do a whole saddle top. Do the bottom, too.

**Convert An Old Road Bike Into A Light, Upright Commuter**

Almost everybody has a nearly ignored bike around that is nearly ignored because, well, it's probably a drop-bar road bike that was your main bike ten years ago, but now you're on to something better, or something that fits better, and so you don't ride it any more. A small kit with Priest Bars (soon to be renamed, thankfully) and cheap thumbshifters, and brake levers, and new grips like the cork ones below, can make that bike fun to ride again. A good Summer project.



girls. Kate rides them too. Never a problem. Always good shifts. They fit all upright/mountain style bars (22.2mm diameter). Installation is easy. Cables and housing included, but I throw out the cheap cables and housing it comes with and use lined housing and better cables. That's because I ride the bike so much. If you'll ride it just 50 times a year, go with the stock cables and housing.

**SunRace Friction Thumb Shifters: # 17-097 \$12**

In the absence of any pro-quality thumbshifters and considering the price and what else that'll buy you in the real world, there are no great reasons for not owning a pair of these. You know you have a road bike you don't ride anymore because it doesn't fit, or it's too ugly, or you got a better one. Why not give it a makeover and turn it into a super-comfortable go-slower bike? It's no fun if you have to throw a lot of money and time at it, but \$12 for shifters is cheap and a good start for you. I/Grant have ridden these at least 200 days this year, on the bike I use for errands and for riding to school with, with my

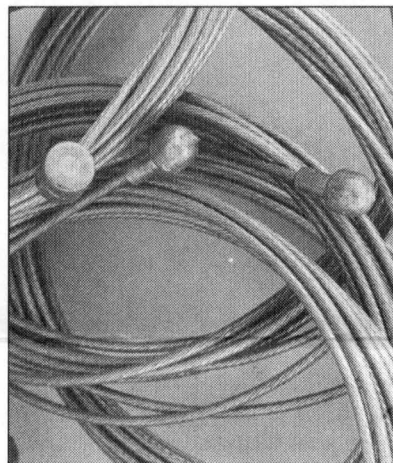
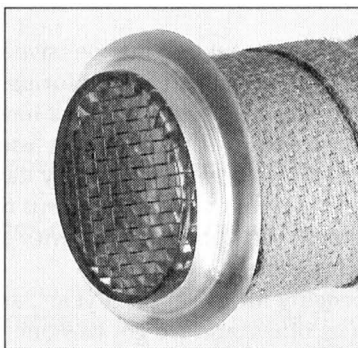


**Cork Grips \$15 # 16-103**

If cork wasn't the grooviest grip material, it wouldn't have been used on fishing rods for most of a century. It's light, natural, durable, absorbs sweat, has a slight cushion, never gets cold, and looks good. Glue it on with Permatex or 3M Spray Adhesive. We include instructions. Fits the same bars that rubber grips do.

**Reflector Plugs For Road H'bars: \$3 # 16-115**

We saw these at the Taipei bike show, showed this same picture of them in RR26, and now we actually have them to sell. We still sell Velox plug and always will, but these are a fine alternative. They weigh next to nothing and stuff into most drop handlebars. If the ID of your bars is too big for these, then 1) Your bars are too thin to begin with, and probably you aren't safety-conscious enough to want these; or 2) Just shim the inside of the bar with tape to build it up. But 99 percent of the bars out there won't need that. Not available anywhere else, I think.



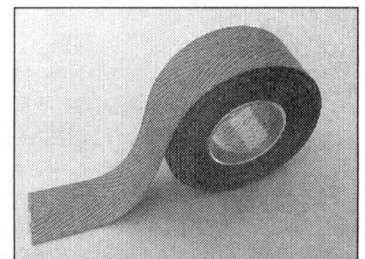
**Cables \$3  
Shifter cables: 17-003  
Brake cables: 15-072**

You work on bikes, you need cables. These are fine quality cables good enough for any bike, and they're just \$3 each. The brake cables are the kind with two ends on them, so you snip off the end you don't need. Use decent-quality dikes, or special cable cutters for that.

The shifter cables are long enough for tandems, so you know they'll work on anything you need them for. Cut them with the same tools. If you don't have cable end caps (they're too tiny for us to sell), coat the cut end with beeswax or Super Glue...or any sort of epoxy-type thing. You don't need the actual little caps.

**French Tressostar Cloth Bar Tape: \$4 per roll (need 2 rolls per drop bar)  
White: 16-074; Dk. Blue: 16-069; Black: 16-068  
Red: 16-073; Brown: 16-114; Lt. Blue: 16-076; Green: 16-071**

Still the cheapest and classiest way to cover handlebars. You start at the bottom, and wrap counter-clockwise on the left side, clockwise on the right, or the other way around, depending on which hemisphere you wish you lived in. With drop bars it's best to get 3 rolls and use a few 3-4 inch sections from one to pre-wrap the brake lever clamp area.



then start a fresh roll down at the end. After a long absence, we now have dark blue back in stock. It looks great on orange, silver, grey, green, and red bikes...especially the silver and orange.

# WOOL— A Muggy Weather Favorite Ever Since 1994



2/3 Finger Wool Gloves  
# 21-024 \$10

Not the ticket for hot Summer rides, but remarkable versatile outside that narrow range. Think of them as vests for your hands, because like vests, they keep the main part toasty, yet are totally wearable and comfortable even in temperatures that'll have your friend or riding partners asking you,

“Sup with the wool gloves?” This may be the wrong time of year to be selling them...but that's why they're on sale for so cheap. If you don't have some, you ought to.



Our Latest Favorite Cycling Sock: \$12

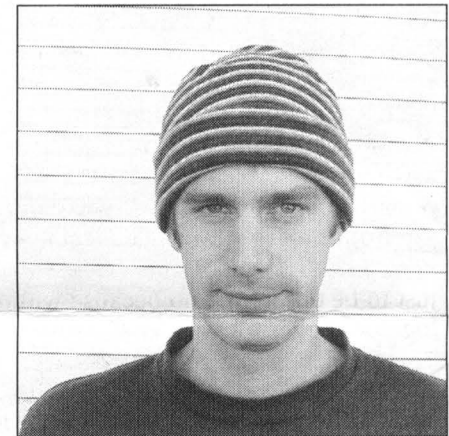
M: 22-152; L: 22-153; XL: 22-154

SmartWool ankle-high light hiking socks, that's what they are. But they have what we think is the perfect combination of cush, coziness, coolness, comfort, and sweat-absorption (via terry loops inside) for just about any use outside of formal wear. They're grey, 80 percent wool, really soft, and toenail-proof. Easy on and off, snug but not too. Leaves no lines.

All Wool Beanie  
# 22-103: \$15

It's two-ply 100 percent supersoft thin wool. It fits underneath a helmet, crams easily into a pocket that already has stuff in it, and is so light that you won't hesitate to take it along. Even young children who have been raised in Polar Fleece like it.

