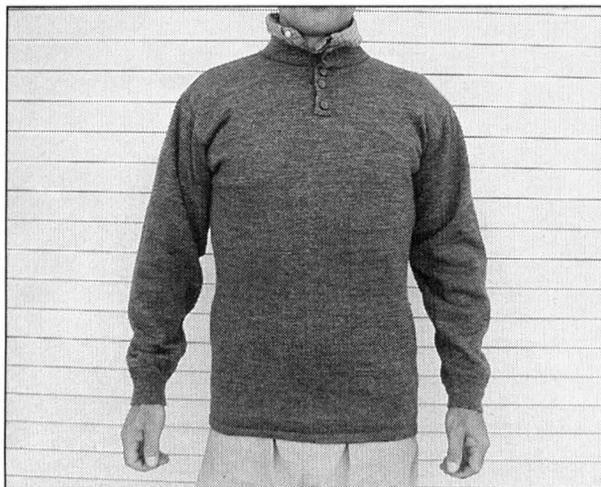


If It's Not Wool, Why Bother, Brother?



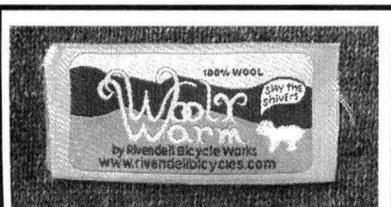
This is the kind of jersey you can crash in the woods while wearing, and nobody will even ever find you.

WoolyWarm Derby Tweed Jersey: \$85

Med: # 22-108 L: #22-109 XL:#22-110 XXL: #22-111

Brand new, made just for us by a small family-owned wool knitter in England, from genuine, skin-stimulating Derby tweed, an old gorgeous knit that's mostly olive, with flecks of turquoise, grey, white, and an amberish brown, but you won't notice the turquoise. This is as our reaction/answer/antidote to cycling jerseys that are a blight out in nature and an e in any classy joint. It doesn't have the usual too-snug fit of a normal cycling jersey. We wanted it looser, so you can be full and not feel funny in it. It's easy and normal to wear it off the bike, as well. It has a conservative, high-brow look that'll make you look a little more well-to-do than you actually are (assuming you're like us). It has a high collar, a 4-button placket, and—being a bicycle jersey, after all—three buttoned pockets in the rear.

Being made from Derby tweed, it is not as baby-girl soft as Merino wool or Polar Tech (Derby tweed was developed in hard times), but wear it over a wool under-shirt while riding, or a cotton t while shopping, and you'll do fine. Generously cut. Easily laundered, instructions included. This is the kind of garment that always looks about the same, no matter how old and beat up it gets. Like all WoolyWarm things, it's 100 percent wool.



Meet WoolyWarm

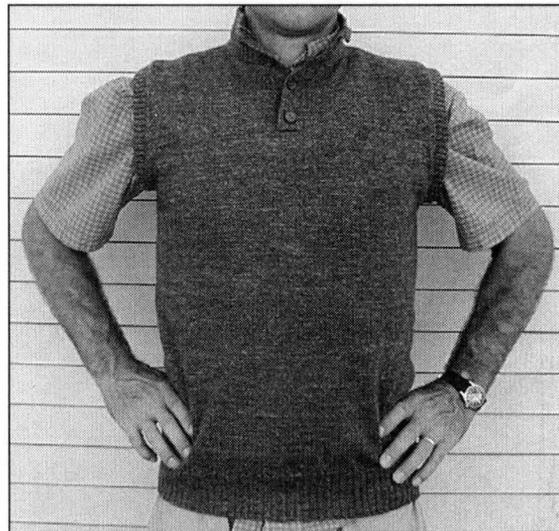
We wear wool all the time, all year long, wherever we go, and it's hard to find ideal normal and rideable wool outer-wear, so we hooked up with a knitter in England, and are developing our own. Over the next few years, we'll have maybe half a dozen garments under the new & multicolored WoolyWarm label.

WoolyWarm Vest \$65

M: # 22-113; L: # 22-114

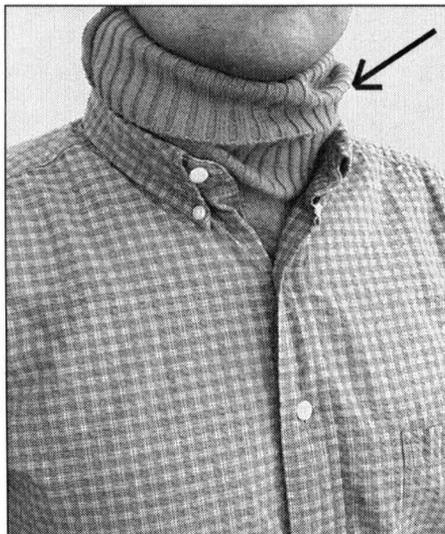
XL: # 22-115; XL: 22-116

This is the single most useful, wearable, outer garment you can own for October through March, especially if you like wool. It's made of the same Derby tweed as is the jersey, but lacks the rear pockets and sleeves. It has the same high collar and regal 4-button placket, and gives you that same well-off country gentleman, couldn't-be-farther-from-the-riff-raff look we all aspire to. It is much like houndstooth in that regard. Although you don't usually see cyclers wearing wool vests, they're great for so much cycling. They keep your chest warm, and when your chest is warm, your arms are more likely to stay warm, and then you can go about your business.



Wool Care Tip

Wash it once in a while, using ivory soap flakes, warm water, gentle/knit cycle. Then, after the spin cycle, either lay it flat to dry or hang it over something. If you get something that's too big but you still want to keep it, dry it warm or wash it hot and it'll shrink up nicely. Store it clean. If you have a moth problem, store it in plastic with some cedar wood.

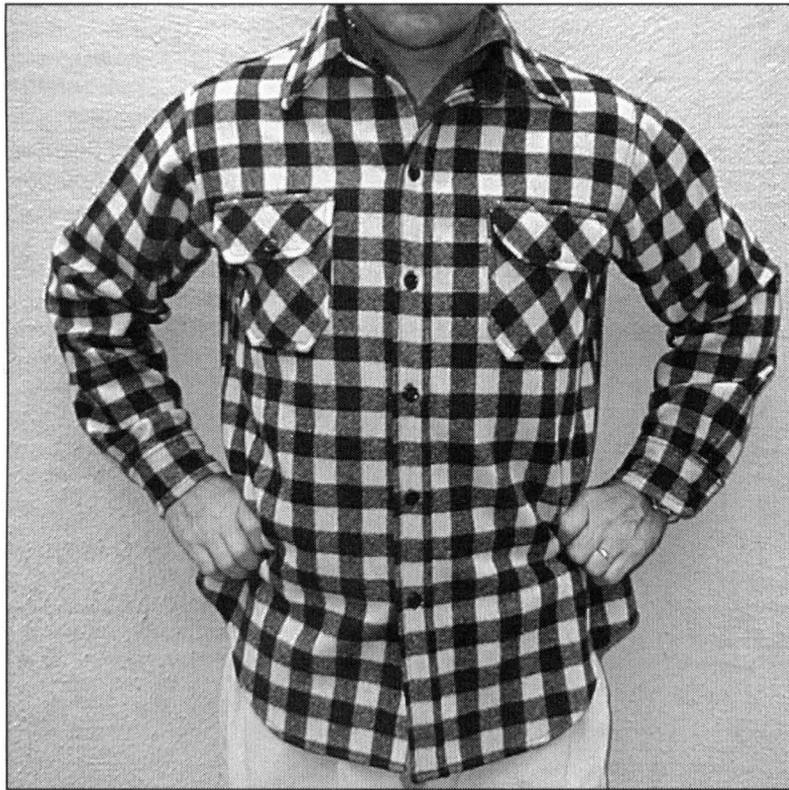


WoolyWarm Neck Gaiter \$13

22-118

A normal scarf is okay, but tends to unwrap during rides, so we prefer a neck gaiter. A neck gaiter is just a simple tube of anything, preferably wool. It's small and packs away well when not in use, but when you need one, what a huge difference it makes. Being open at both ends, you can wear it as a topless hat or as an ear warmer, too. It's not super thick, so you may be able to fit it under your helmet without messing with the pads; and it's loose enough so you can take it off over your helmet, if your neck starts to sweat too much.

Although it is a WoolyWarm garment, it is not Derby tweed. That would have been too scratchy for your average neck, so we asked for it in Merino wool. I'm not convinced that it actually *is* Merino, but it's close. You'll find it to be a useful garment for general cold-weather wear, unbeatable for super cold weather, good to have handy anytime, and it's cheap. It's a nice mustard-like color that looks rather ugly in a classy sort of way.



100% Wool Buffalo Check Shirt \$95

S #22-119; M# 22-120; L: # 22-121; XL # 22-122; XXL: 22-123

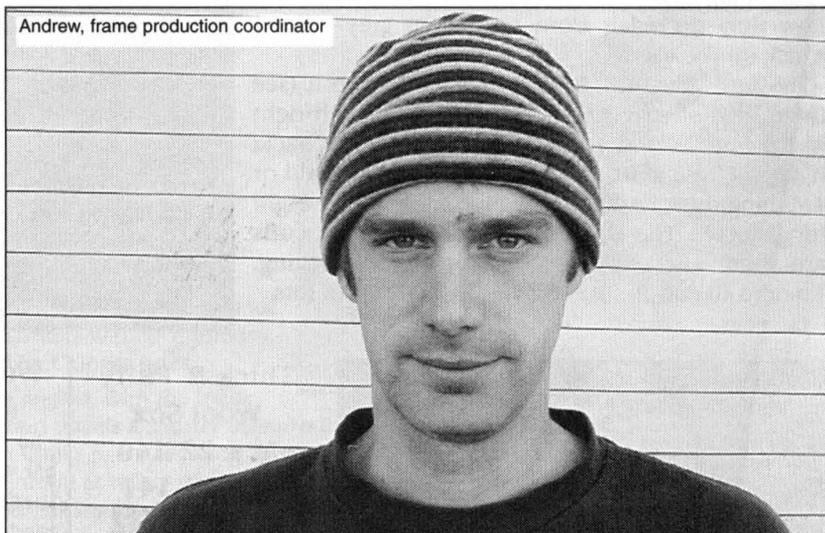
THE MAIN AMERICAN CONTRIBUTION to outdoor wear is the wool buffalo check (or buffalo plaid) shirt, named in the 1840s for the inventor who happened to be a buffalo farmer. So folks around called it the buffalo check. There many variations, from the generic red-and-black, to old, retired, multi-plaids like the one in *The Russians Are Coming!* But I always wanted a black and natural one, which is the Buffalo check reduced maximally; and on a recent search was horrified to find none in 100 percent wool.

