

Business Notes

Rambouillet frames should be here in mid-to-late April now, and most of the first production is sold out. Some may arrive in early May. The painter's in the hospital as I write this, so there may be a delay, we'll see. We have photos on the web, and we hope to have a separate site for Rambouillet and Atlantis frames sometime before summer.

WoolyWarm is coming along slowly. We have designs for about 12 garments, and some good colors. Not every garment in every color, but we'll see how much we can mix it up. We'll have a few more items by Rambouillet Arrival time, and five or six more by Fall. Leg warmers, tights, SS and LS jerseys, more neck gaiters, headbands. Always in all wool. Probably some women's wool, too. Women can wear it as it is, and we don't call these men's woolens, but mostly men buy them, because most of our members are men...Also, maybe for Fall, some windshell clothing. I am philosophically opposed to windshells. I know that's the most ridiculous thing in the world to be opposed to, and it's dumber still to be philosophical about it, but I hear them flapping like mad coming down the mountain as I'm going up, so I've taken it upon myself to look upon all shells with suspicion. But I've found some good fabric, and I want to use it. It's all cotton, and waterproof. Really old members and super-outdoorsy ones may remember Ventile cloth. It was an all cotton weave developed for the Royal Air Force in WWII (way before my time). I've heard that the company who had the Ventile name died a few years ago. This other cloth is virtually identical, but isn't allowed to use the name. The swatch we have sheds faucet water like a champion; enough to make us want to try it out in one of our famous elusive NorCal squalls that saturate the local peat bogs. Don't by an expensive shell before you see this...Next Spring we hope to have a complete road bike, always lugged steel with a real crown, that retails for about \$1300. The yen is falling, and that may allow it happen. It's something we're working on. So is a women's bike. Two, actually—a road frame or bike for women 5-4 and under, and a mixte-style frame or bike. All we need is lugs (lugsluglugslugs). Lugs is all we need; and we might need a head badge.... The Silver shifter sample arrived at the end of January, and we're riding them now.

They're knockoffs of SunTour Sprint shifters with SunTour's permission & blessing & even assistance, and the next thing we have to do is nail the finish quality. As always, no known delivery, no expectations. We've paid for the tooling, we own something somewhere, and we'll have something this year...We are also re-considering our bag line. Delivery has always been a problem, and we need to have either more suppliers, or more consistent ones. This is not a knock on the bags or the makers we already have; it's just that when deliveries are consistently a month or more late, it makes things hard. I met with the bank a few weeks ago and we were refused an increase in our line of credit because we've yet to show a profit. But the bank lateralled us to sort of an SBA loan broker, and as it turned out, he was the past president of a local huge fly fishing club of which I was one of the original 8 members, about 33 years ago, and we know lots of the same people. Not that that'll get us a loan, but it made for a friendly meeting, and he'll see what he can do. We'll go on with or without the loan, but the loan will speed up some of the more exciting projects in the cupboard. In RR-25, in a column titled Say It Ain't So, Joel, we mentioned that Christophe chromed steel toe clips were being "cast off like eskimo elders" and failed to apologize to those eskimos who do NOT cast off their elders, as well as to those who prefer to be referred to as Inuits. And, we suggested you write to the top man there, Joel Glotin, and suggest he do what he can to keep them in production. The issue of their fate is still a matter of discussion, if not debate. Our buyer (Bhima) heard from Zefal USA that they were being discontinued; later, that they won't be; and latest, that they will be. Many of you have written, and my bet is that they'll keep them around. I hope Joel isn't mad at me to directing mail his way. He's not returning my emails, but that may be just the French way (I don't mean anything bad by that)...Also, you know the Womens Frame story in RR25, and the mention of Terry? Well, apparently frame-builder Bill Boston's designs heavily influenced Terry, and one reader felt that my not mentioning this was sexist and not good. I didn't know about it (can't know everything), but in any case, Georgena is still a heroine for bringing the issue to the forefront, and getting other makers to

react and at least try to make better-designed women's bikes. The *Reader* surveys are pouring in, and the Sheldon interview ranks way up there; and the Brazing the Bottom Bracket story got good marks, as well. Generally, we'll not try to copy the big magazines, so you can get some variety in your reading. I mention this because a few readers expressed concern that the Survey Itself was a sign that we were going to try to mainstreamize the Reader. The horseshoe story in RR26 will quell any such fears.

In RR26, Sheldon writes a story about the Raleigh Superbe 3-speed, and I'd like to have him as a regular. It's only 4 (maybe more later, but for now just 4) issues per year, and I think we all know he can handle that.

There's some concern that we'll turn the RR into a copy of the slicks, and the survey was just the first step. It won't happen. We can't afford the good paper and color photography, and with the RR's meager circulation (about 4,800), it's unlikely that we could sell a page of advertising for more than \$250, and that's not worth it. We have to increase circulation to about 10,000, and are shooting for 7,500 by the end of the year, but it won't get big and go bad, I promise you. I'm not saying it's great now, because there's lots of ways to improve it, but the direction and flavor will stay the same. The Surveys will influence the *Reader*, but most folks seems okay with how it is now (thanks, but I still like suggestions on how to improve it)...We got in about 100 Ritchey cranks, the NOS Logics with the 110 and 110/74 bolt pattern, in doubles and triples. Most of them sold out after the email announcement (if you aren't on that list and want the latest information and opportunities, contact us and ask to be on it)...The next catalogue, Spring (No. 10) will be out within a month. One of the reasons we're trying to borrow money is so we can print up about 50,000 of them and distribute them through mailing lists and events...The next RR, number 26, will be a pretty good one, I think. It might not be as good as number 25, but it'll be respectable and have a few good things in it. Delivery should be about April 1.

Please look over the gear in here and see if there's something you'd like. Selling bike stuff is what keeps us going, after all.

—GP

Good Goops and a Bell

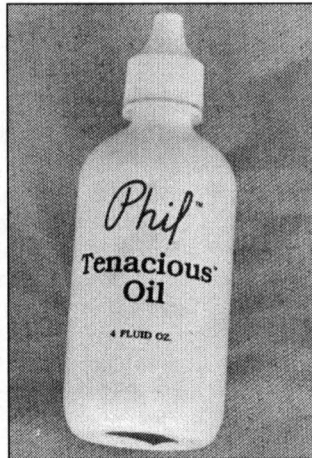
Quick-Glo \$6 31-015

Non-toxic (that's a good start) rust remover that works on the scientific principle of abrasion—the very same principle that carved the Grand Canyon and Yosemite Valley. Used with a Scotchbrite pad, this removes rust better than anything we've ever experienced, and leaves the metal shiny and smooth. Easy to use, been around forever, and it also cleans up pots you left on the stove too long. Shown smaller than actual size.



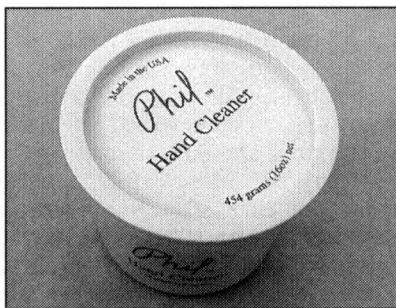
Phil Oil \$6 31-013

We stopped carrying this for a while, not because it's no good, but because we had to trim stuff, and it wasn't exactly floating the ship here. But since we use it all the time in the shop, and since it's not all that easy to find, we decided to stock it again. Phil calls it tenacious oil because it's really thick and sticks to everything in a tenacious manner. That's what makes it the world's best chain lube for the world's wettest and muckiest riding conditions; but most of the time we use it for cables, pinch bolt threads, and any use where a finger full of grease or lanolin just won't reach. If you're your own mechanic, you'll find this to be a handy goop to have in your quiver of goops. One bottle will last at least 5 years, at slightly more than a dollar per. All for less than the cost of a ticket to a bad movie or a good burrito with nothing to drink.



Phil Hand Cleaner \$6 31-038

This is by far the most effective, fastest, and pleasant to use hand cleaner we've tried. It absolutely cleans the filthiest hands spic-and-span faster than anything else we've tried, and we've tried them all. After that, it washes clean quicker than the slimy, orange-based cleaners. It's made from wood pulp, but we have it on good authority that nobody cut down the trees just to make this. All natural, no smell, brown, gritty. Makes Lava soap seem like Camay. It costs more, but what do you want—an inferior hand cleaner that takes more time but costs a few cents less per use? No. Treat yourself to the best in the world. One tube will last you a year. If it dries out, reconstitute it with tapwater. Then you're all set.