Even women who say “I can't wear wool” like it. People who like stripes love it. It's brown, grey, and...well, Wigwam says there are either 9 or 14 natural colors in there. We don't see all that many, but it looks good, anyway.



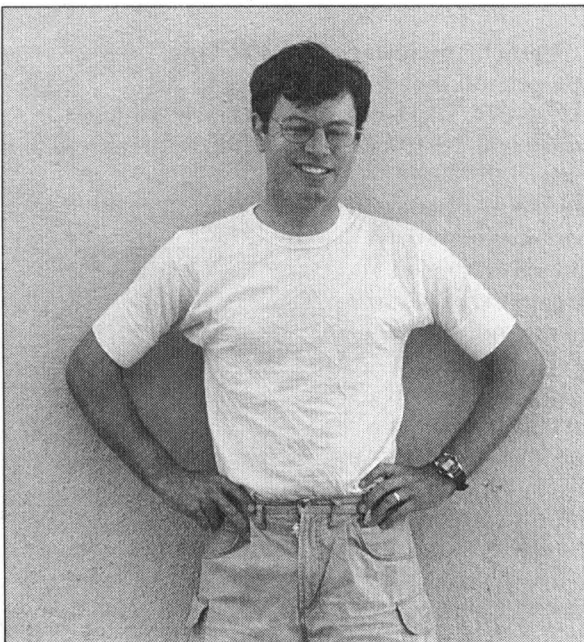
## Short-Sleeved Wool T-Shirts: Cream (like before) and now in Green, too

CREAM: S: 21-117; M: 21-118; L: 21-119; XL: 21-120 \$20

GREEN: S: 22-215; M: 22-216; L: 22-217; XL: 22-252 \$30

These are the most useful and inexpensive wool garments you'll find anywhere, and they've been great sellers for us for the past 5 years. Close to 90 percent of our customers who have one have more than one, because even if you buy one intending it for a specific use, you end up wearing it every day; and when you wear something every day, please have more than one of them. They're 90 percent wool, 10 percent nylon. They're light, nearly sheer. They take the chill off, and layer well with anything (jersey or normal shirt). They're good pajama tops, too.

We've been begging for green for 3 years, and finally have it. Greens can vary as much as blues, and we got this one just right. It's grassy green with a hint of olive. It's not drab or yellowy, it's just right. If you go to our woolywarm website ([www.woolywarm.com](http://www.woolywarm.com)) and look at the green there, well, this one is just about the same shade.



# The WoolyWarm Short-Sleeved Cycle Jersey

## All Wool, Cut Full, No Bull

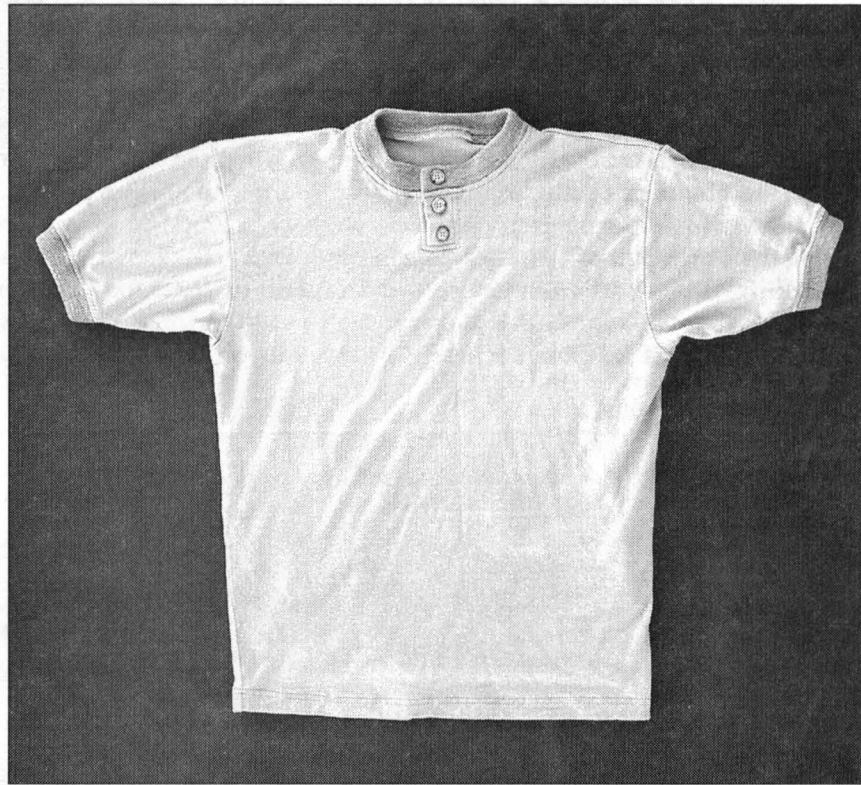
The smart way to create a line of clothing is to do it full time, don't do anything else, and start out with a load of money and not have any particular time schedule for its introduction. You rent a suite in the Holiday Inn, meet with your pattern maker, contract sewer, fabric supplier, sales people, marketing department and catalogue maker, and send each away with a specific set of tasks and deadlines. You draw out the entire line and all its options, and plan for a proper launch, coinciding with sending a few dozen free samples to key media people (almost forgot—your media relations, or maybe public relations department should be there, too). I imagine that's how it ought to be done, anyway, but there's no way it'll ever be done that way here.

We too po' for that, so our launch is too late and kind of small, and doesn't register on anybody's radar except our own, where it is a big deal...even if we have just one measly jersey to show for it.

Others will follow, but here's what we got now: A short-sleeved men's jersey. It's all wool, cut full, is sewn well and neatly, but is otherwise lacking in remarkable features, unless you consider the 3-button front noteworthy, since most jerseys have zippers. Since both work fine, we went with buttons just to be different, and because without any big logo on the jersey, we thought some kind of signature detail might be a good idea.

The first jersey is a gold color, sort of a warmish squash yellow, which is easy to see without being too invasive. People in cars will be able to see you, yet you'll still be semi-camouflaged should you have to hide from the Rangers among the amber waves of grain in your local hills or fields. (We are not advocating anything.) Mainly, though, it's cut full. Order your dress shirt size. Before any laundering it'll be too big. Wash according to our shrink-to-fit instructions. It IS washable wool, but even washable wool shrinks, and we've sized them accordingly. If you get one and call and say it's too big, we're going to ask you "Did you wash it? Dry it? Did you follow the instructions?" One fellow here, Mark, is a perfect medium (5-9 1/2 x 150), and he fits our Med perfectly. Robert's a small (5-7 x 138), same thing. I/Grant am a large (5-10 x 184), same thing.

More details: Three rear pockets also close with buttons. The buttons more or less match the jersey colors.