So, I struck up a conversation with Bill Batchelder of Bemidji Woolen Mills (another small family owned company), and he was proud to bring back the black-and-natural, 100 percent wool buffalo. We got enough fabric for about 100 shirts. It's 15oz wool (heavy for a shirt, light for a "jac-shirt"), with long tails, and two buttoned flap pockets keep your pocket camera contained. We're getting them with arms an inch or so longer than normal, better for riding in. They'll still be fine for general wear, though. Layered over a thin wooly undershirt and maybe even a wool vest, it works well for most of the cycling we do here in the winter, and of course is fine apres bike, too. We're delighted to bring you this classic, life-timer shirt. The check shows up on the road, so it adds a measure of safety; and it always looks good in the woods. Once the yardage is all used up, there's no telling when we'll get more, but certainly not for at least a year. Everybody needs this kind of shirt.

Merino Wool Beanie \$14

22-103

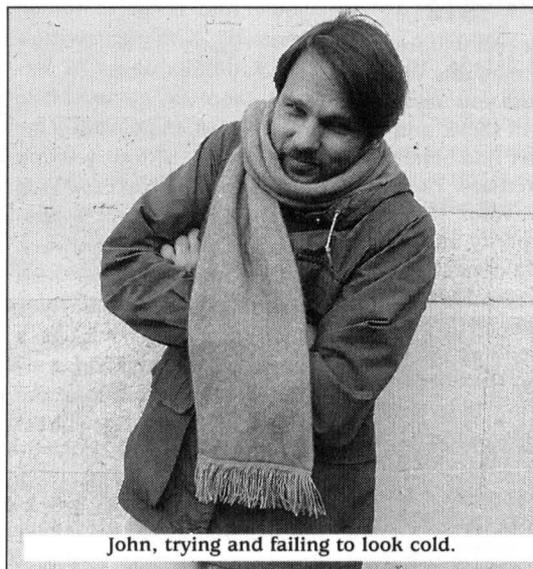
It's much thinner than your typical wool watch cap or Andean-style Alpaca job with ear flaps, so it fits under a helmet easily when you need it, and stores compactly when you don't. Ideal for cold-weather riding. Double it over your ears, but single layer the rest, so you can still fit it under your helmet. It's good for touring, as it hides your helmet hair when you're in a store, and at night it keeps you warm. Light, packable, cozy, and usable well into Spring, because it's not so chunky. Striped grey-black-white-brown-and five other muted and barely detectable colors. It's all Merino wool, made by Wigwam. At only \$14, it'll pay for itself on one cold ride or night.



Andrew, frame production coordinator

Scarf Trivia

This scarf will aid you in maintaining body warmth and comfort during downward fluctuations in how it is outdoors. And in a cold wind, also. Without it, you may find that your bodily comfort just isn't up to snuff, as cold air attacks your skin, causing discomfort via a cold pall on you. Its width-to-wingspan ratio is 1: 7.654, which you may know as a magical proportion among folks who stay and carry on in tiny but familiar land plots around this world of ours. This is how it can sound when you say things without using our fifth word building block.

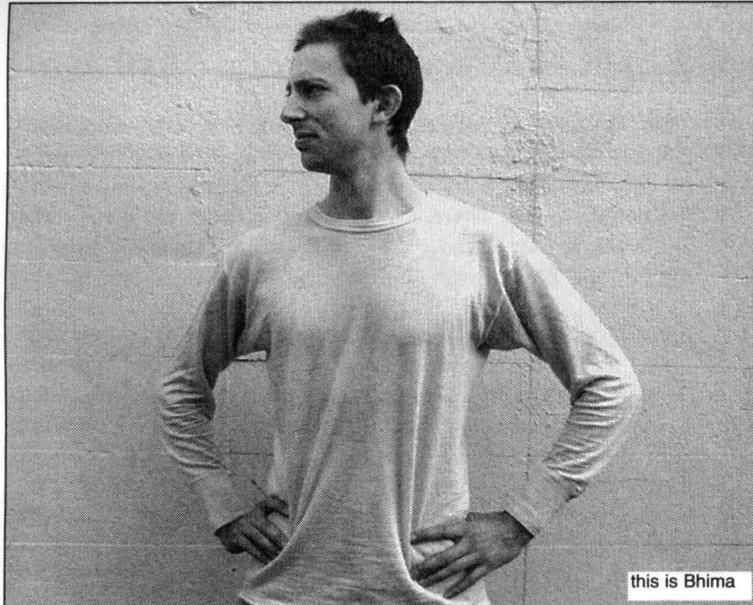


John, trying and failing to look cold.

Possumwool Scarf \$36

22-130

Down in New Zealand the possums are a problem, like the fabled feral pigs of the famous island, Hawaii. So the government and industry got together to solve the problem of the possums taking over the whole place, and possumwool was born. It's 50 percent merino wool, 40 percent possum fur, and 10 percent silk. In the softness category, I don't care how sensitive your skin is, if you can't wear this next to it, you have a problem. This is a luxurious scarf. It's tannish, and no, it does not smell like possum when it gets wet. A good gift for anybody, possum-philes and possum-phobes alike. It measures 7.81" x 59.77" (without the fringe). A great gift for naysaying spouses who say you spend too much on bike parts. Tell them (what are you doing with more than one?) it came from Rivendell.



this is Bhima

Long-sleeve Thin Woolly Undershirt \$26

M: # 21-124

L: # 21-125

XL: # 21-126

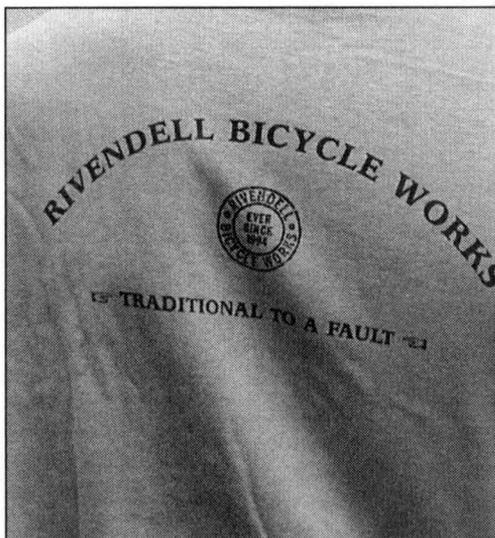
If you ride your bike several times a week all year 'round, you need three of these. Two, at least. You can wear it by itself or layer it with other thin woolies— when the temperature drops to the 40s, three of these longsleevers is just right. If you sweat enough to soak them, you can strip them off one by one to speed up drying. The layers trap air between them, so you get more insulation than something merely three times as thick. Thin enough to wear under any shirt, and cozy enough to want to, seven months a year. This is the most useful garment you can own, and it will likely become your most-worn thing—it's works under stuff or by itself, layered or not, even under dress shirts. It's good for keeping off the chill when you're sitting around the office and the boss has the heat cranked down, or when you're running hill repeats. Try one, and you'll be back for another, because you'll want to wear it all the time.

Non-wool, Organic Cotton LS T-shirt

M: # 22-131 L: # 22-132 XL: # 22-133

For the week or so during the year when all your wool is in the wash, this grey-with-blue lettering organic cotton long-sleeved t-shirt is just the ticket. It's made in America by Beneficial Ts (owned by Patagonia), and they tell us even the grey part—how they turned it from natural to grey—didn't muck up the earth.

The front has our standard circle-logo on it (see the refrigerator magnet), about 2 inches high right in the middle, and what you see here is the back. It's not a loud shirt, the letters aren't extra bold or anything, but it's a good, well-made, light weight long-sleever. The sleeves are quite long, the cuffs are short. The neck is crew, not mock anything. They're all cotton, may shrink some but not lots.



Wool Dyeing Tip

Rit dye works, but if you want to be more organic, you can dye it with plants, the original sources for most colors in those oriental and Persian rugs. Turmeric, the spice that gives curry its golden yellow color, can do the same to a whitish wooly. It's the the spice section of the grocery store. Heat a tub of water to near boiling, throw in a tiny jar of turmeric, stir it once in a while, let it stay there for an hour or so, then take it out and rinse it in cold water with some vinegar (which I've heard helps the dye set). It'll take three rinsings to get rid of the turmeric smell. The color fades with time, but looks good in any shade.



One of the socks, namely the bottom one, is shown inside out, so you can see the terry loops.

Thick & Puffy Wool Sox

M # 22-140

L # 22-141

XL # 22-142

\$12

Your feet will freeze like mad this Winter unless you have good warm socks, and you won't find better ones than these. They're 90% wool, 10% plastic, pretty unusual in these days of scientific socks. In fact, I'd be surprised if they weren't on the chopping block because of it! They're as comfortable as sox get, and

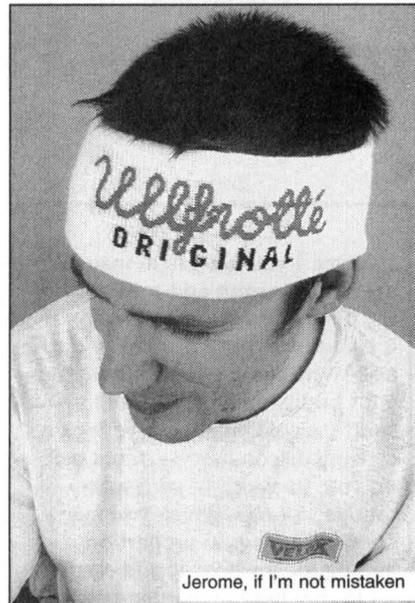
will likely last you several years. Wear extra big shoes and some touring or platform pedals, and you'll be set. Made by Fox River. They'll probably last eight years. Years ago, \$12 was way too much to spend on socks, but these days, it's midpriced for super-nice outdoor socks.