Boeshield Spray \$15 13-034

It's our first-choice chainlube and the stuff we spray the insides of frame tubes with to prevent rust. Made by Boeing. It doesn't smell, it's not sticky, it goes on easily, cleans up easily, and leaves a wax film that defies water and doesn't attract dirt. It comes with a straw, so you can spray it into brake levers to stop squeaks, or into derailleur pulleys, or anywhere else where access is a problem. The big old can seems to last forever. By the time you've used it up, you've prevented tons of rust and stopped lots of squeaks.



Lanolin? For Bikes? Heck yes! \$6 31-342

Yet another odd-ball fantastic product that you won't find anywhere else, at least not in any other bike source. Lanolin is wool oil. It's the stuff, without which sheep the world over could pretty much forget about living in wet climates, because they'd get too heavy and wouldn't be able to move.



And, as much as we'd like to claim to have discovered its uses on metal, we can't do that, so we'll be content with pioneering its use on bicycles. On a bike, we use it for any metal-to-metal contacts that would ordinarily get greased, since it's more desirable to stick your fingers into pure, natural, good-4-u lanolin, than grease. Bolt threads (if they can't be reached with this, drop Phil oil into them); head tubes before pressing in the headset, bottom bracket shells between the threads to prevent rust (we paranoids spray with Boeshield AND use lanolin. I coated half a bare lug with lanolin and left it outside for 6 weeks of rain, and still no rust. All that, and it makes your fingers soft and smell good. We've used it in a tub and a tube. The tube is handier by far, and less messy, so that's how we decided to sell it. Two and a half ounces, goes a long way.

German Bell, \$7 31-244

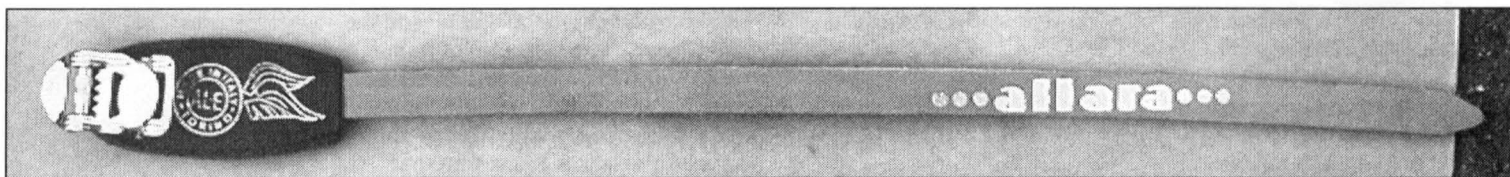
The Japanese bells we were getting are kind of hard to get. These we can get hand-over-fist all year long. They're made by Reich, who is to bells in Germany, what Swingaway is to can-openers here in the U.S. It mounts on any 22.2mm post (Preist or mtn handlebars, stem quills) and gives off a trill that may not warm the cockles of they guy who's in your way, but won't scare the pants off him and incite violence, either. Plastic and metal, assorted colors, no choice. They're good bells, not collectable, but good nonetheless.



Straps, Tape, Twine, and Shellac

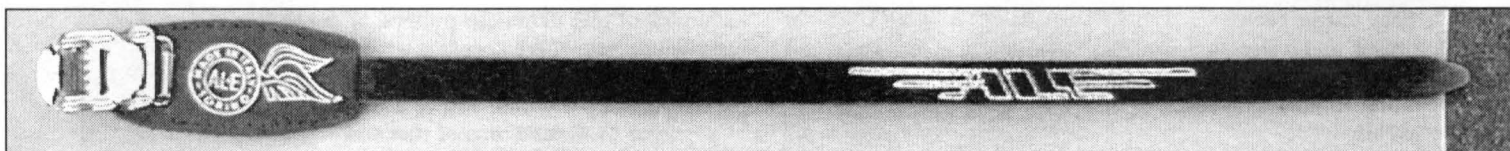
ALE Toe Straps...with Buckle Pads - Blue — \$10

14-044

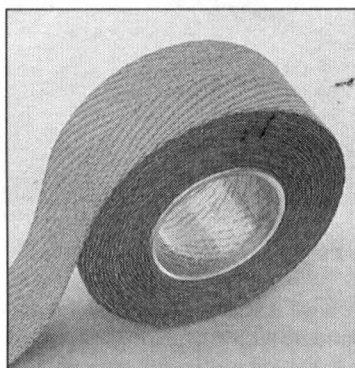


ALE Laminated Toe Straps...also with Buckle Pads - Black — \$15

14-045



Back in the halcyon days for toe straps, the rich racers always used laminated ones, the idea being that sticking a layer of nylon between two layers of leather prevented stretching, which means you'd be less likely to pull your foot off the pedal mid-sprint. Such toe straps were always made of thicker leather to begin with, though, so it's hard to say whether or not it worked. Still, it was a matter of pride to use laminated straps, and maybe it still is—although, nobody we know still snugs them up that tight or sprints that hard. Still, the extra cost of a laminated straps isn't that much, and we offer them up for anybody who missed out on the '70s. With buckle pads, same as the cheap ones.



Cloth Bar Tape \$4

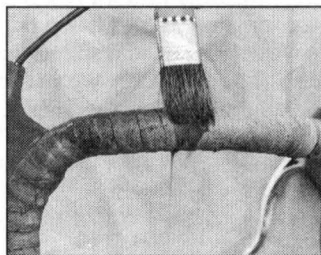
White, 16-074; Lt. Blue, 16-076; Red, 16-073; Black, 16-068; Brown, 16-114

It's been so long since we've used anything else, and you ought to be able to say the same. Cotton bar tape from France is still the local favorite because it feels so good, looks just right, and is fine-tunable with shellac, mud, or the rub-in compound of your choice. The only reason it's not still on production bikes is because it's harder to wrap, and there's no denying that. But again, buddy, if you are your own mechanic, wrapping cloth bar tape is one of those skills you ought to have. I/Grant have never been good at it, but I've never completed a job I couldn't live with, and in fact I've come to be rather fond of the cute little folds and irresistible errant gaps that are the hallmark of my own tape-jobs. Here's a tip, though: Pre-wrap the brake lever area with 2 two-inch strips of tape. Then start at the bottom of the bar, wrap the left side clockwise, the right side counter-clockwise. Pull hard on the tape, and wiggle it side to side slightly as you lay it down, and don't overlap more than about 1/3 the width of the tape.

Shellac \$8

16-061

Shellac is the ooze from the lac bug of India. The female lands on a tree, bites the tree, oozes this stuff out to form a shell, lays eggs, and dies. The eggs hatch, the baby bugs fly away, and when this happens en masse, the tree branches are left covered with shellac...the shells of the lac bug. Shellac is famous as a wood finish, less famous but still used as a dye, and even less famous as a food coating (apples and gummy-bears, according to our sources). But around about

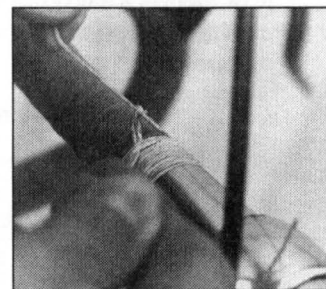


1940, French bicycle tourists started using it on their handlebar tape. Maybe it's because the tape of the day wasn't backed with adhesive, and shellac was the practical way to hold it in place. Maybe because they liked the effect. Maybe you can search the internet and find out the real reason. In any case, it is a fine thing to coat cotton bar tape with. It turns white to brownish. More layers make it darker and smoother. It's not totally waterproof, but almost, and touch-ups are easy. We provide foolproof instructions, and guarantee that your first attempt will look as good as our 300th. Honest!