Delivery Plan:	Delivery	Color	Sex	Sleeve	Sizes/Part No.
\$65	July 5	Gold	M	SS	S (22-147); M (22-148); L (22-149); XL (22-150); XXL (22-151)
	August 15	Blue	M	SS	S (22-155); M (22-156); L (22-157); XL (22-158); XXL (22-159)
		W	SS	S (22-160); M (22-161); L (22-162)	
\$85	Sept 15	Green	M	SS	S (22-171); M (22-172); L (22-173); XL (22-174); XXL (22-175)
		W	SS	S (22-177); M (22-178); L (22-183)	
	Oct 15	Red	M	LS	S (22-222); M (22-223); L (22-224); XL (22-225); XXL (22-226)
Dec 15	W	LS	S (22-242); M (22-243); L (22-244)		
	Grey	M	LS	S (22-227); M (22-228); L (22-229); XL (22-230); XXL (22-231)	
	W	LS	S (22-245); M (22-246); L (22-247)		

We have to order the wool well ahead of production, because it takes that long to get the custom colors, and when we run out of that color, we'll go to the next (in the order shown above), and we won't get the passing color in again until it's time comes up again in the rotation. We're buying enough wool for about 110 jerseys, which is a lot for us, but nothing at all for a full-time clothing only company.

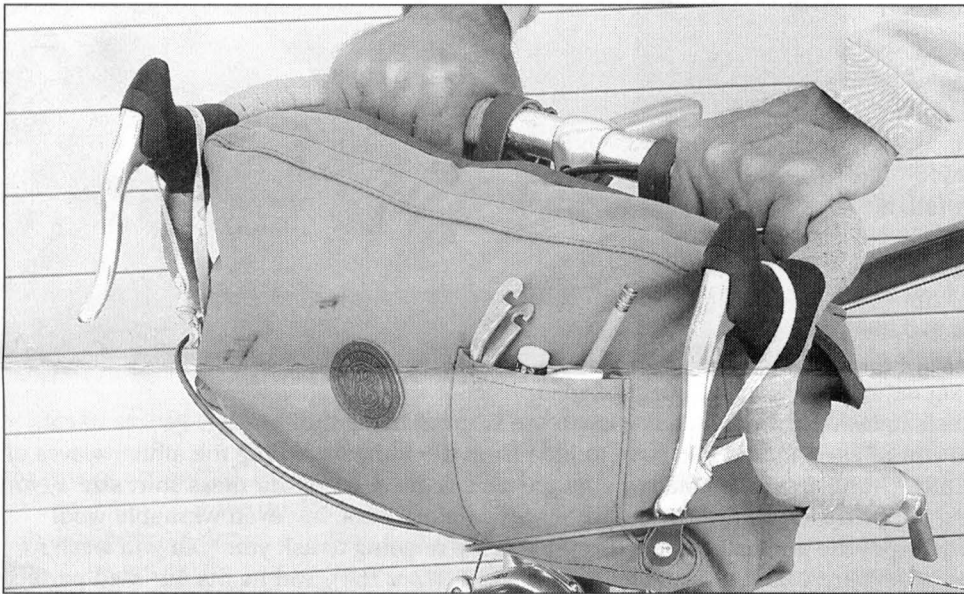
So...there it is. WoolyWarm merino wool cycling jerseys. They're cut full and will be too big before laundering. Wash and dry them according to the instructions, and then you're ready to go. Soft, washable merino wool. No stink, nice styling.

[www.woolywarm.com](http://www.woolywarm.com)

# Baggins Bags

• updated, but still hopelessly old-fashioned •

In an attempt to improve delivery and consistency and to add a few spicy details to our line of bags, we've made some changes lately, and those changes is why our delivery has been pretty lousy for the past couple of months. Most of the delays are behind us now, and the bags pictured below are in stock right now. current line of bags is quite fine. Also, we've been developing the Baggins saddlebags—named the Hoss, Adam, and Little Joe, will be ready by early August. These are painfully costly to produce, and in order to get the price down reasonably, we have to commit to a hundred at a time, which hits us pretty hard. So we have a proposal: If you pre-order a Hoss, Adam, or Little Joe, we'll send you a coupon worth \$10 off another Baggins saddlebag. For instance, you pre-order a Hoss for \$100, and we'll send you a coupon worth \$10 off another Hoss, or an Adam or Little Joe. The benefit to us is that we increase the chances that you'll buy another, and that'll help us pay the bill in time. The benefit to you is a \$10 savings. We'll still offer Carradice bags as we can get them, for those of you who might consider us traitors for developing the Baggins line.



## HOBObag

20-081 \$75

A wonderfully useful, cinch-to-mount, large capacity handlebar bag. It's big enough to hold magazines sizeways, and carries more than enough for an all-day outing. The new one, shown here, has to large pockets on the backside, each big enough to hold a pocket camera and two sandwiches, and easily accessed while you're flying down the road.

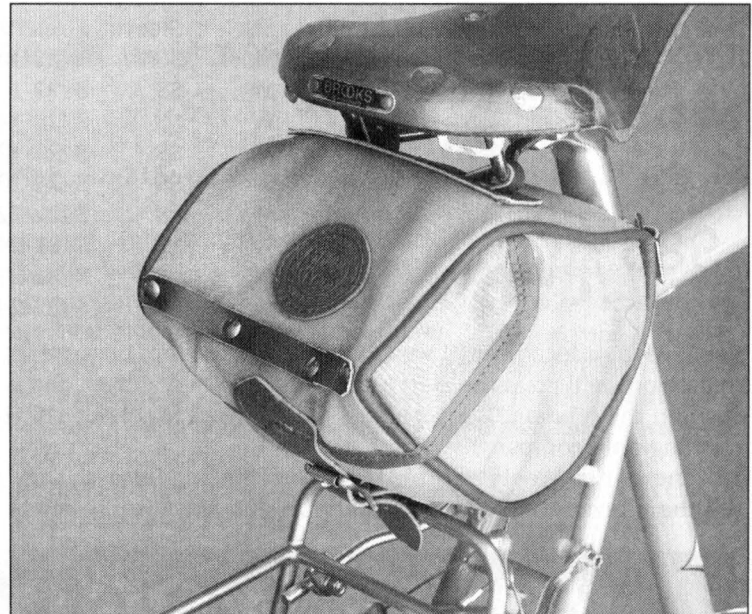
A small topless pocket on the front holds small things you don't care too much about; two large pockets inside hold your wallet, keys, or more food, or tools. The main pouch is for extra clothing and bulkier things.