Wool Headband \$7

22-100 cream

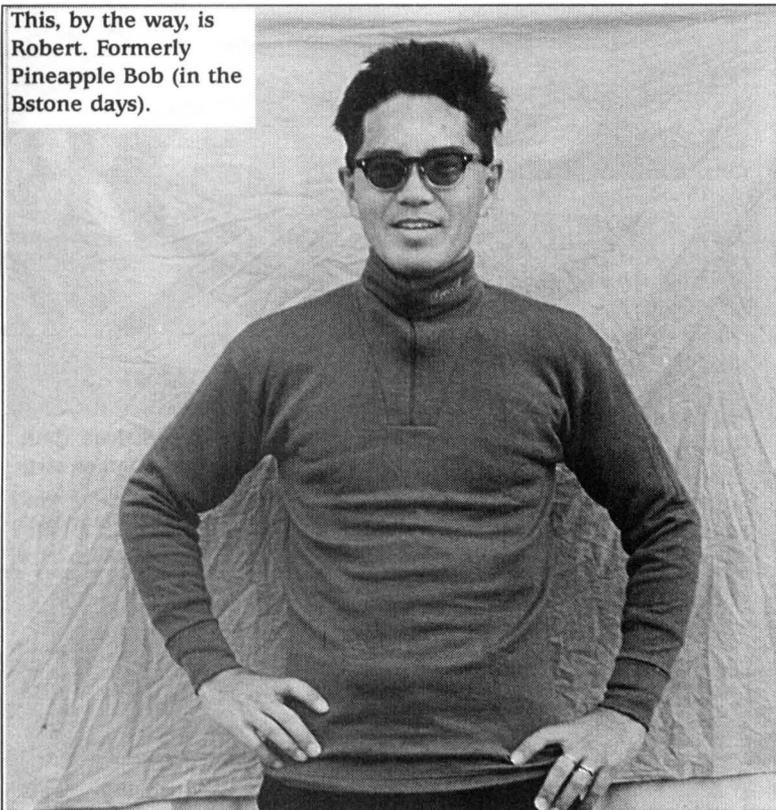
Its use as a cold-weather ear warmer is obvious, since that's actually what it's made for, and of course you'll find it useful for all sorts of winter activities. Thick, tubular, about 75 percent wool/25 nylon. Made by Ulfrotte, in Sweden. One side has the Ulfrotte logo on it, but you can wear that side against your head, if you want to. You'll get more use out of this per dollar than anything else in this flyer, and once you try it as a sweat band, you'll see how superior it is to cotton and "miracle wicking fiber" ones.

Really cheap and good, every cyclist needs at least one. Cream only.



Jerome, if I'm not mistaken

This, by the way, is Robert. Formerly Pineapple Bob (in the Bstone days).



Norwegian Muddy GreenWool Zip T-neck \$70

M # 22-074 L # 22-075 XL # 22-076 XXL: 22-077

Although not made specifically for cycling, it beats the pants off of most garments that are. It's a soft, thin, cozy, lightweight and all-natural 100 percent wool garment that you can wear as an undergarment or outer garment for casual stuff or the most strenuous exercise. For cycling, it is supreme. Although we've shied away from zippers in the past and still have not snuggled up to them, a zipper's just what you want in a turtleneck such as this. For cold weather or cold descents, you've got a built-in neck and chin-warmer. For climbs, or when it's not so freezing out, zip it down and vent off the heat. The fabric is 100 percent merino wool, which you can read more about elsewhere in this catalogue. It's knit into a two-layer weave that the manufacturer, Devold of Norway, calls "aquaduct," similar to our word "aqueduct," since it's specially knit to help you get rid of sweat and to dry fast. Although we're always suspicious of "wicking" fabrics, this one is good, regardless.

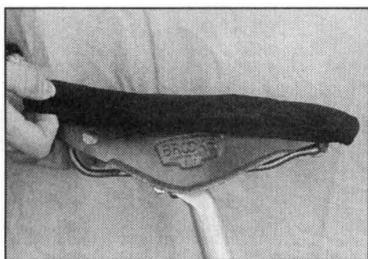
It doesn't replace the long-sleeved thin woolies we've always sold, but as a cyclist, it's hard to have too much wool, and this is an exceptional garment that you'll wear all the time.

We introduced in the Spring and sold them well all summer long, with many repeat orders—a testimony to its versatility. Some people are getting one for workouts, and another for fancy wear, although that seems somewhat odd to us. At \$70, you can't exactly be poor and get one, but it costs less than so many bike jerseys, and is about as thousand times more useful and pleasant to wear all by itself or under something.

Tange-Sekei Super Roller Headset \$70 30-008

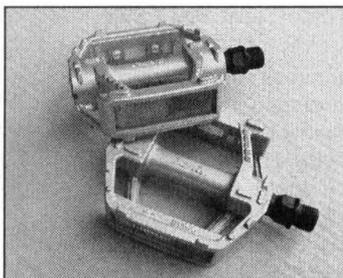
This is as good a headset as there is, and it's better than it needs to be. It has tapered roller bearings* down low, which is the kind of overkill you get when headset makers compete with features; and balls up top, where nothing beats 'em. The finish and quality and consistency are superb, just what you'd expect from Japan's top headset maker. Fits traditional frames with 1-inch threaded steerers, 30.2 ID head tubes, and 26.4 fork crown shoulders. Don't be thrown off by the numbers—if you have a quality American or European frame, it'll fit. If you were to poll all of us here, I think this might be the unanimous first choice. Well, Jerome might pick a Dura-Ace, but Tange makes those for Shimano, anyway. This is a great headset, but it hasn't been selling because we haven't let you know we have it, and because *Tange-Sekei Super Roller* isn't famous with gear junkies; and it's not imported because Japanese headsets get underpriced by Chinese ones.

* roller bearings are cylindrical. On a headset, roller bearings are angled, with the lower portion out further. When you angle the bearings, the upper portion travels a shorter distance than does the lower portion. Tapered roller bearings compensate for that by being slightly conical, so the smaller upper part has to roll as much as the bigger lower part. If headsets spun around and around fast, this might result in longer wear, but given that at riding speeds above about 7 mph, headset turns less than 2-degrees, this theoretical advantage can't make much difference. But sometimes it's nice to ride something is smarter & better than it needs to be.



B.17 Saddle Bonnet \$15
11-014

If you ride in the rain or get a sweaty bottom and it soaks into the saddle, this is the best protection you can get for it. It's such cheap fantastic protection against the rain and bottom sweat that wreck your nice saddle, you might as well have one around for rainy or super sweaty rides.



Super Platform Pedals \$20
14-047

Platform pedals that work fine with any soles, no matter how thin and flimsy, and with built-in reflectors, too. Made in Japan by MKS. Use sans toe clips. You'll love them as much as we do, which is a lot. Smart! Cheap!

Noodle Bars Are HERE!!! No Room For Picture!

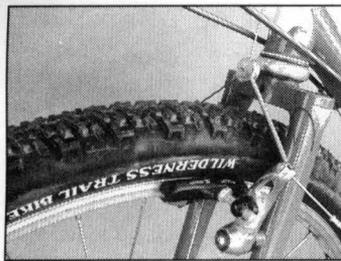
41cm: 16-111 (\$42) 44cm: 16-112 (\$42) 46cm: 16-113 (\$52)

We just got them, and I/Grant like them even more than the prototypes. The flat behind the hoods is super comfortable, and the bar there shoots near-straight back, so it falls under the fat of your hand, which I imagine might be good for carpal-tunnel riders. The 15-degree sweep back looks good and brings that part of the bar in closer. If you've got more than one bike, try these out—they're a lot like Dream bars, just a little quirkiest. Made by Nitto. Measured center to center at the ends.



Quick-Glo \$6 #31-015

Just the thing for polishing any metal or removing rust. It's as handy on bike parts as it is in, you know, the kitchen. It always works, it works well, it's not toxic, it's been around forever, and the tub is right out of the '50s. Every family needs it.



WTB Nanoraptor 700c \$45
10-047

The huge, original "29-inch" mountain bike tire, also known as a 700x52. Good in dirt, on rough roads, and corners super on pavement, too. Bhima here rides them all over. Fits current Atlantis frames easy.



Nanoraptor Tube \$7
10-006

We don't generally go in for size-specific tubes, but when you've got a tire as big as the Nanoraptor, you've got to sort of go with the flow. This tube is good only for huge 700c tires.



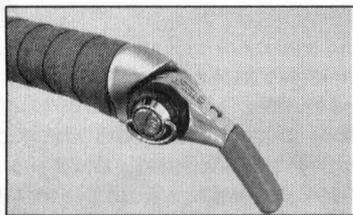
Lip Ivo \$1
31-242

We quit carrying this due to a misunderstanding instigated by an incomplete ingredients label, but now we're back on track. The label is still incomplete, but this is still the best lip goop out there. Pepperminty vanilla, and just the right thickness.



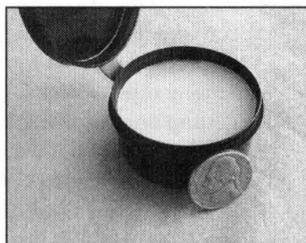
Refrigerator Magnet \$10
24-062

Made by our headbadge makers, then we superglue on a powerful rare earth magnet. This is one refrigerator magnet you won't throw out in the move.



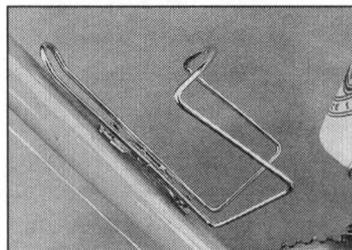
Dura-Ace Barcons \$65
17-098

Dura-Ace bar end shifters designed for 8-speed. They have a friction mode, too, or else we wouldn't have them. They work fine with non-Dura Ace derailleurs, too, even tho Shimano says nyet.



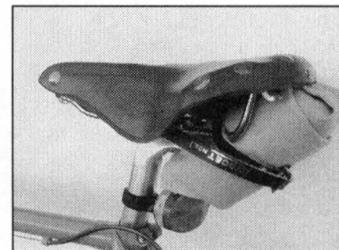
Obenauf's Leather Goop \$5
31-243

The best leather preservative out there. It works for all leather. Made with beeswax & propolis. A pencil-eraser sized glob will do a whole Brooks. Yep, it will. Don't overdo it.



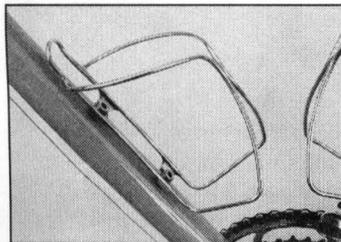
ALE Bottle Cage \$9
29-001

If you can't afford the Nitto model, this is the next best thing. Chromed Italian steel, never leaves a black mark. Grips great.