Hemp Twine For Finishing Handlebar Wraps \$5

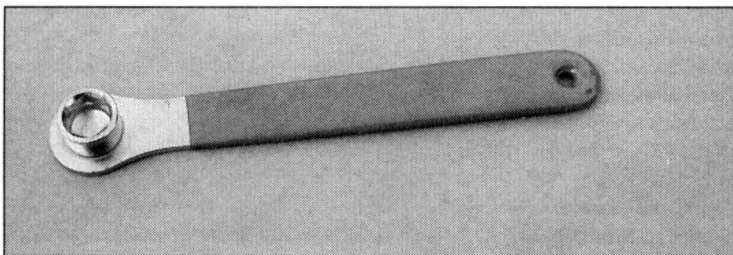
16-086

In the old days before we knew any better, we used electrician's tape and actually thought *hey, that's slick*. This is slicker. Genuine Hungarian hemp, with all the thickness inconsistencies and flaws that that implies (apologies to Hungarians)—but it's our first choice for finishing off a handlebar. It feels good to get manually involved with your bike in a way that doesn't involve a wrench in one hand, and it looks good. Shellac it down, or apply some kind of waterproof, dries-clearish goop that you can get at a hardware store. Even Elmer's glue works fine. To finish it off, start the wrap at the end of the bar sleeve. Start with about 6 feet of twine, wrap over the end to snug it, and continue the wrap for about 8-10 wraps. Then make a loop of twine, run the last four wraps over it (toward the loop), then stick the end of the twine into the loop and pull 'er on through. It's called "whip finishing" in fly-tying lingo, and it's easy. Our wraps are about 3/4-inch wide, but you'll figure out what looks best to you.



Tools & A Book on How To Use 'Em. And a Hub.

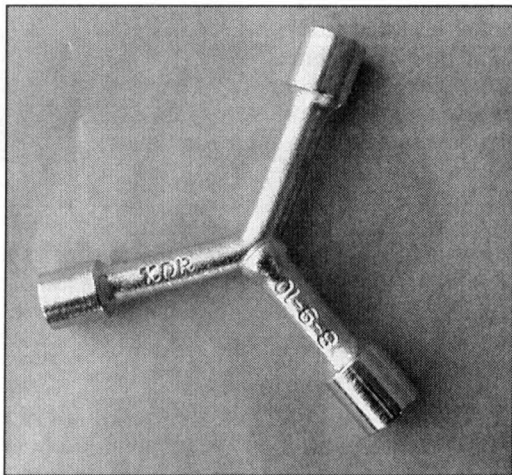
Park Crank Bolt Wrench \$8
19-061



This is the tool you need to extract the normal, 14mm hex-sided bolts that hold so many cranks on. The alternative is a 14mm socket, but you might as well have a specific tool for this most-common of all tasks, since it isn't that expensive. Besides, if you ever go on tour and want to be prepared for anything, this is easier to carry than is a socket wrench. Lighter, mainly.

Hozan Y-Wrench \$7
19-023

There isn't a bike mechanic alive who'd sell his or her Y-wrench for \$50 if he or she (sheesh) couldn't get another one. It works for brake pinch bolts, some derailleur pinch bolts, and is the only civilized way to tighten down fender nuts. Feels good in your hand. Fits 8, 9, and 10mm nuts. This Hozan one is the real thing. Will last a lifetime, and is one of those tools that's remarkably hard to lose.

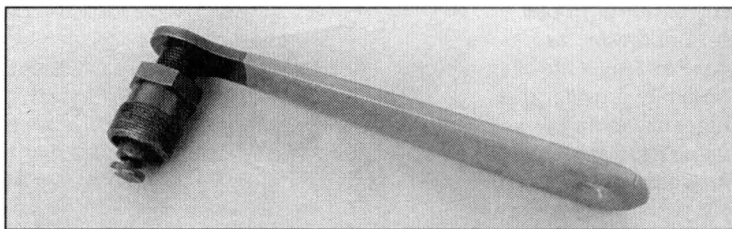


SunTour XC 9000 Front 32H Q/R Hub—\$20
18-052

The best front hub you can buy. Cold-forged body, sealed AND shielded cartridge bearings (so gunk has to get past the nearly impenetrable shield before it can even get to the seals), and the flanges are angled in slightly to reduce stress on the spoke bends. It uses a standard, super common 12x28 sealed bearing. You can replace the bearings, but you'll probably get 20,000+ miles from these before you even have to. It doesn't come with a quick-release skewer, so just use one from an other wheel you have. At this low price, you have to hate bicycles and wheels and all related matter not to at least be tempted; and if you build your own wheels or have it done locally, you can do no better than this.

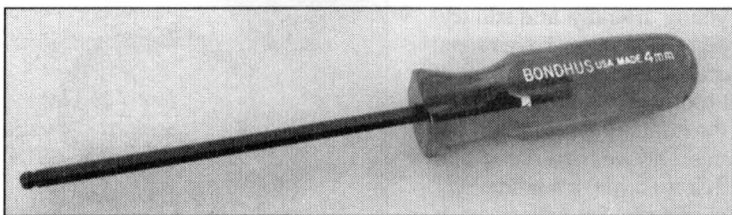


Park Crank Puller \$8
19-060



Odd that we haven't carried this up to now, and odder still that we haven't had any requests. Odder even still, that since we haven't had any requests, we decided to carry it anyway. This is your basic, made-in-America, Park brand crank puller. It's the one we all use, and is the most popular crank puller in the bike shops of America. If you do your own work, you must have one already; if you're becoming your own mechanic, you need one, since you can't really make do with anything else. Fits all cranks born in the past 50 years, doesn't it?

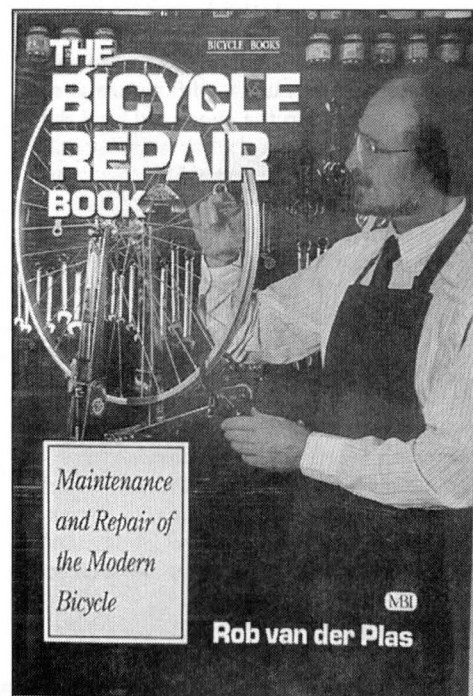
Bondhus 4mm Bottle-cage/fender/rack mount wrench \$6
19-011



Another one of those neat little tools that takes all the frustration out of the most mundane jobs, such as mounting racks, bottle cage, and fenders. Regular L-shaped allens get in their own way as you turn them. It's slow and drives you nuts and is just plain unnecessary. This one gives much better access and cuts the time by 75 percent.

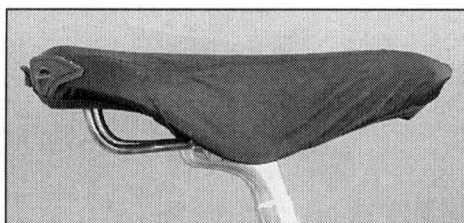
The Bicycle Repair Book \$10
23-023

This book will take you from crayons to perfume, bike-mechanicwise. It has crystal clear photographs of every conceivable home-mechanic operation, and clear text to go along. If you can't perform the task after reading this book, then you'll at least know you're justified, and not just lazy, when you take your bike to a pro for fixing. Written by Rob Van Der Plas, a bike guy from way back. You can trust every word in it, and there are plenty. Highly recommended. Have it on hand.



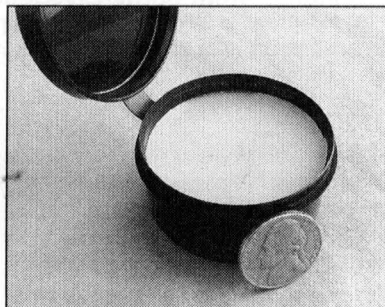
Saddles and Stuff For Them

Saddle Bonnet \$14 11-014



If you ride a Brooks B.17 and want it to have as long a life as possible, consider this essential and a bargain. Yes, leather saddles have been ridden for years without sissy bonnets, but there are lots of swaybacked saddles out there, and there'd be a lot fewer of them if more people used these in wet weather. With fenders or at least a saddlebag to prevent the wet from shooting up at the underside, and this to protect the topside from rain or inordinate amounts of bottom-sweat, your B.17 is well-cared for. It's only \$14, and it is still Winter...