## BANANA Bag

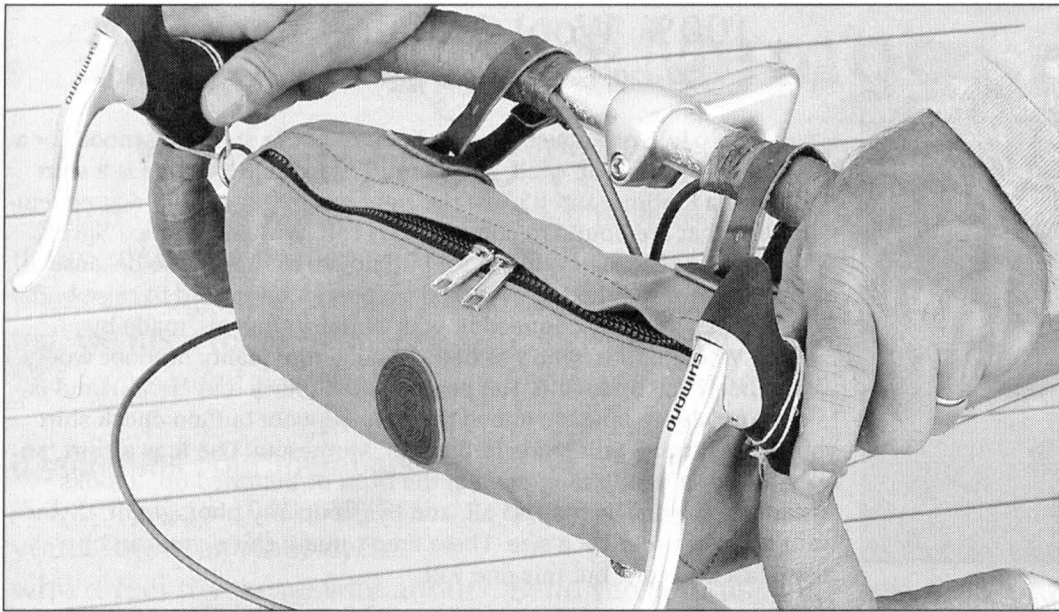
20-082 \$78

Our best seller by far, and about 30 percent of the owners have more than one, and several have four. There's a good reason for it, too. The Banana bag mounts on any saddle with rails, and provides easy access, no spilling, for whatever you put into it. Usually that'll be a patch kit and spare tube, tools, a sandwich or banana, wallet, and a light shell or extra wool undershirt. If you have any problems cramming that in there, you can tie the undershirt on the top flap, using the loops provided and your own spare shoelaces. Our latest version is greenish khaki, and has a rivetted strap across the back for tying on additional gear (tip: if you have a saddle with loops, run a shoelace-type thing through the loops and under these straps to super-stabilize a heavier load). Or you can clip a red flasher light to it, for night-time.

Inside, a sleeve pocket keeps your wallet or ID or loose change handy. Brown leather trim. Light, waterproof, and a pleasure to use.







## CANDY BAR BAG

20-085 \$30

The smallest, cheapest, lightest handlebar bag we offer, but it's made just as well as the others. It holds just a little more than a Banana bag, and being on the handlebars, provides easier on-the-bike access. When your Banana Bag isn't quite big enough, or you're packing light for two, or you think you might want mittens or something else up there where it's all handy, this is the way to go. It weighs next to nothing and looks good on your bike. Easy to mount, with or without the included instructions.

## BOXY BAG

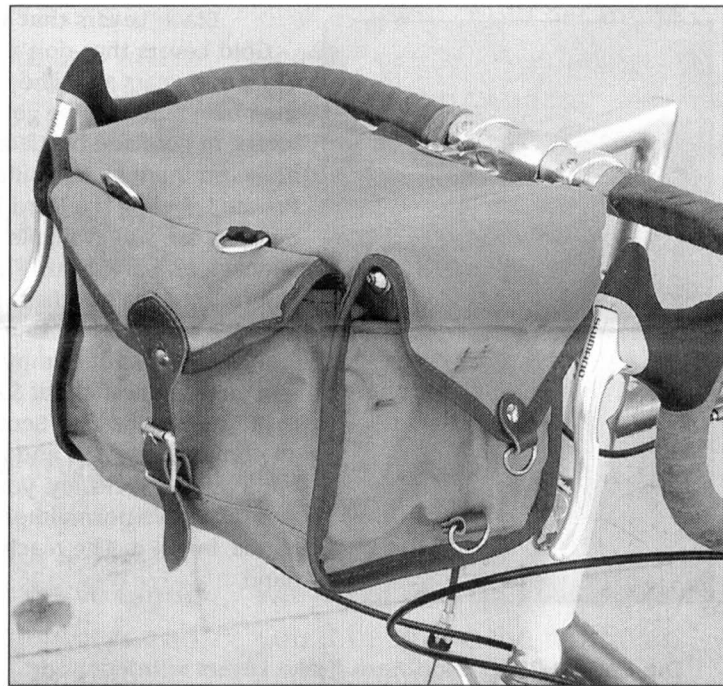
20-083 \$95

Our version of the classic French saddlebag, the main difference being the mounting system—this one uses a Nitto bag support that mounts on any bike with drop bars. We call it the Boxy bag because it's shaped like a box, and opens like one, and is just as handy. Food-clothing-camera-wallet go inside. There are two pockets inside to keep separate expensive things from gooey ones. Two pockets on the outside are for things like chapstick, sunglasses, whatever you might have to get at during your ride.

The top closes cap-style over the whole thing, and although there's an easy to use cinch-down system, most of the time you'll let gravity hold the top down, just to make it easier to access the load inside.

The Boxy Bag comes with a \$12 Cyco-Active brand map case holds a standard sheet of paper folded in half, or anything about that same size.

This bag requires the Nitto Boxy Bag Rack, sold separately. If you want that, the part number is 20-031, and it's another \$43. The rack mounts securely, doesn't scratch or slip, and provides another quite useful hand position for long rides.



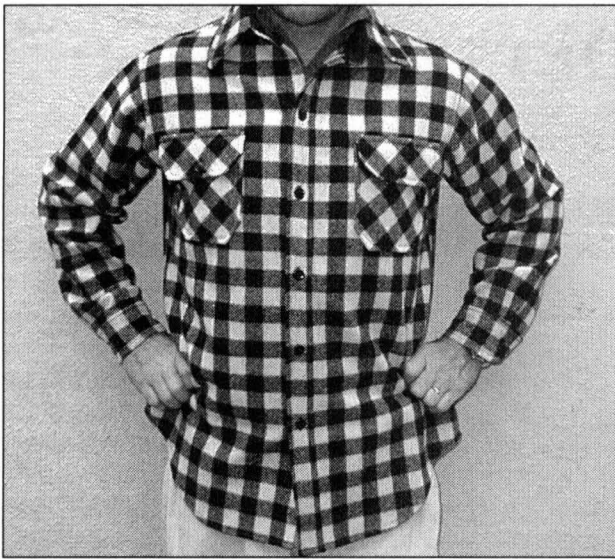
## COMING SOON: The Baggins Cartright Series of Saddlebags

Hoss: \$100 20-078 Adam: \$100 20-079 Little Joe: \$85 20-080

We've been dickering with the sizes and details and patterns for about 7 months now, and ought to have them here and deliverable by mid-August. The Hoss and Adam are roughly the same sizes as the Carradice Camper and Nelson respectively; the Little Joe is about big enough to hold two loaves of Langendorf, slightly squished; or a junior sized football inflated to recommended pressure.