ACME Tool & Tube Tote \$3
20-003

We've had these since day one, and they remain the best way to carry a small load. A simple 18-inch square of super canvas,



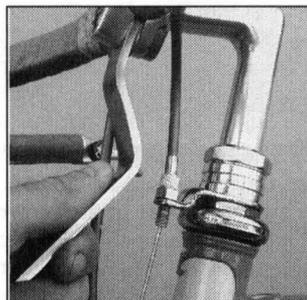
Nitto Bottle Cage \$30
20-030

The most overused adjective in the world of bikes these years is "elegant," but the only bicycle accessory I've seen that actually warrants that description is this one. It looks like it could cost a hundred dollars, and in fact, if you saw one and were feeling fat that day, you might actually pay that much for it. For \$30, though, it's a bargain. That's still a lot to pay for a bottle cage, but you can spend that much on impulse items in a month, easy. Or a week. You buy one of these and that's it—you've got it, you don't pay any more, and your bike get classed up big time.



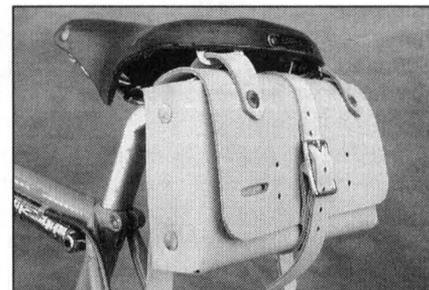
Nitto Hi Crown Stem \$30
7cm 16-098; 9cm 16-099

Brand new stems made from 21-year old cold forgings found in a dusty box during a recent Nitto move. In two sizes only, with 180mm quills and 26mm clamps, either one will get the bar up there where it's comfortable, and do it stylishly and strong. We got just 200 of these, and have maybe 40 left, that's all. You'll never see another. The stem bolt is a raised hex-head, just like in the old days. It comes with a plastic cap to cover the corners so you don't crash, get cut, and sue.



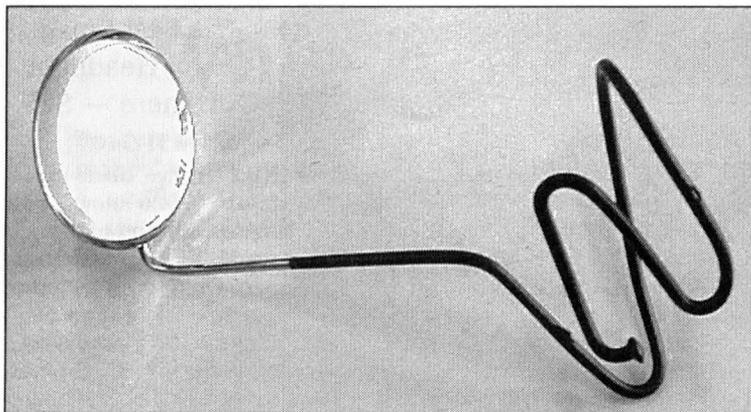
Nitto Stem Pry \$22
19-029

Sometimes your new bars fit kind of tightly in your stem, and what do you do? Grease and risk it? Use a screwdriver? No, if you're smart and rich, you grab your one-of-these, a lovely, purpose-built tool whose sole reason for existence is to prevent lovely bars from being scratched during insertion. For forged or tigged stems. This is a nice gift for any cyclist who has several bikes and likes tools. No shop should be without it, although most are. What for?



ACME TOOL POUCH \$45
20-028

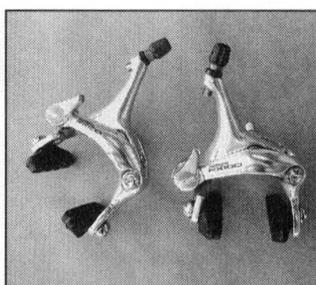
Handmade just for us from thick pink leather and copper rivets, both of which darken in use. This is Jerome's everyday bag. It holds a repair kit, fake power bar, assorted tools, and a wallet; and the slot you see on the back there is for a clip-on LED light. The excess set of holds on either side of the buckle lets you run cord through the flap and tie on a rain jacket, a helmet, or the Sunday paper. It requires a saddle with loops, such as the B.17 (shown), and these are the last of them. Part of our continuing campaign to simplify life and improve cash flow dictates that we drop this beauty.



Rear View Mirrors \$18

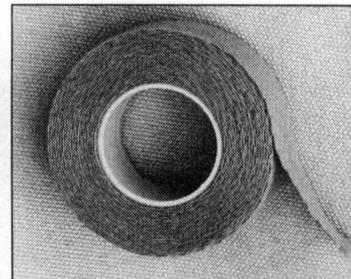
For plastic-framed specs: 31-339; for helmets: 31-245

Don't be calling us Judases for not offering the Chuck Harris mirror anymore. We still like them (and Chuck!), but he cranks them out slowly by hand, so we're giving him time to build up his supply. Meanwhile, these are Tiger Eye brand, super well-made by disabled people. The wire, as on Chuck's, is a spoke. For commuting, touring, or any riding. We're picky about the mirrors we offer, and these measure up. With our logo on the backside. Mirrors are good! Don't think of yourself as a non-mirror wearer. Don't lock yourself into that. They're good, really good.



**RX100 Short Reach \$50
15-038**

We bought these thinking they were std reach, and didn't send 'em back. They fit 99 percent of today's road frames, stop super, and this is a great deal.



**Vegan Leather Bar Tape
\$4 per roll; #16-114**

Far & Away our most popular color. It looks good on most bikes, and it's a color Tressostar hadn't made for years, until we begged and they said yes. Brown cotton!

GIFT CERTIFICATE NO: *Googolplex*

TO: *Bill Gates*

FROM: *Gunga Din*

AMOUNT: *\$100* DATE: *April 9, 2001*

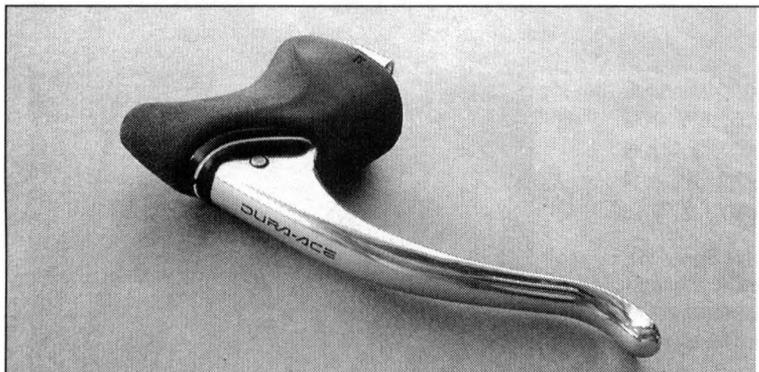
AUTHORIZED BY: *[Signature]*

RIVENDELL BICYCLE WORKS
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RIVENDELL GIFT CERTIFICATE

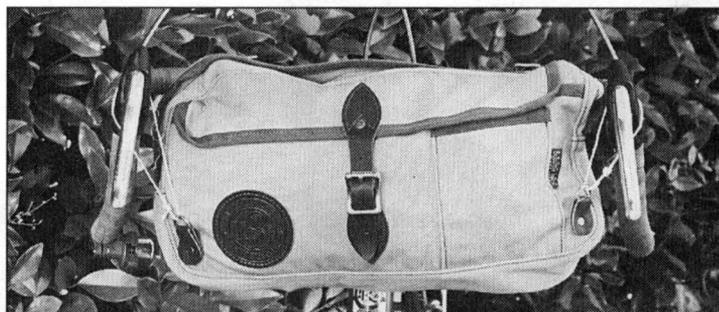
**25 Gift Cert (\$24): #24-082 \$50 (\$47): #24-083
\$75 Gift Cert (\$71): #24-084 \$100 (\$92): #24-085**

When you care enough to give the very best but are way out of your element picking out bike stuff, or when you know you'll be buying something sometime but don't feel like doing it now and want to save money when the time comes. Sold for less than face value.



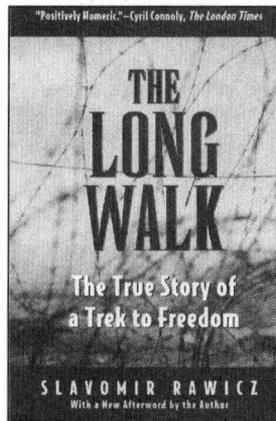
**Shimano Dura-Ace NON-Aero Brake Levers (pair) \$75
15-054**

Non-aero brake levers still have their advocates, and I/Grant am one of them. They're easier to set up, and any time you can avoid bike frustration, it's a good thing. They make changing bars and stems a lot easier. The cables look nice, so long as you nail the length. I'm not potty-mouthing aero levers, because I like those, too...but non-aero levers reveal more about how the bike works, and that's good, too. These are Shimano's best-ever non-aero brake levers, made about 10 years ago, maybe 12, and your will likely be the first hands outside of Japan to touch them. They don't come with cables or housing. Black hoods.



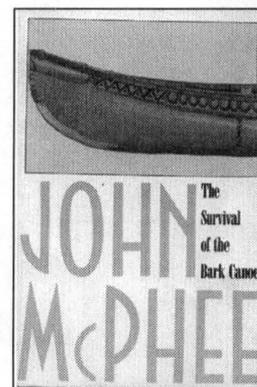
Baggins Hobo Bar Bag \$75 #20-074

Big capacity Baggins bag in the now familiar khaki cotton duck. It requires no rack, has too many (five) pockets to separate jangly keys from goopy food and nice wool sweaters, and is so handy you'll put it on and leave it there for good. It goes on in 20 seconds, comes off in 15. We supply instructions. Works on Moustache bars with aero brakes, or any drop bar (happiest on wide ones).