Obenauf's Leather Goop \$3 31-243



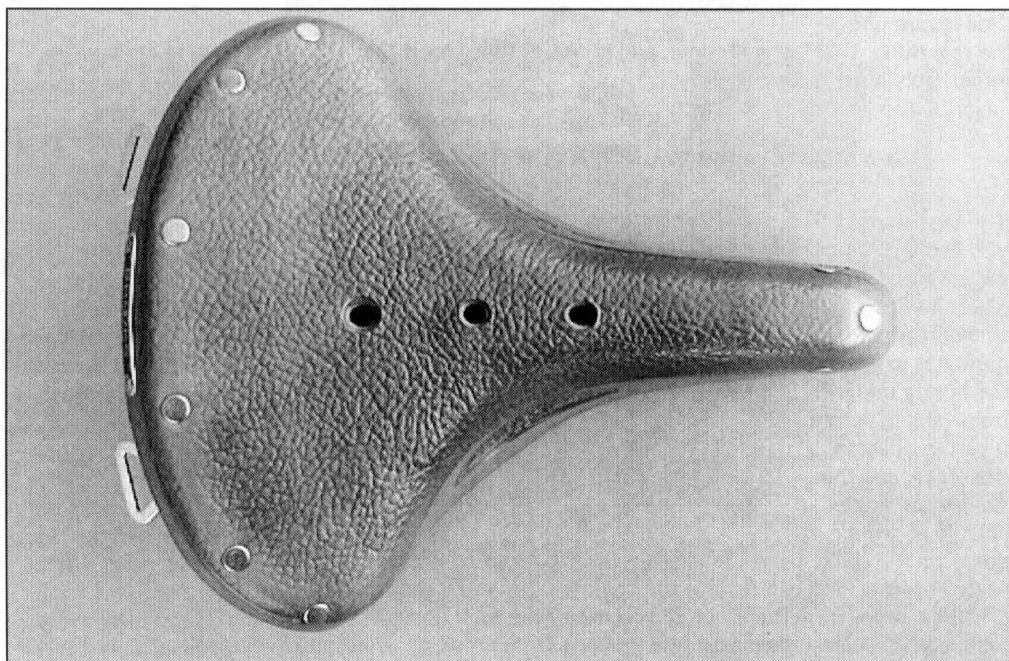
In the old days—you know, when Rivendell was small, young, friendly, and still trying—we'd never have recommended anything BUT Proofide for a Brooks saddle. Then a member told us about this, and we tried it out, and that was that. It's made by/for firefighters for their boots. It is largely beeswax and propolis (bees make that, too),

which certainly didn't hurt its chances here. A little goes a long way, and it protect your good leather (saddle or not) from heat, sweat, salt, rain, and what else is there? In rain, use a bonnet anyway. You can buy this cheaper online, but it's still well worth \$3 from us.

Brooks B.67 \$70 11-043

New from Brooks, but thankfully not revolutionary. What it is, is a B.66 top mated to a frame that lets you use it with a normal seat post, as opposed to the cheap old kind that come with a separate clamp. We personally have nothing against those, and they work fine, and we've sold them in the past and are proud OF it...but it is nice, at least, to be able to buy a super comfy saddle for upright riding and not have to buy a new seat post to go along with it.

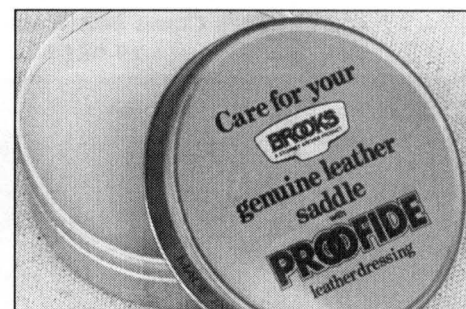
This broad & weighty saddle will satisfy the pickiest bottom out there, and certainly will make you reevaluate whatever saddle you've got on your other bikes. The springs help. The width is great. The saddle's flat back where you want it to be; and it has saddlebag loops. This is the saddle that could just as easily be a chair. I'd sit on one all day long if I could get Joe or Curt to make me a bicycle frame-like chair.



Proofide \$6 11-005

This is what Brooks recommends for its saddles, and we've used it enough over the years to know it works well. Plus, it comes in a pretty nice tin.

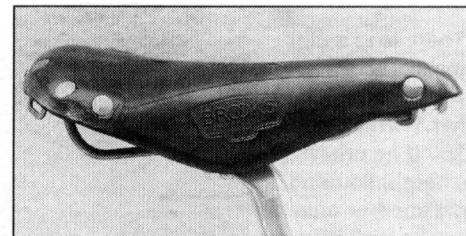
Opinions vary as to where to apply it. The Topsters say that if you put it on the bottom, the pores will get clogged and the leather won't breathe. The Bottomsters say go ahead and put it on top, but do the bottom, too, since tires fling water up at the underside. The Topsters say, not if you have fenders. The Bottomsters then get all huffy, and things start to get ugly.



Brooks B.17 Grey & Titanium \$140; Brown & Steel \$90 11-007 11-006

Hands down the most successful, bottom & crotch-pleasing saddle of all time. For a general purpose, sporty kind of bike and riding, it's hard to imagine how anything can equal it. It's 170mm wide so it supports your sit

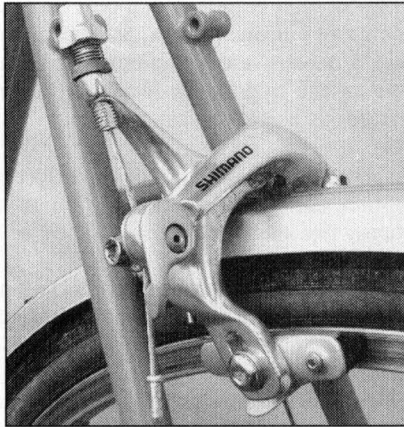
bones; it gives a bit, so it customizes to you; it's flat where you want it to be, and the middle part is lower than the back, so if you set it up right, you won't go numb down there. Moreover, it's the nicest-looking saddle we've seen; and to top it all off, it has integral saddlebag loops.



Brakes

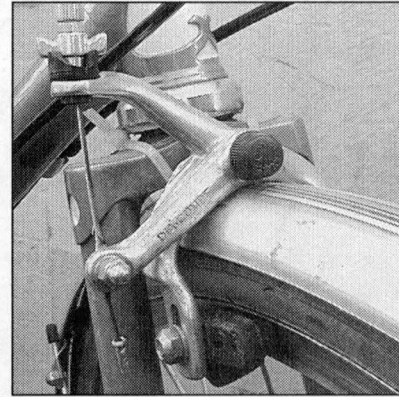
Shimano Ultegra Standard Reach Sidepulls \$120 15-094

The brake that goes on about 90 percent of all new Rivendells, and the brake that all new road bikes ought to be designed around. It's a dual-pivot model, so it's super powerful and sensitive; and it costs a lot, so you needn't feel as though you're doing a fine bike any disservice by equipping it with these. Nicely finished, perfect function. If you've got a bike that fits standard reach brakes (from 47 to 57mm), you can do no better than this one. Bravo, Shimano, for making it.



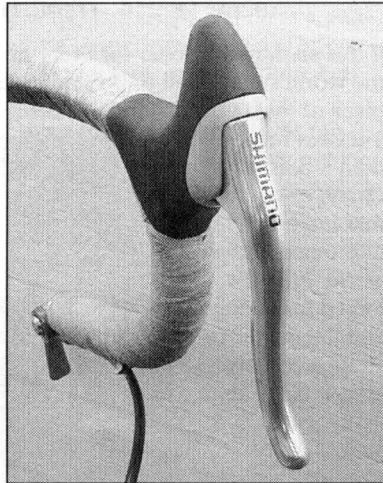
Dia-Compe 505Q \$24 15-081

Conundrum, conundrum... do you spend your fancy lunch money on these brakes and get 80 percent of the performance of the Ultegras there to the left (and save some grams in the bargain); or do you take the approach that the \$95 difference won't break you, the Ultegras do work better, and you'll have brakes that don't remind you of your own cheapness every time you look at them? Or do you just say hey, I'm getting both. I'll have a use for another set some time down the road, and they'll likely cost more then? See?—*Conundrum!*



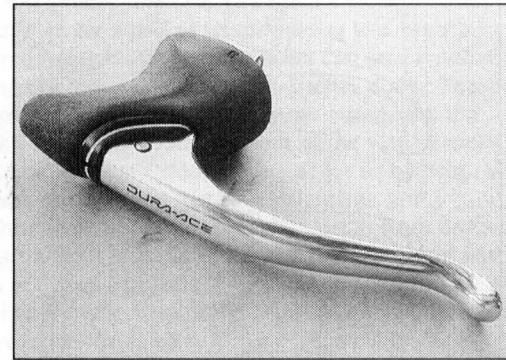
Shimano Tiagra (Medium-Good) Aero Lever \$48 15-091

If you're not all that bent on creating a situation in the future in which your heirs will be fighting tooth & nail over who gets the brake levers off your bike so they can auction them on eBay, but you still want really good brake levers, then these are the ticket. At \$48, they're about as affordable as brake levers get these days, and they're supremely comfortable and functional. If there were a Bang For Buck award, these would win it in the brake lever category. We all like them, but rest assured that others do, as well.