They're made of 15oz waxed cotton, good brown leather, and brass buckles. The prices above are based on our ability to commit to 100 of each at one time. That's a huge number for us, since in the past from Carradice, we've usually bought 20 to 25 at a time (and they cost a lot less than these). We'll try to swing it as long as we can, but if we can't order the minimums, prices will increase when the new catalogue comes out. If you want to reserve one at the price shown here, order it up now and wait patiently until we can deliver, likely in mid-August. We won't charge until we ship. They're the same greenish khaki, and we'll likely have photos on the website within a month. Anyway, if you want one and trust us on the details, order now using those part numbers up there. Thanks.

—Grant



## 100% Wool Buffalo Check Shirt

M: 22-120; L: 22-121; XL: 22-122; XXL: 22-123 \$80

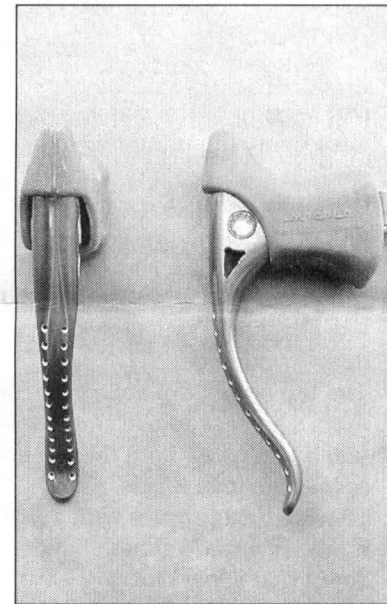
It's probably July or August now, and you're not in shopping mood for a heavy wool shirt, right? Well...that's understandable, but this is a shirt that'll last a lifetime, and it's just the right weight for sub-60-degree temperatures that are bound to come up this Fall, Winter, and next Spring. This one's a special shirt, too. It's a buffalo check, named so because about 80 years ago the fellow who developed it happened to raise buffalo, and that's the only connection with buffalo. Ours are made by Bemidji Woolen Mills, who has been making top quality outdoor wooly wear since 1920 or so. It is 100 percent wool (black and cream), and is to our knowledge (and we know) the only all-wool buffalo check shirt you can get today. Still made in Bemidji, Minnesota. Use it as a shirt, an overshirt, or a light jacket; open at the front or buttoned up. It looks striking, being checkered and all, and livens up any photograph. If you want it loose, order UP a size. There aren't many shirts you can buy that'll last 30 years, but this one will.

### Rare Find: Modolo Non-Aero Brake Levers

Black Levers that say Scott: # 15-099 \$30

Gold Levers that don't say anything: # 15-100 \$20

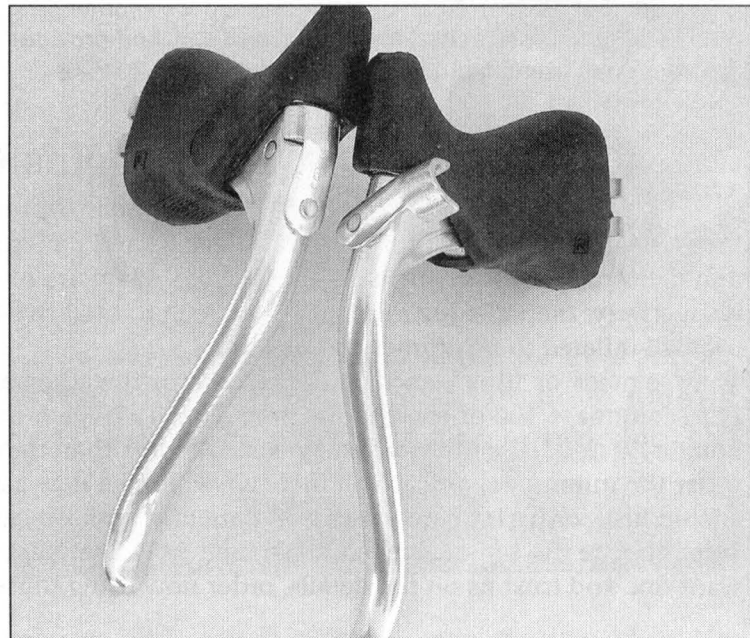
Years and years ago when Edward Scott was going into the brake business, he got a bunch of Modolo brake levers, in gold and black, and eradicated the Modolo name on them so he could put his own there. Sort of Private Labeling the Hard Way. His brakes never took off, but they are still available in limited numbers. Now Michael, one of Edward's employees, runs the company, and found a load of these brake levers. They're pro-quality, have resin bodies, fine metal hardware, and genuine gum hoods that fit Campy and SunTour Superbe levers and ought to cost about \$25/pair alone—so think about that! The blackies say Scott and have the old Modolo anatomic hoods (left and right); the goldies say nothing, but if you look closely, you'll see the Modolo palimpsest; and they have normal hoods. Non-aero. If you have small hands, forget it. The reach requires at least a normal hand.



### Dia-Compe 204Q Non-Aero Brake Levers w/Integrated Q-R

\$30: 15-101 (w/brown hoods)

These nifty levers were made under pressure from the fairly hard core Japanese tourists, who wanted a proper-style lever to go on their usually French-style touring machines. What else could explain its birth in 2002? For crying out loud, it's a non-aero lever, and so far as we know, the first one to be made in more than a decade. The quick-release built into the handle is a handy thing. You flip it to the side and the lever opens more, opening the calipers themselves another 5mm. It makes it much easier to remove or install a chubby tire on a skinny rim. Unlike similar levers from the past, this one's quick-release is spring loaded and smooth, so it's easier to center when you block out the lever again; and it doesn't the least bit bother your fingers when riding. At just \$25 per pair, this is a steal. Black hoods.



# The Dreaded Membership Drive

Dirty work, but somebody's gotta do it...

To do the things we want to do, to make the frames and bikes and bags and wool clothing, we need more members, and so we need your help.

If you think your membership is a good deal, then maybe you'd know another cyclist who'd feel the same way about it.

And, if you're in any way connected with a big ride that has a packet, and you'd be willing to help, please let Mark (Mark@rivbike) or John (Jbennet@rivbike) know, and they'll arrange to get the packetstuffer some things to put in there.

Alternatively, if each of you finds us one new member, we'll be healthy beyond our wildest dreams, and to make it worth your while, for every member you sign up between now and the end of August, we'll offer you a \$10 merchandise credit.

On the backside of this page is a new member form with room for 10 new members. (If you think you can sign up more than that, photocopy the form or duplicate the information on a form you make yourself.)

Fill it out with the names of new members you sign up.

We'll have to be paid \$15 for each one, too, and the best way to do that is with a single check or credit card payment, presumably from you, after collecting the money from your friends. Foreign memberships are \$22.

Send these to us, with payment, by August 31. We'll send the new members a catalogue, the current Reader, and an invoice showing \$10 merchandise credit on their first order.

We'll tally your names and create an invoice in your favor showing \$10 merchandise credit for each new member you signed up.

When you do the arithmetic, it sounds nuts—two \$10 merchandise credits for a \$15 membership. But we've found that sometimes members end up buying things, and most tend to renew the next year, and that's what we're counting on. It's a gamble, but it's time to gamble, and we hope you can help us out here.