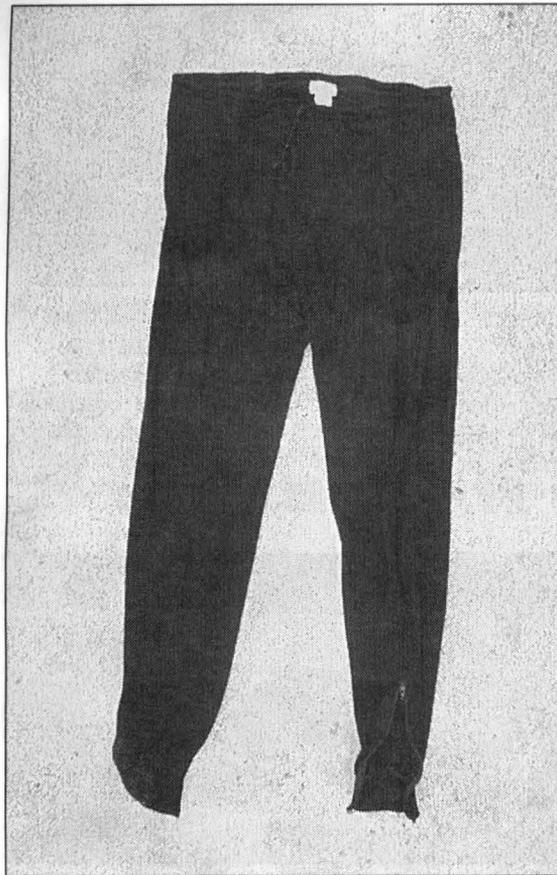
**The Long Walk \$15
23-018**

If this, first published in 1956 about an escape from a Siberian labor camp in 1939-40, were released today for the first time, it would smash all sales records. As it is, few book stores stock it. We got in fifty only, and are so convinced that you'll like it, that we offer a double-your-loot back (in credit) guarantee if you don't. Republished recently with a foreword by the author.



**Survival of the Bark Canoe
\$15 #23-021**

Henri Vallaincourt is a real person, he lives in New Hampshire, he builds canoes the way the Indians did, and he's better at it than they were. They're users canoes, tough enough to knock about. Combine him with John McPhee, and how can the book be anything but great? It can't be. The perfect airplane trip book, but good at home, too.



Kucharik Wool Tights — \$87

S: 22-124; M: 22-125

L: 22-126; XL: 22-127

& Leg Warmers — \$47

S: 21-033; M: 21-032

L: 21-031; XL: 21-030

All wool for your lower extremities, so they don't feel left out. The tights are chamois-less, so you can wear them over shorts. Luxurious, a nice gift. The leg warmers are good for inbetween days. Slick riders can put them on and take them off while moving. They stuff away small when not in use. Wear them under your other shorts. All black.



Shown with home-made mudflap cut from a water bottle. Mounted with zip-ties, of course!

SKS Fenders — \$40

For 26-inch wheels up to 1.5": 27-002

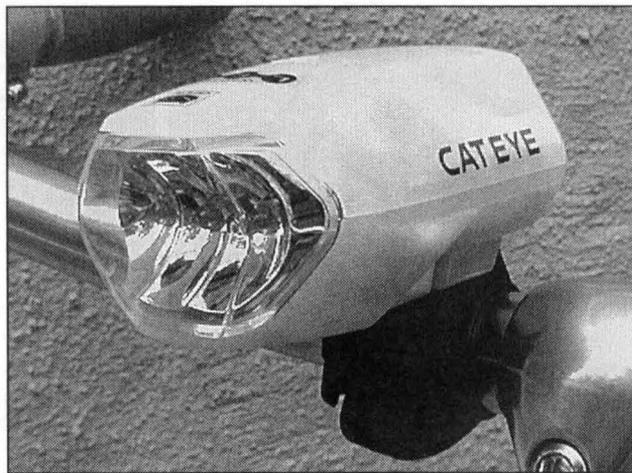
For 26-inch wheels up to 2.0": 27-003

For 700c wheels up to 700x32: 27-004

For 700c wheels up to 700x40": 27-005

Fantastic recycled plastic German fenders with stainless steel hardware. Formerly known as Esge brand; the only difference being that they now come consistently with all the hardware and nice packaging.

If your frame has clearance for fenders, now's the time to put them on. Use an 8-9-10 Y-wrench (you'll need just the 8) and a flat-blade screwdriver. Beeswax the threads. May need some washers to space them out. Something to chop the stays (cheap bolt cutters?). Anyway--fendering a bike is an experience not to be missed, and as a cyclist, you need to get comfy with it. These make it easier than any others, and they work great. Make mudflaps out of old or mildewed water bottles. Drill holes, weave them on with zip ties, as shown.



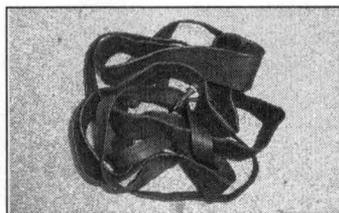
The Best Small Cheap Headlight Out There — \$25

#31-340

It's a Cat-Eye, made in Japan, so you know it's all figured out and nicely made. But here's the neat part: On four AA batteries, the three LEDs shine 50 hours at full blast (giving off plenty of light for most purposes); and 180 hours as a "safety light," meaning it's not as bright as it ought to be for you to see

a dark road, but others will see (and therefore likely not smack) you. There's more good: It's light, is visible from the side, too, and mounts and demounts totally tool-less.

Summary: Great quality, simple, tool-free mounting, quite bright, and you won't have to worry about it going out, or carry spares when it does. It's no 15-watt superlight, but at just \$25, it's the best value we've seen for most night riding. Just 6.4oz with batteries, which you have to supply yourself.



Normal Inner Tubes: \$4

700c, fits 700x27-40: #10-001

26 x 1 to 1.4: #10-003

26 x 1.5 to 1.85: #10-002

26 x 175 to 2.3: #10-007

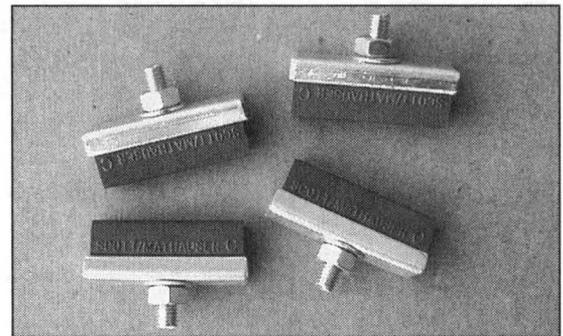
Presta valves, black.

Superlight 700c Tubes: \$6

\$6

Fits to 700x28: #10-004

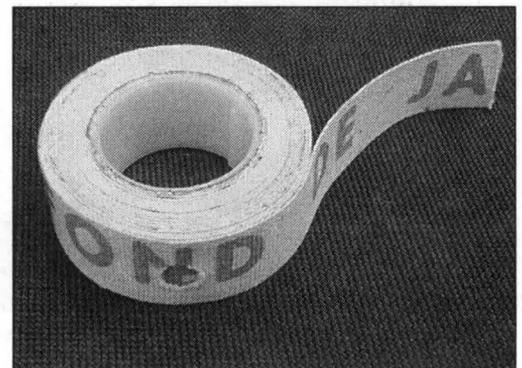
About 68g each.



Mathausser Road Shoes — \$20/4

#15-093

Listen. These are the best brake shoes you can put on a road bike. They aren't pretty, but they aren't terribly ugly, either. Well, actually they are. But they don't look silly-ugly, at least, and these days that's saying something. The supply of these is as iffy as iffy gets. Stock up now, seriously. Put them on the cheap 505Q brakes, and watch out!



Velox Rim Tape — \$3 a roll

#18-054

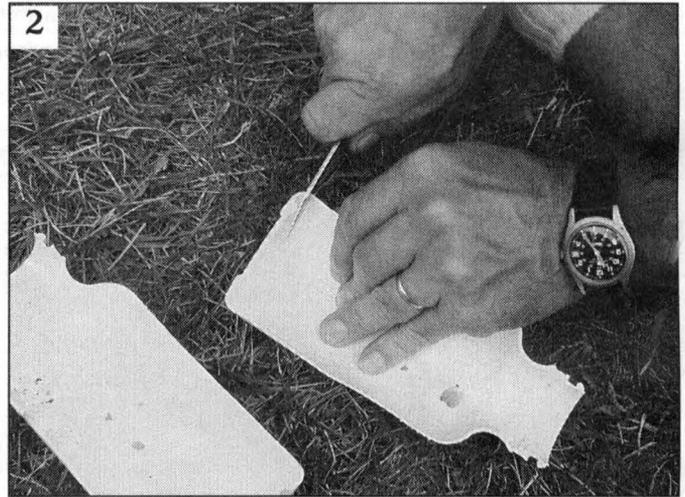
Everybody knows this is the best rim tape in the world. It won't tear, it stays put. Those who insist on trying to dethrone it say, "B-b-b-but it gets wet, since it's cotton," and what we'd like to know is How Can You Tell? and So What?

Why To Make A Mudflap, & How

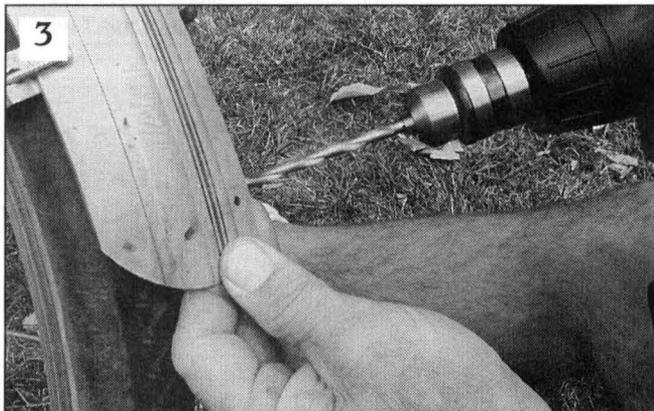
Fenders don't come with mudflaps, at least not usually, at least not the ones we sell. But the thing about mudflaps is they're almost essential. Water and mud fly off the front and shoots at your crank and feet, and if you don't have a mudflap, it'll get you all gritty. On the rear wheel, a mudflap likewise stops spray that'll otherwise get your follower wet and dirty. You've got to extend your fenders. You can do it with almost anything—thick truck inner tubes, hunks of hide, milk bottles, or old water bottles. There are zillions of ways to fasten them. Here's one possibility.