Shimano Dura-Ace Non-Aero Brake Levers \$75 15-054

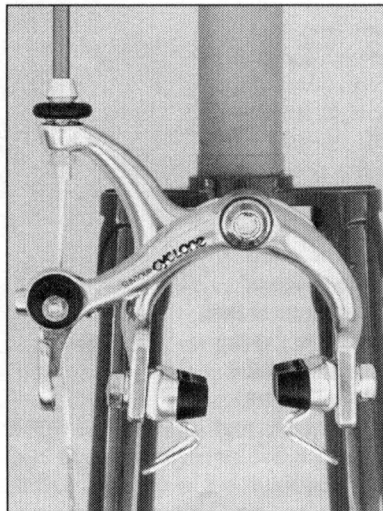
These are new, never been used since they were made sometime about 1990, and the day Shimano makes another non-aero brake lever is the day ABC donates two minutes of Super Bowl commercial air time so Rivendell Bicycle Works can



make a public service announcement about the benefits of lugs and steel. These are as nice as non-aero levers get. Black hoods, and they look really good against brown or blue tape.

SunTour Cyclone Short Reach — \$45 15-026

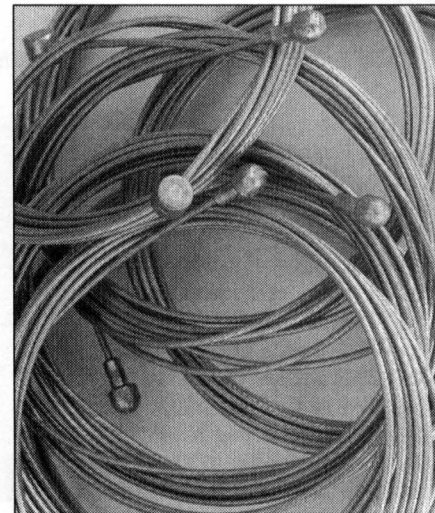
If your bike fits short reach brakes, as most road bikes do, then you can look far and wide before you'll find a better one than these. They are NOT dual-pivot models, so if you have super weak hands, steer clear. If you have normal hand strength you may even prefer them to dual pivot models. Certainly, it takes more oomph to squeeze these, but that's like saying it takes more effort to eat with a metal spoon than with a plastic one. Some people prefer the more honest feedback a single pivot provides. AND their shape is better for fenders.



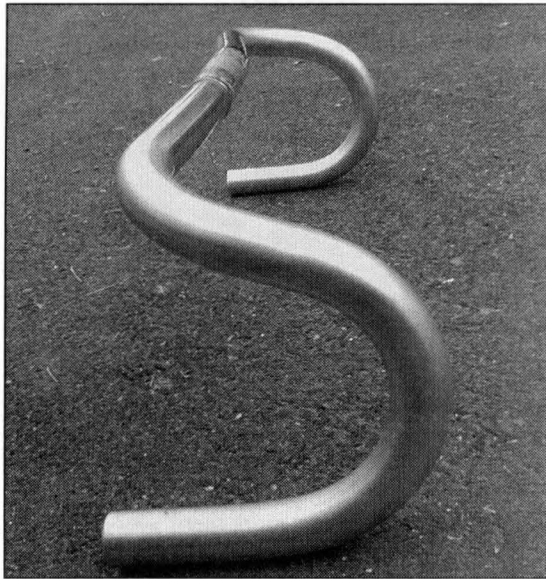
Brake Cables \$3 15-082

If you work on your own bike, do yourself a favor and have some spare cables on hand. If it saves a trip downtown, or if you find yourself working on a Sunday night when the rest of the tribe is in there watching Bonanza, you'll be glad you had these around.

Top quality Taiwanese brake cables. As good as they get, we use them on everything. "Made" by Quality Bicycle Products. Smooth, prestretched, thick, and all that.



Bars, Stems, and So On



Nitto Noodle Bar \$40 to \$50, depending

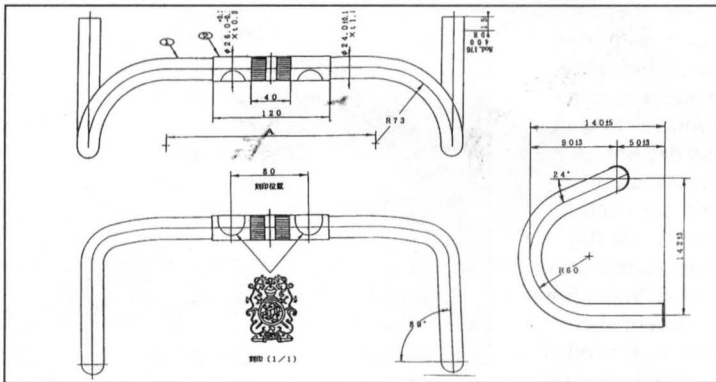
41cm: 16-111 44cm: 16-112 46cm (\$50): 16-113

These are just in, and we're sorry to report that they'll be all gone within 2 weeks of your reading this. It's our new bar, our own design, and this is the only place on earth where you can get it (for now). It doesn't make all other styles obsolete, but it does have a couple neat features that some people go goo-goo over, and warrant at least a try. We love this bar, by the way. Its features:

- 1) The tops swoop back 15 degrees, making the tops closer to you, and providing what many people feel is a more comfortable hand position (we are not among those who feel that way, but it is certainly not a drawback..
- 2) The "ramp" behind the brake lever hood is nearly flat—just 15-degrees here, too, compared to 25 to 32 for most bars. So your hands get a fantastic perch, and everybody in the world likes that. Get used to it, and you'll insist on it.
- 3) The ends flare out 4-degrees. There's no drawback to this, and usually you'll like it more than a straight-back bar (Nitto Dream bars flare 1-degree, by the way). Noodle bars look funny looking down at them, as though they're windswept before you even start. If you have more than one bike, you ought to try these out. A good bend!

Nitto Dream Bar \$40 to 50

42cm: 16-081 44cm: 16-082; 46cm (\$50) 16-097

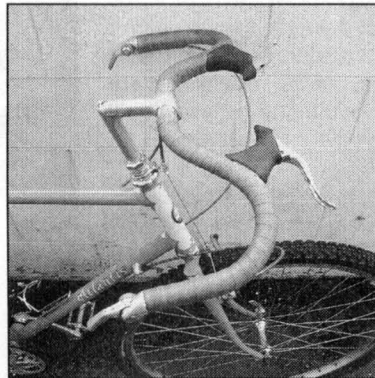


Our own, and we say slightly improved version, of the classic drop bar. Nothing radical about it, but the ramp is as shallow as a non-Noodle-style bar can get without compromising reach; the drop is a moderate 140mm, and the ends flare out one degree. It has the Nitto crest engraved on the sleeve. The 46cm is heat-treated; that's why the \$10 upcharge.

Moustache Handlebar (26mm clamp diameter) \$50

16-028

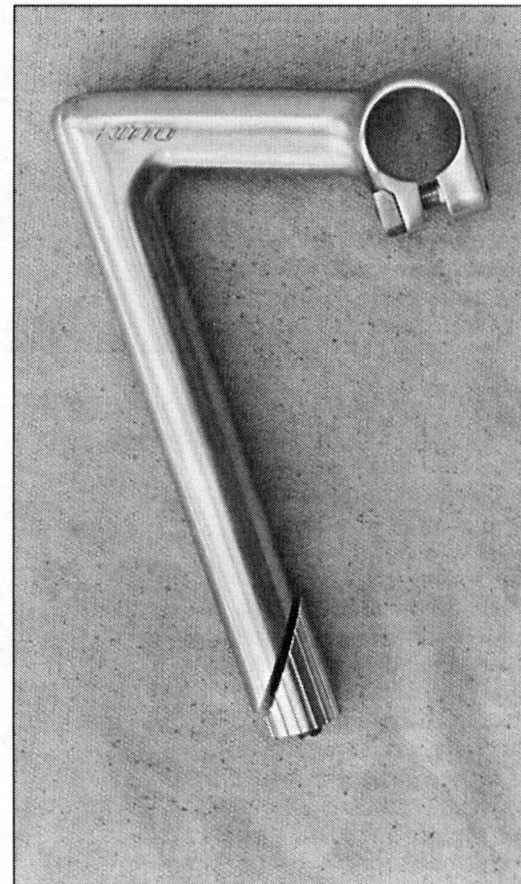
Our most popular bar, still. The best replacement for any flat-bar, and if your drop bars are bugging you and you never ride the drop part of them, these will solve your problems and make you happy. They fit road levers and bar-end shifters, just like drop bars. Clamp is 26mm, just like the drop bars we offer. Heat-treated for strength, and made of super strong 2014 T6 aluminum. A wonderful bar for just about any kind of riding.