We currently have 5,000 members. Our year-end goal is 7,500. If every one of you signed up just one person, we'd be over 10,000 by the year's end (we'll get some without your assistance; that's

why it'll be more than 10,000).

That would be just such a shot in the arm. It would mean more good cycling gear for you. A better publication, maybe some color in it. The *Reader*, at that point, could be much improved, and could probably come out at least 6x per year. The people who we now employ could get much deserved raises. We have no dreams of extravagant lifestyles, we just want to keep on being here, and that requires a certain amount of healthy growth.

I know you're busy with other things that matter more to you, and that's fine. But this matters a lot to us, and if you can find it in you to sign up just one or two of your friends or co-workers (who ride bikes), you'll be doing them a favor, and us one as well.

A Rivendell membership makes a nice gift, too. So, please use the form on the back of this, and send it to us by Snail Mail by August 31. Thank you.

—Grant

# New Rivendell Members

signed up by \_\_\_\_\_ membership no. if known: \_\_\_\_\_

Your address: \_\_\_\_\_ tele: \_\_\_\_\_

Payment enclosed: Check # \_\_\_\_\_ Amount: \$ \_\_\_\_\_

Plastic: MasterCard or Visa # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_  
expires MM/YY: \_\_\_\_\_

MAIL TO: RIVENDELL MEMBERSHIP DRIVE • BOX 5289 • WALNUT CREEK, CA 94596

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

Address: \_\_\_\_\_

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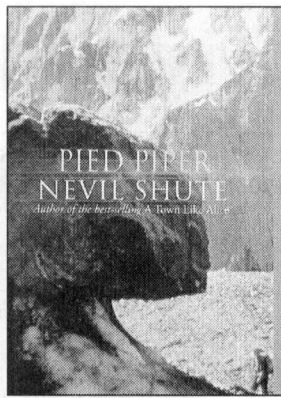
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**Rivendell Reader No. 0**  
\$3 24-117

Yes, we started with number zero. I mailed it in late 1994 to 3,900 members of the Bridgestone Owners Bunch, and by the end of the year 1,300 had signed up. This first issue is no great shakes and is just 6 pages long, but it is orange, and states the Rivendell plan and idea relatively clearly, and you can see whether or not it's veered off course in the past 8 years. There is

a small catalogue in it, a peek at the parts we used to have before we went big, slimy, corporate, and Madison Avenue on you. We haven't had these for years now. I got them photocopied recently. In 2050, people will still be riding the recent Rivendells, and at that point and to them, these promise to be of minor historical interest.



**The Pied Piper**  
\$13 23-024

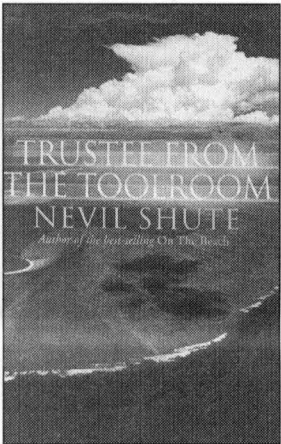
We had a picture of an old copy of this in RR26, but here's the new one. Now and then we offer some items that have nothing to do with cycling, and when that happens, you can bet they're special in their own way. This book was written in the '50s, I think. Nevil Shute died in 1960. It's a novel, fiction no less, but Nevil Shute knew a lot of things and it could have been real. It takes place in Europe at the onset of the

War, and it's the story of an old English fellow who vacations in Switzerland, then decides he wants to go home to safer England. On the way he picks up several small children, and this is the story. It's a terrific book, and we offer a double-your-money-back (in credit) guarantee if you don't like it.



**45 SPF Lip Balm**  
\$2 31-350

We still carry Lip Ivo, but for outdoor use in the hot sun in the daytime, there's nothing wrong with a little SPF in your lip balm. This one is 45, which is as high as you'll find anywhere; and while it doesn't smell as good or stay on as well as Lip Ivo, it's the next best one we've used in both regards, and it has the SPF 45 going for it, and you've got to like that some. The smell is actually pretty good. Also, we should point out that it seems to drift into your mouth less than most others. Not as good as Lip Ivo in that way, but way better than most hippie-type natural lip balms, which tend to make a beeline for your tongue within a minute of putting them on; and the next thing you know you're lips need more again, but who wants to go through with it?



**Trustee From The Toolroom**  
\$13 23-025

Another Nevil Shute book. You can ignore these books all you like, but honestly, if you fancy yourself a reader period, and if you have ever read any book of fiction that you liked, then you'll like this one. Like all of Nevil Shute's books, it was written before he died, in 1960, and even though they were well-thought of then, we're still lucky they're even in print still. Book stores rarely stock them, and that's even true of Amazon. They're published in

England by a small press specializing in way better-than-average books that they think ought to remain in print. If you read this and don't like it, return it for a double-your-money back refund (in credit). It's a wonderful story about a guy who ...



**50 SPF SunScreen**  
\$7 31-346

A friend of ours, and a member—Dr. Bernie Burton—rides a bike in Texas and is a dermatologist there. He has a patient who doesn't have any pigment, and this stuff right here is what he uses to protect himself from that blistering Texas sun. It ought to work for you, too. It's cheap as sunscreens go (it comes in a 6oz bottle), and is hard to find in most stores. It doesn't stink bad like so many do, and you can rub it on your hairy arms and it doesn't seem to make your armhair all sticky. If you get this, you're getting some good stuff!



**Dumbbell**  
\$6 19-063

This tool is right out of the '50s, but it's still worth a spot in your toolbox or Banana Bag. It has 10 different box-end sizes from 7 to 16; or perhaps it's 6 to 15. It doesn't matter, because you'll just use the 8-9-10-12-13-15, anyway, and they all seem to be located in convenient spots. The 15 fits track and fixed-gear hubs nuts; the others fit assort brake bolts. We also find it useful for pressing on downtube shifter stops. Just set this over the stop and hit it lightly with a mallet. Made in England of pot metal.

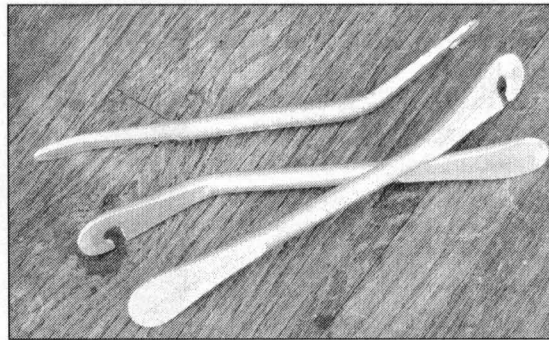
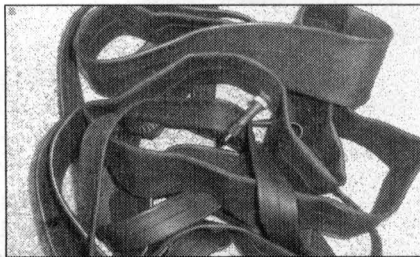


**Lanolin: \$6 31-343**

It's pure, 100 percent clean but otherwise unmesed with lanolin—the grease that comes from sheeps wool. Lanolin is used in almost all lotions, and will slay dry & cracked skin better than anything else will, but we hear also use it for metal-to-metal contact points in bike assembly: Stems, bolts, seat posts. You can get it on your finger, wipe it on the part, and whatever's left, rub into your hand like a Hollywood star, or a wealthy lady in general. I/Grant use it for bearings too, but am not ready to recommend it.