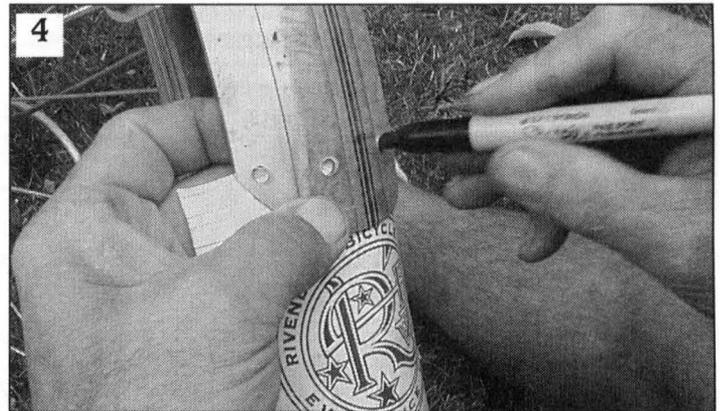
1 More than you'll need. The drill makes drilling easy, but the pocket knife will work. You need just one zip-tie, and cord or wire will work for that. A water bottle makes a good flap. Two per bottle!



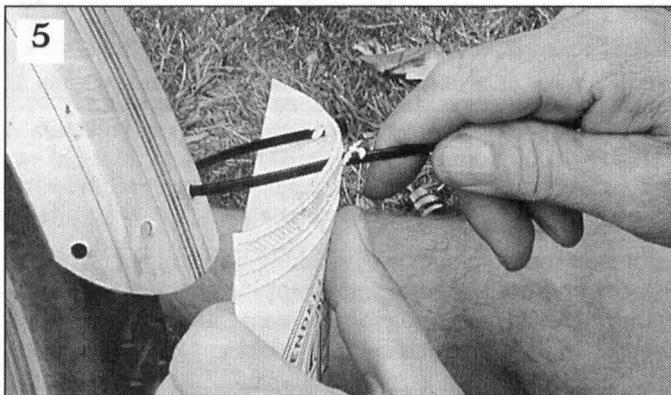
2 Cut the bottle in half, slice off the bottom (shown), and then cut the top part just below the neck, where it starts to curve. On these and other Specialized brand bottles, that's just above the top rib.



3 Mark four spots on the fender. That's where you'll drill the holes. If you're lazy and careful, no need to take the fender off the bike.



4 Long Live Sharpies—the duct tape of pens. Use one to mark the drill spots, and don't lose the cap. That's a leg in the background.



5 It's neater to attach the mudflap to the inside of the fender, but when using zip-ties and water bottles, why bothe? Weave the tie through the holes. You don't even have to secure the zip tie; it'll stay.

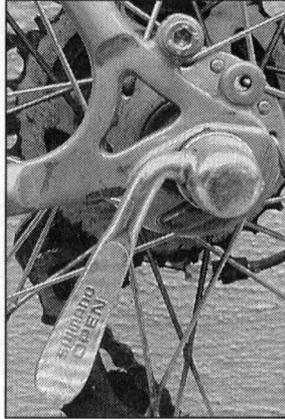


All ready to go. If you want even longer mudflaps, don't use a water bottle. Milk jugs or something else. Something to consider: If you carry your bike on a roof rack, stiff mudflaps can interfere. These water bottle flaps are about as stiff as flaps can be without making life hard up on the roof. Leather or rubber ones are better in that way.

Booby-Trap Your Bike, Bub!

It Might Keep a Simple Fellow Out of Jail

Sometimes, lock aren't an option, or you forgot it, and you have to leave your bike outside the store while you run in for a quick can of Boston Brown Bread. You can ask a loitering clean-cut kid to watch your bike for you while you shop, you can just leave it and hope for the best, or you can booby trap it like this, and hope you don't get sued.



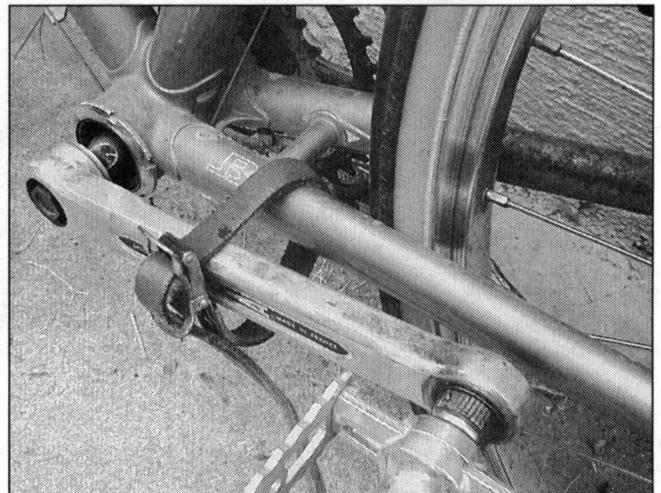
Disengage the wheels. Lift the front dropout off of the axle, and loosen the rear quick-release. With a horizontal dropout, that'll confound the fellow plenty; with a vertical, not so much. If you're really paranoid (but lockless nonetheless), remove the q/r skewers.



Unhookup the brakes. This is easier with cantilevers or V-brakes than it is with sidepulls, but you can figure out a way with sidepulls, too. Using the barrel adjuster and quick release, loosen them so they don't stop, or snug them so the wheel won't roll.



Move the shifters to extreme positions without shifting. Then the fellow will get confused and possibly even consternated when he tries to pedal. Easier with friction shifting. You can tell the left shifter is wacky, because there's so much cable slack.



Tie up a wheel or crank. A spare toe strap can lock the crank arm to the chainstay; or you can use cord, zip ties, bailing wire, or tape. The point is to frustrate the lad into leaving early, sans bike.

"It Won't Work In New York City...!"

Well what does? This is no substitute for a three pound lock, but it'll stop the quick-getaway-seeking opportunist, who won't be able to just hop onto your bike and ride off. If he's a keen-eye and notices the booby trapping (unlikely), he'll figure out that he can't make a quick getaway until he makes certain the bike is in good working order, and people who know how to do that generally aren't your thieves. Clearly, you needn't do all four of these things, but any one of them will do some good.

Once in a while you'll forget to prepare your bike before you get back on it and go. Don't worry, the bike will remind you, and after a while you'll automatically refix your bike before pedaling off.

The Atlantis and the Rambouillet

What in blue blazes're the differences? Which one is best for what? How much overlap is there? Now that we've announced the Rambouillet (due in March), these questions are popping up daily. Here are some answers.

a real Atlantis



a prototype Rambouillet



Main tubes have 0.9mm butts and 0.6mm bellies. Seat stays are 16mm x 0.8 single-tapered. Chainstays 0.9mm. Fork 1.2mm. All tubes CrMo. Seat, downtube, chainstays are heat-treated.

Frame Tubing,

Main tubes have 0.8mm butts and 0.5mm bellies. Seat stays are 16mm x 0.7 double-tapered. Chainstays 0.8mm. Fork 1mm. All tubes CrMo. Seat, downtube, chainstays are heat-treated.

General purpose rough-stuff, loaded touring, commuting, all-surfaces including smooth roads and bumpy trails. A tough bike, but not a slug.

Intended Uses

Road riding to light trail (for instance, fire roads with good surfaces). Day touring with light loads, brevets, centuries. Super versatile road bike.

47 - 51 - 53 - 56 - 58 - 61 - 64 - 68cm, measured center of bottom bracket to top of seat lug. Russian Interior blue. Celeste-like.

Sizes, Color

54 - 56 - 58 - 60 - 62 - 64 - 68cm, center of bottom bracket to top of seat lug. Some kind of orange. Perhaps with sparkle.

Cantilevers or V-brakes. 56cm and smaller take 26-inch tires up to 2.2" (except 47 takes up to 1.6). 700c (58+) take up to 700x52.

Brake Style, Tire Sizes

Standard reach sidepulls. All models take tires up to 700c38 (at least, an IRC Metro 700x38 fits fine). Fenders with up to 700x35.

Gentle, easy to control on bad surfaces and with heavy loads. Not sluggish when unloaded, just smooth, not jerky.

Manners (handling)

More spirited than Atlantis, which is one reason it's not the bike for loaded touring. Great road manners on all surfaces. Turns great.

Triple chainrings with the middle 38t or smaller, and the inner 28t or smaller. That's ideal, anyway. Doesn't work well with half-step with large (42t+) middle rings. No TA Cyclotourist cranks or STI.

Suitable Gearing and limitations

Double or triple chainrings. Works fine with any known gearing, since the chainstays are not bowed outward to make room for superfat tires. Even with STI, but where do you put your bar bag, then?

Clamp-on front der (28.6mm). 135 rear hub spacing. 68mm BSC bottom bracket. 30.2 x 26.4 1-inch threaded headset. 27.2mm seat post. 3 bottles.

Frame Specs (for fittings)

Clamp-on front der (28.6mm). 132.5 rear hub spacing. 68mm BSC bottom bracket. 30.2 x 26.4 1-inch threaded headset. 27.2mm seat post. 3 bottles.

Try...and we mean TRY...to find a better all-around production touring bike. It ain't out there. Everybody needs an Atlantis. What a great bike.

Notes

The 132.5 rear spacing is midway between road 130mm and mtn 135mm, so you can use either kind of hub. It's a good way to go. Smart road bike!

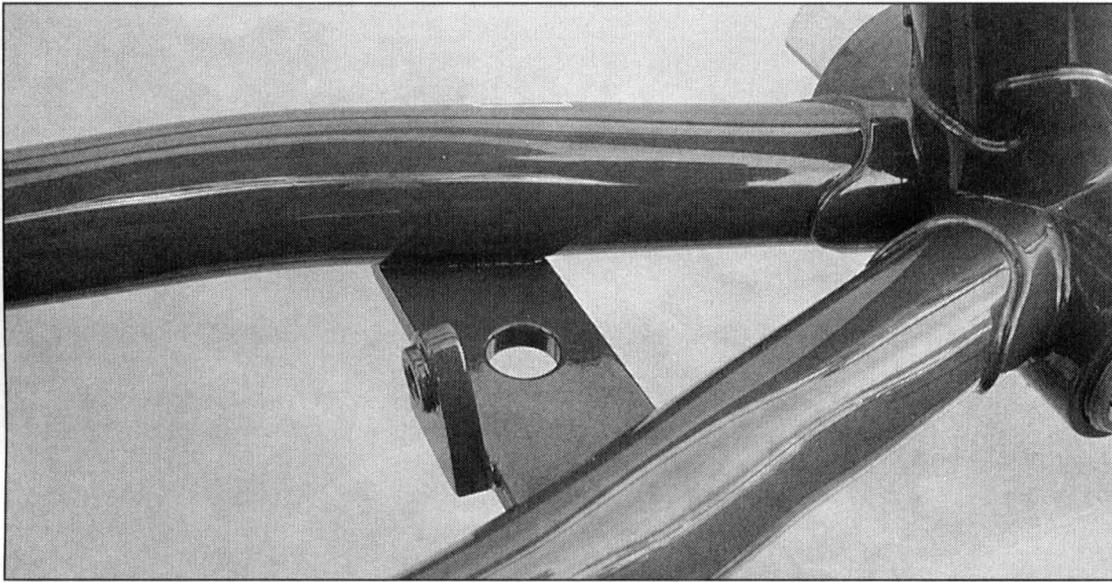
A Short Report

Years ago ending in about 1999, each issue of the *Reader* contained the Progress Report, a personal journal, more like a diary, of how business was going and how I was dealing with it. It was a popular section, and I got a lot of mail pleading with me to put it back in after I pulled it. This here isn't exactly the same thing, but it'll tell you some of the things that are going on here, and what we're thinking about, and so on.