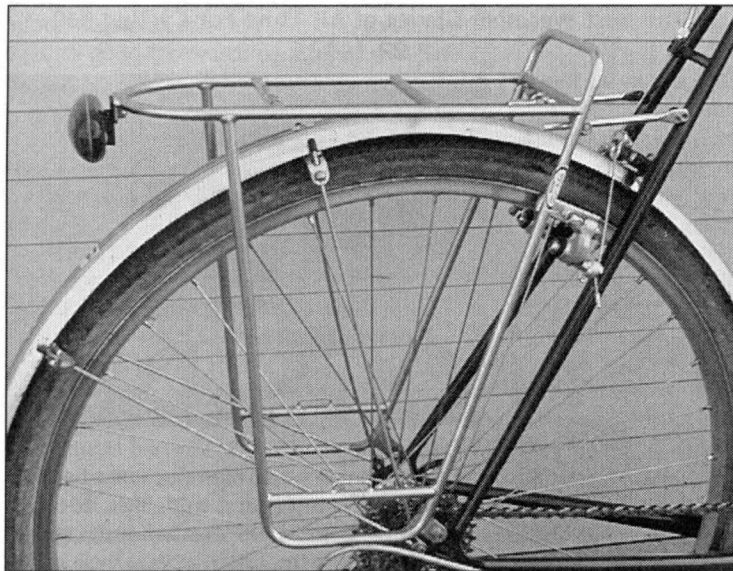
Nitto Technomic Deluxe Stem \$38

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

If this stem had a dollar for every back it saved, it would be among the world's most well-to-do stems. Far and away our most popular piece of metal, the Technomic Deluxe lets you raise your bars about 2-inches higher than a normal Cinelli stem, and that makes all the difference in the world. Plus, it's forged for strength, and finished nice enough for any bike. It is the stem that goes on almost every Rivendell we send out all built-up, and we get more repeat business on it than we do on anything else except for pine tar soap and Lip Ivo. The 22.2mm quill fits normal, not oversized, threaded steer tubes (that take a 1-inch standard headset). A wide range of extensions makes it easy to get the bars just where you like them.



Racks & Bags



Nitto Rear Rack \$115

M (frames to 57cm): 20-022; L (58cm +): 20-021

The best rack we've used. It's strong, tubular CrMo. Nickel plated for continuous good looks no matter what. The shape stabilizes a pannier (keeps it from wobbling), and the long platform on top offers plenty of room for any sleeping bag, pad, tent, or with a little creativity, all three.

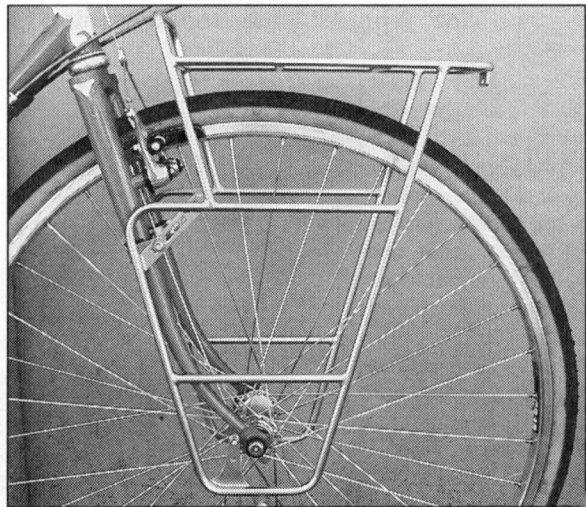
It easily mounts to 98 percent of the non-superweird frames out there, so if your frame looks halfway normal, it'll go. When not in use, it's good-looking enough not to detract from a fine looking bike. Made in Tokyo, by Nitto, and anything Nitto makes is fantastic.

Carradice LongFlap Saddlebags \$70

Camper, 20-006... Nelson, 20-010...LowSaddle, 20-009



The classic British (English) saddlebag, made of heavy, black waxed cotton, weird thick whitish leather, with zinc-plated steel buckles, and a genuine wooden dowel. We've used these for going on 19 years now, and would hate to be without one on any bike ride that calls for extra clothes, gear, and food. A Carradice expands your cycling just by owning it. Fantastic for commuting, light shopping (the Camper will hold two GALLONS of milk), daytrips, overnights, and long rides in cool or cold weather. Deep down we think you can't call yourself a bicycle rider unless you own a Carradice, but we'd never actually say that.



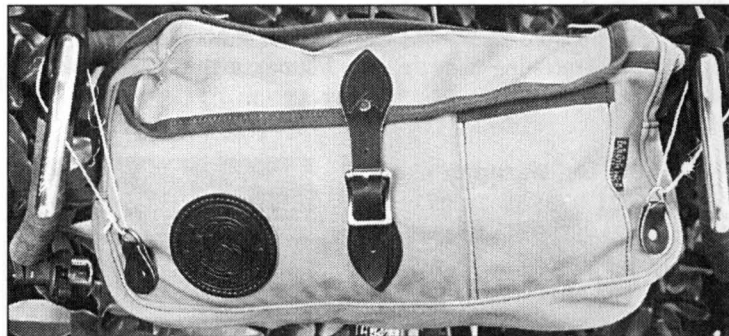
Nitto Front Rack \$125

20-075

This is as "long awaited" as "long awaited" gets, being that we first started talking about it and planning and designing it about 4 years ago. But things take time—especially in Japan. But it came out perfect, and you won't find a more useful large capacity front rack out there. It has a top platform for a pad or whatever you like, but it's probably best to keep it lightish up there. Panniers can attach either to the high point or to the lower position, a few inches down. These are not low-riders. Low-riders are fine, just way overrated, and the higher position on this rack keeps your gear out of the way of rocks. It carries weight just fine. Tubular CrMo, made just for us by Nitto. We have tried these on lots of bikes (not just Rivs, Atlantises, and Rambouillets), and they always seem to plop right on. A front bracket accommodates at least a front Vista light, but the creative rigger will find it works for lots of things light-related. Fits up to a 700x35 on an Atlantis, and larger than that on most other bikes. Fits ANY 26-inch tire. Sometime this year, maybe as early as June 28, we'll have a model compatible with 700c tires as large as WTB Nanoraptors.

Baggins Hobo Bag \$75

20-074

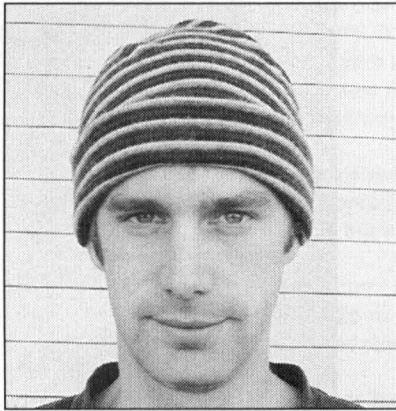


A large capacity, frameless handlebar bag that we use constantly and are head over heels in love with. It hooks up to any bike without STI levers (the cables interfere), and holds a repair kit, two pair of gloves, a sweater, tools, wallet, and a hearty lunch for two. It takes some cramming to get that in there, but we've done it too many times to count, so you can, too. Made of 15oz cotton duck. Water resistant, but if you go out a lot in the rain, we suggest spraying it with Scotchguard (in the blue can, for upholstery). We've never had anything get wet in it even without the spray, but you might as well.