**Ultralight Inner Tubes \$6 10-004**

The smartest place to save weight on a bike is the inner tubes, because if they pop on you, no big deal... whereas if a frame tube goes, who knows where that'll end you up. Not to mention, inner tubes are cheap, and taking weight off the wheels is more effective than taking weight off your stem or steering tube. Fits 700c tires to about 32c, even though the box says to 700x25. Presta valves, TREK's brand, made in Taiwan like all tubes are these days. We've had great luck with them.



**Aluminum Tire Levers \$4 19-064**

This is the famous Gripfast brand lever from England. Smooth, strong, and genuine metal. One mechanic we know has used no other for 20 years. There's only one minor bugaboo, and it's nothing: The bend near the spoke-hook isn't sharp enough to work, so you have to increase it just a bit to make it perfect. Just put the lever over an edge and whack it lightly with a hammer or mallet. Then you've got your perfect levers.

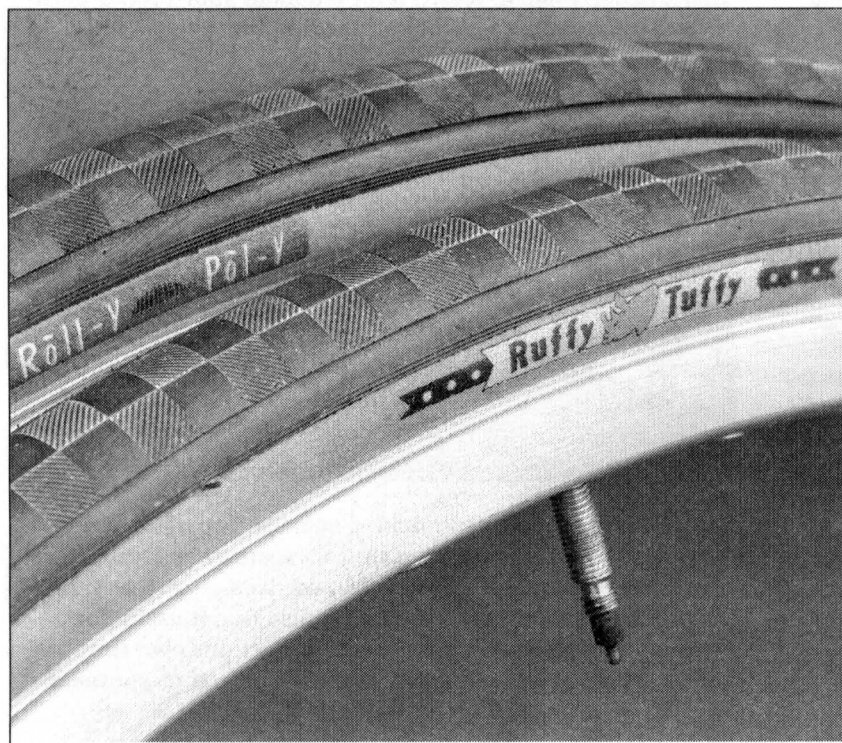


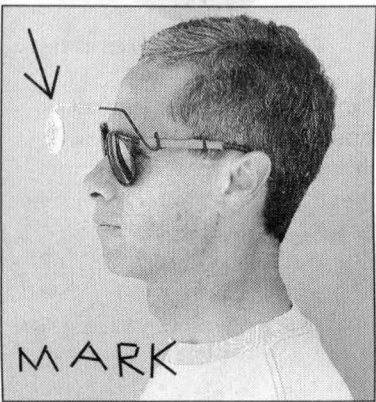
**SunTour XC 9000 32H Front Hub (no skewer) \$20 18-052**

There is not a better front hub made today. It's a quick-release style hub, but lacks the quick-release. Cold-forged body, angled flanges, sealed AND shielded, replaceable bearings. Wow.

**Ruffy-Tuffy and Roll-y Pol-y  
Ruffy (700x27) \$43: 10-043  
Rol-y (700x27) \$40: 10-034**

These are the best all-around paved road tires we've ridden, and it's hard to think of anything they lack. They're light enough for all non-racing uses, so they still give a fun & quick ride. The casing is a blend of nylon and kevlar, so it's super strong (and is probably the most expensive casing used in any clincher tire today). The profiles are round, so cornering is predictable—you won't for your life find better cornering tires than these. The checkerboard tread works as well as a slick one, but gives you the psychological edge of some tread, for anybody who still believes rubber tread actually bites into asphalt. The tread is Panaracer's best, long-wearing and good gription compound. The RP is a normal road tire in tread thickness (1.5mm). The RT has an extra 1mm of rubber for longer wear, and a kevlar belt beneath the tread, for extra puncture resistance. You'll get about 1600 miles out of a rear Roll-y Pol-y. Twice that on a front. More on a Ruffy-Tuffy.

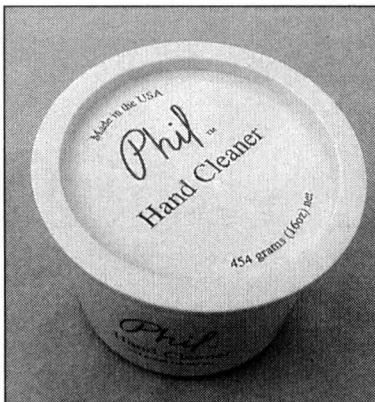




**Mirror For Plastic Frame**  
\$18 31-339

In the old days ('70s), mirrors were the signature of a tourist, and tourists were looked down upon by racers, who suggested it was just as easy and a little bit lighter to turn your head and look around. Well, that's just not right. Mirrors make checking out your rear much easier, and they're the handiest thing

you can take on any ride in traffic. Why the heck would you not want to be able to look behind you to see what's coming, or how far back your partner is? This mirror is easy to use on glasses with plastic temples. If your glasses are thin, thicken them with a wrap of bar tape.

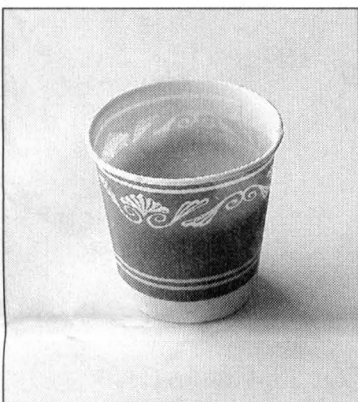


**Phil Hand Cleaner**  
\$6 31-038

This works exactly 3.9 times as well as the next best hand-cleaner we've tried. It is truly amazing how fast and easily it removes the worst black grime, then washes off in a flash.