I think we're either too big or too small. We're too small and poor to stock things in good quantities, or to risk the huge bill we'd have to pay if we ordered, for instance, 40 WoolyWarm jerseys in each size, and 35 vests. It's frustrating to not be able to do that. Bhima keeps good stock, but he's restricting his buying these days, at my request, so we don't have huge bills and a full warehouse at tax time at the end of the year...Where we wanna go in the next few years: Well...I'd like to develop the WoolyWarm line more and actually be able to stock it. We want to have predictable regular sales for Atlantises and Rambouillets. That would require us to stock them, which would require a bigger warehouse, which would mean it wouldn't be here, so where? Do we have to move the rest of the business just to follow the warehouse? We could continue to warehouse parts here, but the A & R frames, maybe someplace cheaper, like Wisconsin or Minnesota or Bend. Near a port would be fine...And we're talking about complete bikes that are still lugged steel, but are of a quality that could retail for today's equivalent of \$1300. So sort of like the XO-1/RB-1 grade, preferably made in Japan, but maybe Taiwan if we can get a good builder there. I'm

still more comfortable with Japanese lugged frames. These would be complete bikes, and we'd sell them direct and through dealers, and we'd get them 300 to 600 at a time and sell maybe 2,000 of them a year. It would help support the other parts of the business, and we could employ a few more people...along the same lines, there's an idea we're batting around about a \$1300 mixte-style bike, modeled after the fancy one in this issue. We'd need three new lugs for it, so that'll put it off a bit unless a benefactor lands on our doorstep. But, it's a good idea, I think. We will develop different brands for all these bikes, and eventually have here inside, people to manage them maybe separately. I don't know if we'd ever be able to have sales reps, probably not, with the small number of dealers we'd have. It's not a lust for bigness or high numbers, we just need to improve our cash flow, and it would be nice to introduce newer cyclers to lugged steel frames. You shouldn't have to start at \$2,000...We're slowly developing our own brand of parts, but looking around, there's not much we need to "make" ourselves, and we sure as heck don't want to throw money at stuff we can just buy. The Dia-Tech made shifter pods are good, but now we have no power-ratchet downtube shifters for them, so Dia-Compe is working on those for us. The brand name is Silver, because we won't make black or purple parts...We found a few Ritchey cranks, doubles and triples, the old ones made in Japan by Sugino, the ones we've sold before. We'll have these after the first of the year, and they may be offered first to frame customers, not sure. They'll be about \$200 with rings, and...well, we'll just wait for them to come

and see how it goes. We may get pre-orders from customers, no money down, just to help us gauge how many to order. There's a limited supply of them, and at any time they may go to South America...As cash-poor as we are, we're still short of help in the office, and may need to hire another body at least part time, but maybe full time. I wish it were cheaper to live here. Many have suggested we just up and move to a cheap place, but nobody here's volunteering to leave the otherwise nice Bay Area, so it's not just that easy...We may change the Atlantis color after the 500th frame, not sure...Our website is getting redesigned right now and it should be running in its new form by December 30 or so. We bartered for the work, and it'll be good...I'm trying to get mailings and Readers out more often. This one was going to be 4 pages, then 8, and now it's got to be 16 in order to meet the requirements of the printer and to fit enough sellable things into it. I borrowed a few things from RR25 to put in here, but I don't like to do that. The *Reader* is coming along better, the name will NOT change (overwhelming votes to keep it, thanks), and Andrew's great photos continue to be the best part of it. I owe everybody at work raises, but don't have the money to do that yet. Retroactive to August 1. Our sales are starting to taper off, but this flyer may help. I'd like the Reader to be better, with more circulation, but still no advertising. Everybody has ideas, all ideas take money to develop. It's all risky, and sometimes I think, "I'm 47 now; I wish I was 63." I wonder how things will go. We have good people. As long as we don't make a big mistake, maybe they'll be fine. GP

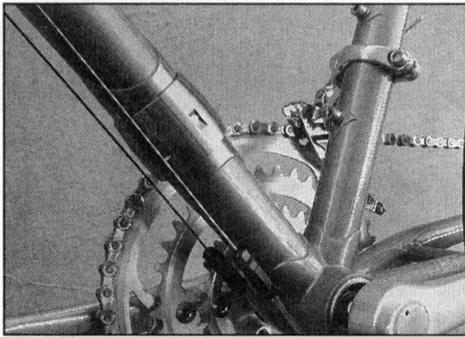


A Rivendell With a Kickstand?

Well, it took us by surprise, also, but the customer rides her bike a lot and knows what she wants, and it happened to be a kickstand. So Curt brazed on a stout, 3/16-inch steel plate, and the kickstand works perfectly. Yes, we suggested the rear-mount style, and we tested her resolve on the kickstand plate, but she made it clear that she wanted one anyway, and since it wasn't anything like, heaven forbid, a fade paint job, we were happy to do it. Curt did this one. Note fender mount, too.

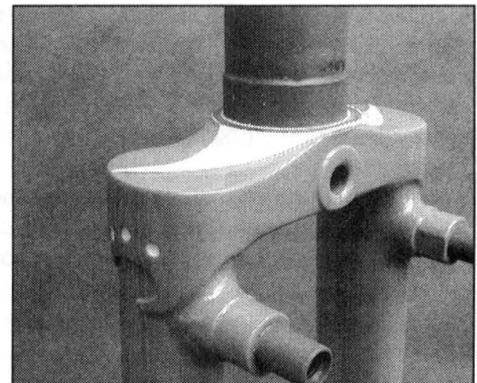
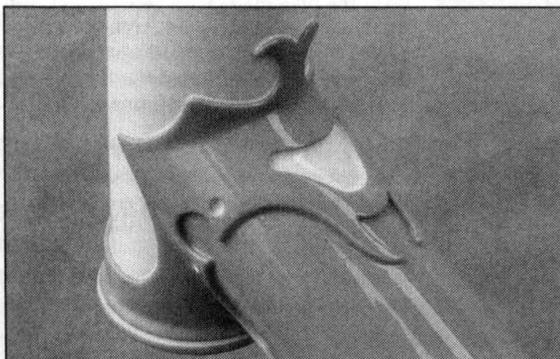
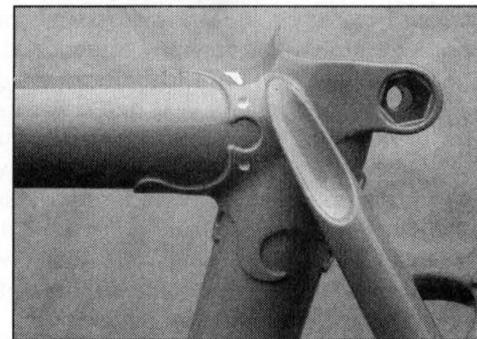
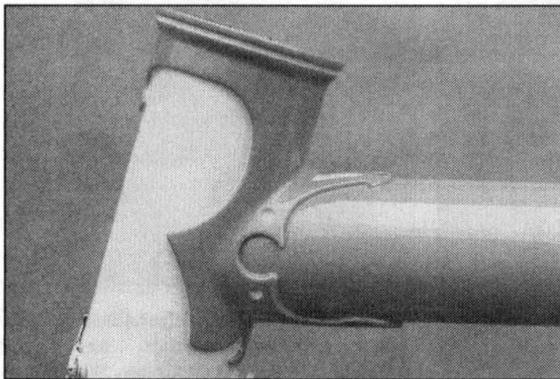
A Tiny Coupled Bike

We don't build many S & S coupled frames, but we have the technology, and when you want one and are able to pony up for it (it adds \$550), we'll do a good job of it.



Fancied Up Lugs

If the final frame geometry seems to beg for the Atlantis lugs (which have a 58-degree angle between the head tube and down tube), we use them on Rivendells, and fancy them up a bit—just so you don't feel shortchanged for getting the same lugs as you could get on a \$950 Atlantis or Rambouillet. Not that they're worse, just that they're not as fancy, which is why we fancy them up. We do that for no charge. But these here are fancied up a lot, and for that we really stick it to you. The resulting lugs still have the signature characteristics of a Rivendell—the flared reinforcements on the head lugs, the solid seat binder, the familiar swirls, and the spoon on the down tube—but they're fancied up a lot. Customized lugs such as these take a lot of time, skill, and involve risk—Joe or Curt (these are Joe's) may mess up a lug after putting hours into it. We factor that risk in as part of the cost; but it's all do-able, and it always looks good.





It needs mudflaps.

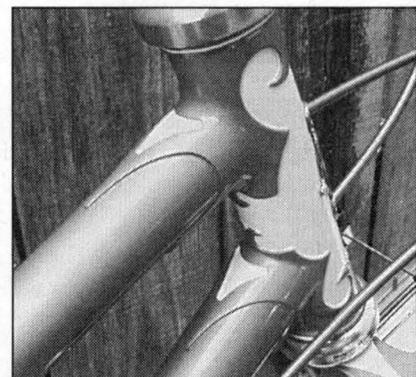
Our First Lady's Frame

This frame, the work of Joe Starck, is the fanciest, most labor-intensive frame built to date, and if we never do another, that'll be fine, too. But as bicycles go, it has a style that's hard to not like; and it rides dreamily smooth and gentle. The owner is in her early 70s, rides a couple of thousand miles a year, and it was time for a really nice bike. This one was designed with a slightly shallower head tube than we ordinarily put on an All-Rounder style bike of this size; to soften the steering just a bit. It has V-brakes because the frame style wasn't well-suited to cantilevers (the cable routing is different). The seat tube is slightly thicker than normal, so we had to sand down a 27.2 Frog post to make it about 27.1 (a snug but smooth fit into the 27.0 bore). Phil bb, TA cranks, Deore brakes & rear hub. It is not, as they say, too "pimped out," but then, despite its superficial beauty, it's a riding bike, and every part is smart.