Woolies

Wigwam Thin, 2-ply All Wool Striped Beanie \$14 22-103

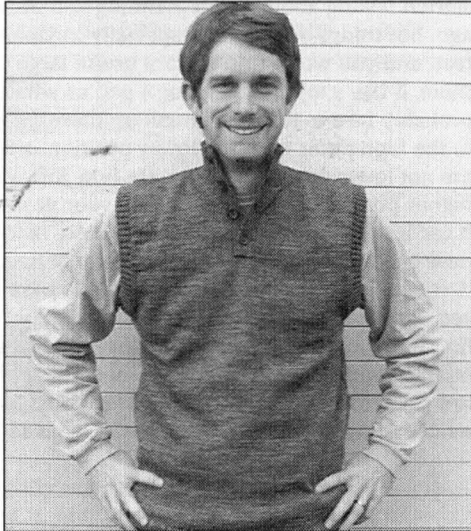
It fits under a helmet, and is thin enough to prevent regret about having put it on, because now your head's too hot. It's soft merino wool, wads up and stuffs anywhere, keeps out the rain, cold, drizzle, and bugs. In a pinch you can use it as a mitten, if you don't have gloves. Striped with 14 different natural colors, but you'd be hard pressed to see more than four or five. Dark browns, greys, some green. How natural is green? I mean, in wool...



WoolyWarm Vest \$65

M: 22-113; L: 22-114; XL: 22-115; XXL: 22-116

Ideal for cool to cold weather cycling when you wear it over just about anything from a cotton t-shirt to a long-sleeved cycling jersey. Most of the time, a thin wool undershirt is ideal, but it looks great over dressy shirts, too, when you have to wear them. This has received great reviews from so many of our members, a common comment being, "I wear it every single day—I love it." It's an easy thing to feel that way about. The derby tweed wool, rarely



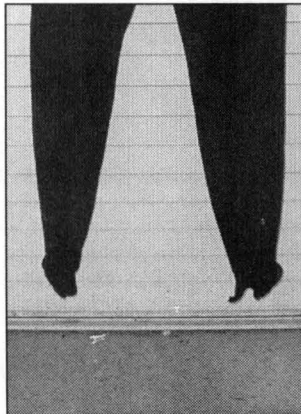
seen outside of England or Scotland, is a neat blend of amber, grey, green, and blue wool that looks basically olive from a long distance, but far more interesting close up. Four buttons, high collar, and at least one pocket in back.

Wool Leg Warmers \$47

S: 21-033; M: 21-032

L: 21-031; XL: 21-030

If you're as indecisive as we hope you are, you don't want to from now through the end of April not knowing what to wear on your legs. Leg warmers free you of that burden, and except for the fact that they have a nasty habit of riding down every now and then, so carry safety pins if it really bugs you, they're great. Skilled cyclists can put them on and takemoff while riding. They pack small, so takemalong.



The Best Warmish Gloves of All Time For Cycling \$10 22-144

The things we like so much about these particular gloves are coziness, cheapness, and washability. They're 85% wool, the rest nylon, and they have rubber dots on the palms and fingers for gription. Unlike many high tech gloves, these are warm the instant you put them on, and if



you take your hands out to to you know what, then put them back on, they're still warm (as opposed to clammy and cold, like neoprene-based gloves). They smell great, too. Cold weather and a little sweat seems to bring out the sheep in them, but in a good way, and you'll find yourself wiping your nose with them even when it's not runny, just for the whif. Gloves need to be washable, and these are. We tend to let them air dry, but if you dry them hot, maybe they'll fit your small-handed family members, friends, or colleagues. One size only, but my 13-year old often wears them on her rides to school, and she has no problem.

Wool Tights \$87 S: 22-124

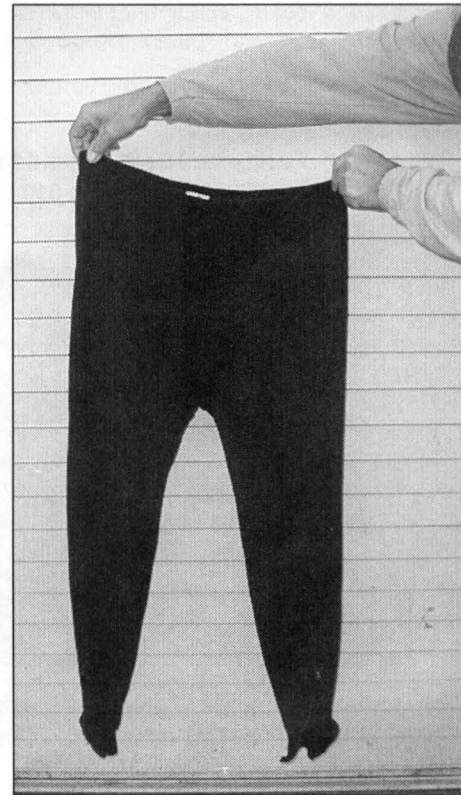
M: 23-125

L: 22-126

XL: 22-127

You can't beat wool tights for cold-weather rides of an hour or more. Shorter than that, and just about anything will do. But tights are warm, not restricting, and you don't have to deal with wide pantlegbottoms that might get greasy from the chain.

These are made by Kucharik in sunny southern California, but have been ridden with a great deal of satisfaction all over the world. Kucharik's been making bike clothing since 1934, and remains a small, family-owned business. These tights have no fake chamois, so you can wear them right over cycling shorts without having to lower your saddle because your'e sitting on too many fake chamois. All wool, in the traditional black. Made by Kucharik in Gardena, California, since 1934.



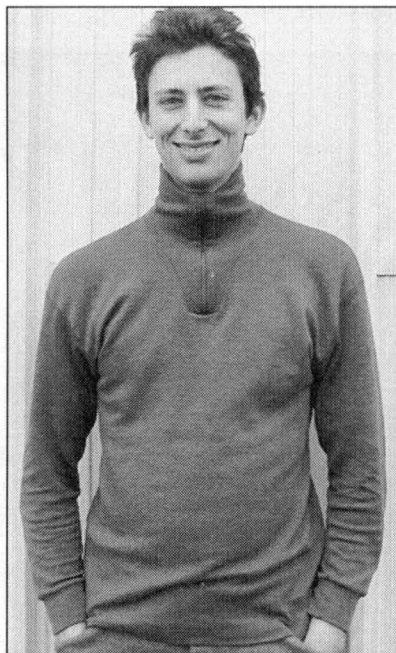
The Muddy Green Woolly Zip-T Makes Everybody Happy...for just \$70

S: 22-073 M: 22-074

L: 22-075 XL: 22-076 XXL: 22-077

One guy bought five of these. His first order was for one, and then he got four more. It's super soft (not that that's good...) and it's good for everthing athletic and just hanging out with your hands in your pockets. The zipper opens up deep and wide, so you can, if you like, look like a lounge lizard in wool; but it zips up high into a turtleneck to keep the cold air out. For cycling, it is as nice and as useful a garment as you'll find, even though it doesn't have pockets. Wear it next to your skin under anything else. Under a wool vest. For general wear, it looks normal enough to wear anywhere.

It's made in Norway by Devold. It's all merino wool, in a two-ply knit they call "aquaduct" because, if you believe the box, the inner layer transports body moisture immediately to the outer layer, where it slowly evaporates, all the while making sure that you're perfectly comfortable in all conditions no matter what.

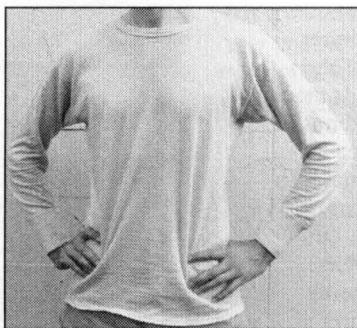


Long-Sleeved Woolly Undie \$28

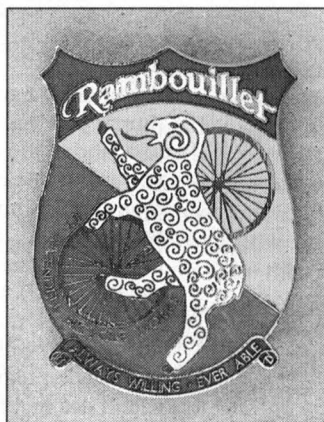
S: 21-123 M: 21-124

L: 21-125 XL: 21-126

This is sort of the no-brainer woolly, being that it's so useful that you'll wear it riding, hiking, under your work shirts, and as a pajama top; and it's so soft that even sensitive-skinned folks can wear it, easily; and it's so cheap that



even if you end up hating it, which you won't, you're only out \$28. We've sold about 600 of these over the years, and when you consider that our mailing list is a mere 4,780 strong and some folks never buy nothin', that makes a pretty strong statement about their usefulness. You end up having more than one of the thing you want to wear every day from October through April. These are 90 percent wool. 10 percent nylon. Creamy white, generously cut, and they don't shrink much.