You'd think, if it were that effective, that it would be made with the world's most deadly chemicals,

wouldn't you? But no, it is made from wood pulp. It is safe, and doesn't smell at all. As hand cleaners go, it's pricey, but considering how cheap hand cleaners are, that's not saying much. This \$6 tub will last you a year or so. Keep the lid on, and if it dries out, just add a splash of water to reconstitute it.

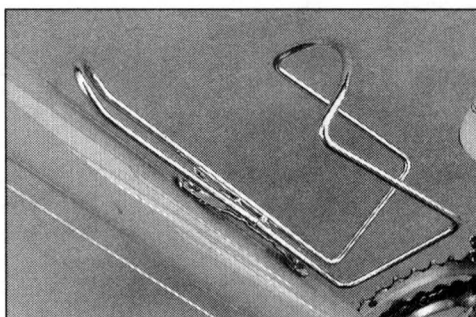


**Beeswax**  
\$4 31-002

The first item we ever sold was a cup of beeswax, so as long as we can get it, we'll keep on offering it. It's sticky and gap-filling, so it has many uses on a bike. Mostly it's sort of a natural locktite. Its uses on the bike include but are not limited to:

Dustcaps, bolt threads, cable end caps, leather saddle protection (rub it on the cut

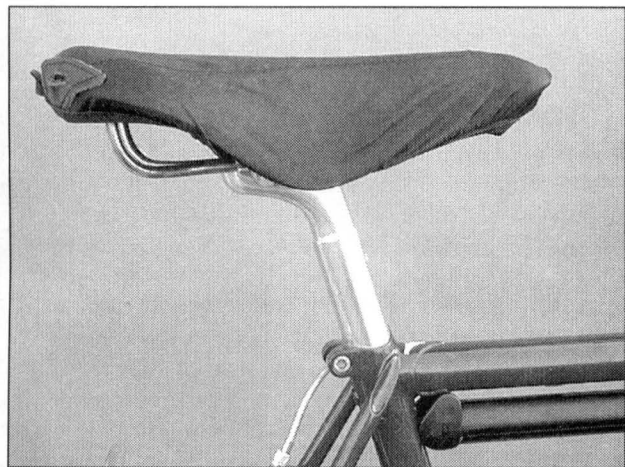
edge to prevent water from soaking up there), and vent hole plug in wet weather. Your crank and pedal dustcaps will not vibrate off if you treat them with beeswax. Off the bike, it makes twine stronger, keeps shoelaces tied, and about 100 other things. It smells great. About 2 1/4 ounces.



**ALE Bottle Cage**  
\$10 29-001

Italian craftsmanship at its most typical. Chromed steel, grips well, looks great, and won't under any conditions blacken or mar the bottle in any way. It

looks good enough to put on any bike, and is cheap enough that you can outfit a whole stable-fleet-quiver of bikes with them without hurting too much.

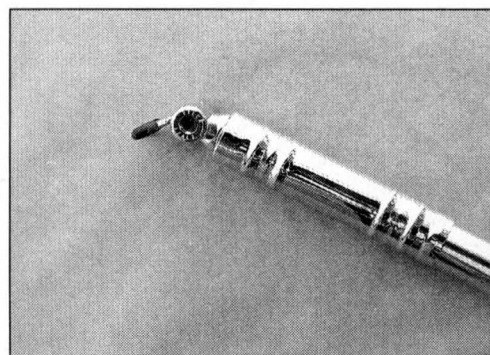


**B.17 Saddle Bonnet**  
\$14 11-014

Protects your leather saddle from getting soaked by rain or sweat. Most people don't sweat over the latter, but on hot days, you can be nice to your saddle by covering it with this. No need to get weird and fretful about it, just cover it on days you're likely to sweat it up. For rain riding, we consider this a necessity. Your Brooks is a good saddle, and expen-

sive. You might as well protect it now and then.

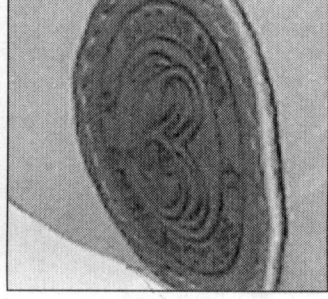
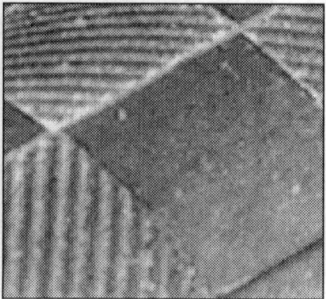
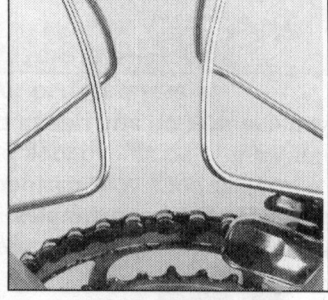
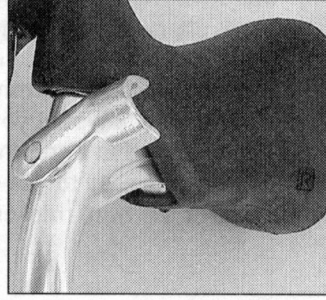
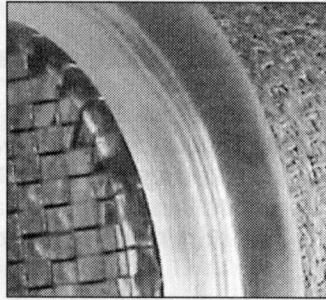
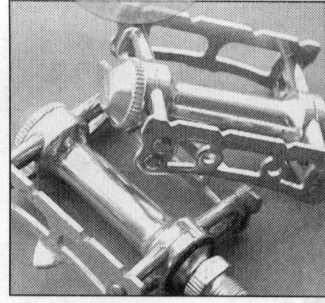
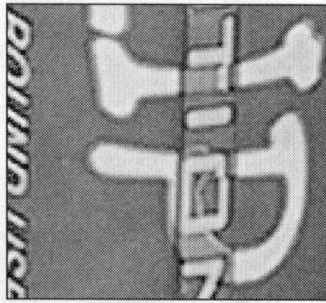
These are made just for us, by Carradice. They're black. We ought to get some grey ones in, but black is easy, for now.



**Silca Frame Pump**  
SALE

- 39 28-001....\$10
- 43 28-002....\$14
- 47 28-003....\$14
- 51 28-004....\$14
- 55 28-005....\$14

Is it as tough as a Zefal HPX? No. Does it pump as easily or as fast? No. But the Silca is the classic road pump, the best-looking (chrome-plated plastic), and the lightest (about 5 1/2 oz for a 51). What's more, it is totally reliable to about 115 psi.



# Rivendell's Summer Flyer

(note to new members: this is not the same as a *Rivendell Reader*)

Rivendell Bicycle Works  
2040 North Main • Box 5289  
Walnut Creek, CA 94596

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