You can see more of it on our website, where you'll see that it's our loveliest light blue color. Oh, how much will a bike like this cost you? Aawwwkk! Bikes like this are not about money, and even talking about money takes away from this bike. But the answer's online.



note the zip-ties



Top: What do you do with the rear socket of a top head lug when there's no top tube? That was Joe's challenge. We didn't want the bike made with generic lugs, yet we don't have lugs for this style frame. Joe carved up two lugs to make one with the proper angle. Brass-brazed the lug together, then silver-brazed the frame joint.

Left: Here's what Joe did to the seat lug (remember, no top tube); and see that lower seat tube joint? It was created from four lugs, brassed and then silvered.

Joe Bell's paint is perfect. This bike was hard to ship out, but better to a rider than in a museum. See more online.

Joe Starck talks about building it (the lady's frame)

How did you do that to the lugs?

Joe: The lower seat lug was made from two seat lugs and a down-tube (lower head) lug—three lugs, total. It's two lower halves of a seat lug, with one upside down. As I recall, both of the lug parts on the top head lug are from a 59-degree lower head lug. I picked the lugs that would allow the completed lug assembly to look as though it was one lug. First, I took each lug and kept the usable part of it and scrapped the other. I cut the rough shape with a hacksaw, holding it with a vise clamp or some special tools I have—expanding tools that hold it without smashing it. I ground and shaped the part I needed, and came up with two halves, and fillet brazed them together. When I put them all together, there were small gaps I filled with brass—in some spots, there was no way around it. If it were a lug, there'd be metal there, but if you were to strip the paint, you'd see a lot of brass that I had to shape more creatively than I would if I were just fillet-brazing. It was complicated. I had to tack the tubes to the lugs at the right angle, and braze the lugs with capillary action, and sort of fillet-brazed other parts, where metal had to be added. There are easier ways to do it easier, but it wouldn't have looked right.

What was the hardest detail to make?

Joe: The top seat lug. It had a "hole" that I had to fill, and I tried to maintain the pattern. I used part of other lugs to form the butterfly-like pattern on the front of the top seat lug, where the top tube ordinarily comes in. Most lady's frames are just plain there—like the Singer JB's painting about now. I wanted to make this one have something, so it took a lot of cutting, brazing, shaping, sanding, fil-

ing, and smoothing.

Did you ever get nervous, or think you'd botch something and have to start over?

Joe: No, not with the building. The only thing that made me nervous was the original plan, to put a U-brake on split seat stays, in line with the diagonal tube—like the Singer here has. I could see that it wouldn't allow enough tire clearance for 1.9s; and the brake bosses wouldn't be far enough apart. So, as you recall, we gave up that idea and went with canti studs for V-brakes, on the seat stays. It's a better solution, I think, but it required some extra thought and visualizing, and I was nervous about the placement of the tunnel guide. I sure didn't want all that work to result in a bike that she couldn't ride without hitting her heels on the brakes, or one that had a lot of friction in the rear brake.

Did it ever occur to you to take pictures of the build in progress, just so your work wouldn't be completely a mystery and visible only behind the paint?

Joe: No, I didn't think of it as I was working on it, but once the paint was on it, I realized, "Hey, nobody's going to know how much work those lugs were." In that respect, sure, if there were a series of photos showing the steps, it would have been nice, but in the time it took me to build this frame, I could have built two Rivendells. So, I didn't have time to take pictures.

If you made another one, would you do anything differently?

Joe: No, I don't think so. After building this one, I could jump right in to do it again, because I've got it figured out, now. I'd still rather build a bike like this with lugs designed for it, though.

About Normal Custom and Super-Custom Rivendells

All Rivendells are now custom and have been for a few years. That means we design your frame to fit you and most or all of your body's weirdnesses, with tubing that's right for your body and riding, with a geometry that will result in ride qualities suited the riding you intend it for. You know all that...

When you consider that we're more restrictive than most customer makers in what we will and won't do, and that some of what we won't do (brazed-on front derailleurs, internal cables, offer frames with carbon fork options, customized paint schemes) is almost standard fare even on off-the-floor bikes, it may strike you as odd that we will build lady's style frames, and bikes with kickstand plates (elsewhere in this issue). On the surface, those things are inconsistent with what appears to be our style.

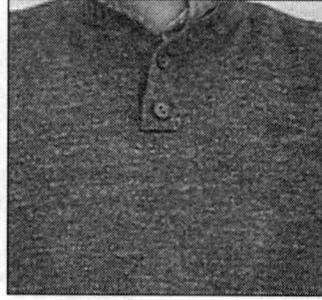
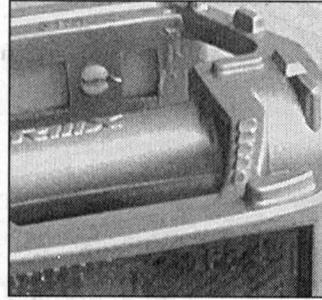
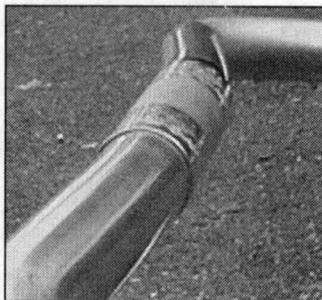
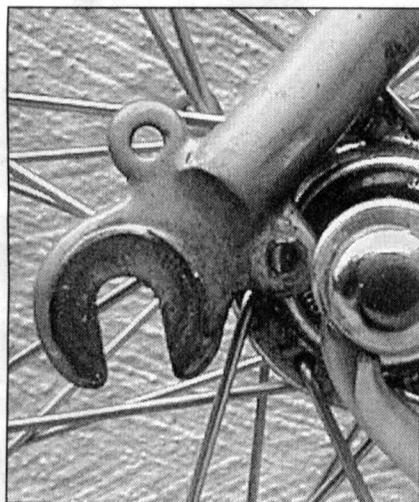
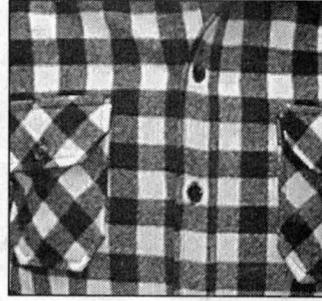
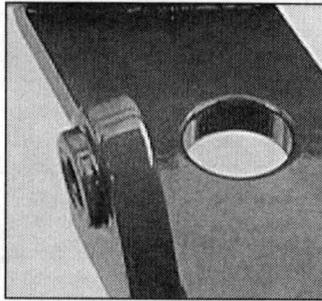
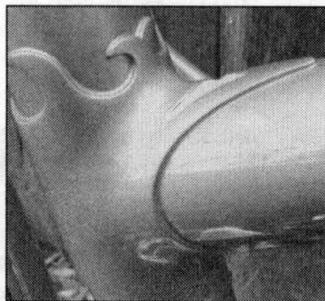
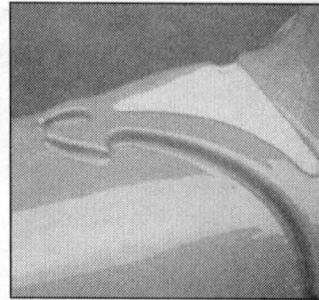
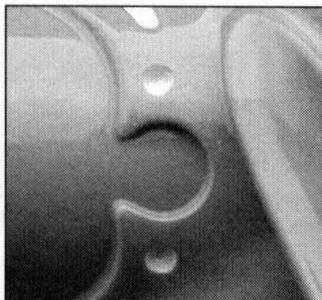
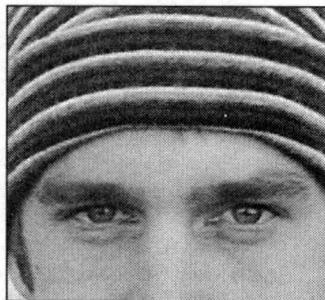
But our style is a mix of function, tradition, simplicity, versatility, beauty, consistency, and What We Like. Some of the design elements of our frames favor one of these elements above the others, but

everything has some of them all. The lady's bike, for example, is beautiful. It is functional, since it is easy to mount and dismount, and offers plenty of stiffness. It is traditional, since it is fundamentally the same as millions of lady's frames that have been built for more than a century. It is versatile, since it accepts fat or skinny tires and fenders and racks, and could be built up with Priest Bars, Moustache H-bars, or drops, and so on. Although it is the only Lady's frame we've made, it still is unmistakably a Rivendell, and that's a requirement, too. In two hundred years, if the paint, head badge, and decals are all gone, an amateur bicycle historian would be able to ID it in fifteen minutes or less. *The Lady's frame is also a Super-custom. A super-custom is a Rivendell that requires extra tubes, or rearranged tubes, or a normal frame built with lugs that get carved-up and fancified in a major way (beyond a scallop here or a hole added there). Super-customs add another 5 to 10 hours to an already 20-hour build.*

Super customs can then get the normal or fancy paint job, or a custom one. We already have 3 levels of paint—plain (without the contrasting head tube), standard (with the contrasting head tube); and fancy (standard plus extra detailing on the fork crown, dropouts, and bridges). A custom paint job is no better quality, it's just one that takes more time and risk. More time can refer to correspondence time trying to nail the exact color; or actual painting time. Risk means if we don't nail the color, we do it over again, no charge.

Back to the Lady's frame. We'd like to do a one as a standard model, like the Atlantis or Rambouillet, but it seems risky. I think we could do okay with them if the price could be about \$600 for a frame, and \$1300 for a complete bike. That would mean different, simpler lugs that allowed mechanized brazing. We've thought about incorporating the key elements of our lugs into simpler designs, and we know the way, but just lack the money (a reality, not a whine).

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Rivendell's Fall-Winter Flyer

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