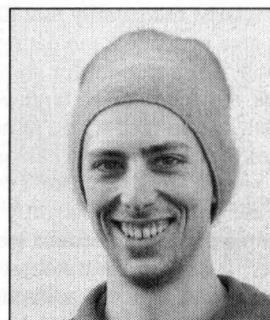
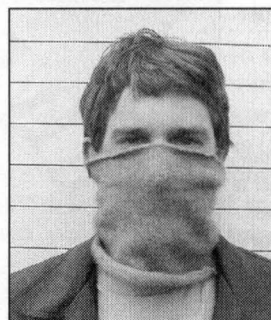
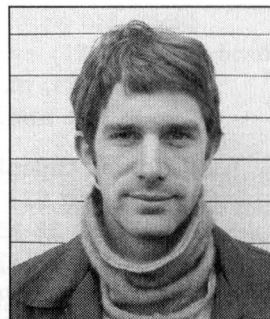
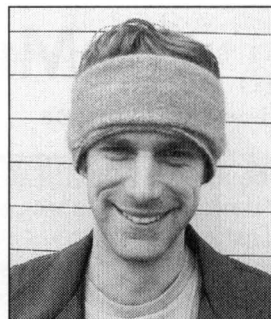
The Rambouillet refrigerator magnet \$10

24-112

It's just like the head badge but without the screw holes, and it's flat. Really nice. We glued a costly-yet-powerful rare earth magnet to it, so it's really strong. Keep away from pacemakers, computer disks, credit cards.

When's the Spring Catalogue Coming Out?

Well, it's hard to say, but we're shooting for March 28. Other publication notes: RR25 has been mailed, so if you don't have it by now, give a holler (or telephone (925) 933-7304 or fax (7305). RR26 is nearly complete and will be mailed around the middle of April. A Summer catalogue will follow that, and should be in the mail by the first week in June. RR27, in August. We're on track.



Possumwool Head Tube — \$16

Get all 4 for the price of one. 22-129

We wear these all the time, because they're so light and cozy. Even if it's not cold out, they're so thin and light that you won't start sweating in it. But if it IS cold, they're just right (unless it's like freezing, in which case you'll want to wear something thicker, for crying out loud). But for general cool-weather wear and as a wool-like thing to carry with you just in case, it's hard to beat this possumwool head tube, made just for us in New Zealand. It's light tannish grey and almost as soft as cashmere. It's stretchy but not clingy, and even though it feels as though washing it would wreck it, on the contrary, washing and even drying it on low makes it even softer and furrier than it was before. You can wash it a hundred times...a thousand times. Originally we got in 50 of these, but when we sold out of those and started getting requests for more (by folks who bought one earlier), we got more. 50% merino, 40% possum, 10% silk.

Last Chance For Super Nice Thick Wool Socks

\$12

M: 22-140 L: 22-141

XL: 22-142

These are the nicest thick wool sox we've worn. They have a remarkably high (90%) wool content, which in 2002 is almost unheard outside of hand-knit sox of bulky yarn that are nice but you can't actually fit them into shoes.

These are long-wearing, too, because the outside is worsted wool, which is wool that's been combed and twisted so it's less likely to catch on stuff! The inside is loopy terry loops, really cushy and nice against your foot-skin.

Everybody likes socks, and a nice thick pair or cushy, cozy wool socks is just a wonderful thing. You can never have too many, and these aren't even that expensive.



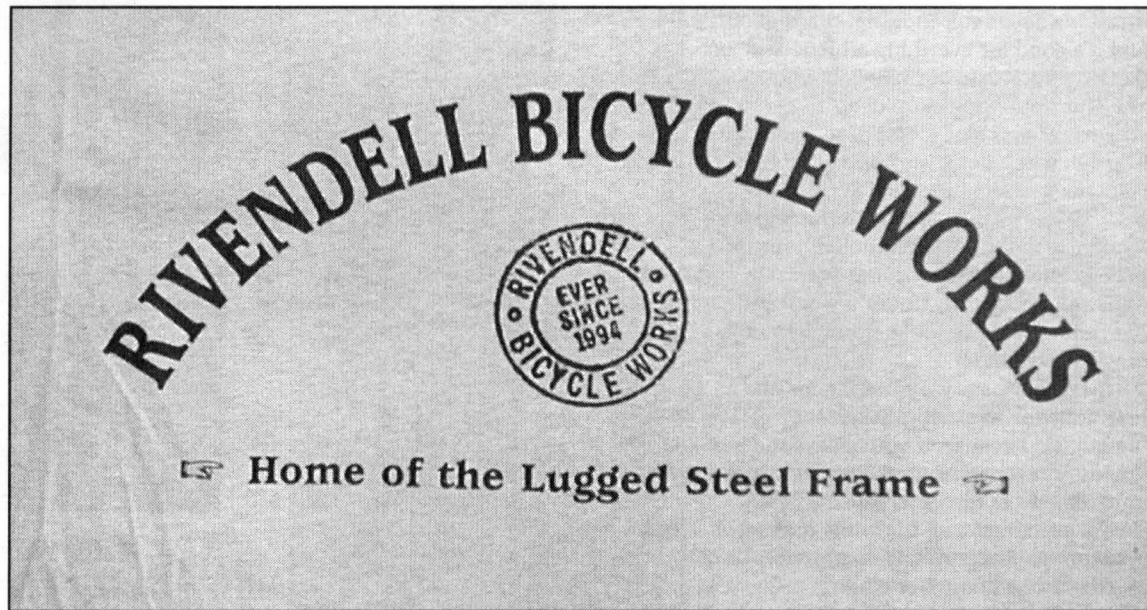
Miscellaneous

Long-Sleeved Organic Cotton T-shirt \$22

S: 22-145 M: 22-134

L: 22-135 XL: 22-136

It's a grey shirt with blue writing on it. Cut full, so if you're actually a large but usually buy XL just to give yourself some eating room or to account for shrinkage, don't bother—a large will easily fit. In fact, if you're normally a medium, you can actually wear a small. But don't order a small unless you're slightly less than a medium, because we got just 12 of them, and Robert (true small) and Andrew (perfect medium) will snag up two of them. We can order more...

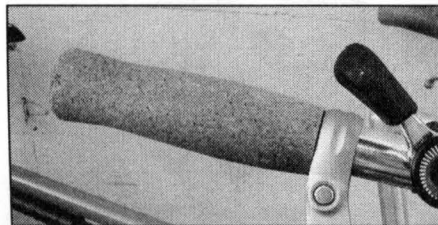


Riv Cap \$9 24-066

We trade off picking colors for the caps, and this time Andrew got his way. The result is a...khaki kap, which looks good with out creamy logo with dark blue outline. Made in Southern California, and it fits American heads, particular round or square ones, better than any other

cycling cap we've tried. It's all cotton. It is washable, and dryable, and it shrinks. I/Grant have about a 7.5 head, and I've always felt that cycling caps make my face look fat, so I always cut the crown out of mine and wear them as visors. That's the way. It fits under a helmet better then, too.

Cork Grips \$15 16-103



These feel so good in your hand that you'll wonder why the rest of the grip-grabbing world is so nuts. Cork, you know, is tree bark, and it's been used for handles of some sort or another for close to a hundred years. It's

light, and has just the right amount of cushion. These are nicely shaped and fit on all grip-type bars. Glue on well with Permatex or Super Glue Gel or 3M Spray Adhesive. Test first. Don't go messing up. Glue good!

Zefal Husky Floor Pump \$50 28-015

If you don't have a floor pump, you just plain need one, and if you need one, you won't do any better than this. It's one of the few good bike things made in France (note: Did not say the ONLY). It has a metal barrel, minimal plastic, a rubber hose, and a big wooden handle. One friend has had his for 25 years and it's still going strong. It's the pump that finally made us retire a perfectly good Silca Track pump. We use it here every day, and can find no fault with it whatsoever. It comes with fittings for both Presta and Schrader valves, but if the idea of even being able to inflate a Schrader valve makes you feel low-brow, then you can get a Presta-only adapter for it (part number 28-016) for just \$6. If you already have a floor pump, and it's a plastic, double-action high tech world-beater, move along. If you don't have one of those, by all means save yourself some grief and get one of these, because it's better.





Ritchey Logic Crank (new old stock)
 46x34 Doubles, \$150: 170mm (12-223); 172.5mm (12-224); 175mm (12-225)
 46x36x24 triples: 175mm only (12-228)

If we could bring back one cycling component from the past and keep it around forever, it would be this crank. Cold-forged in Japan by Sugino, designed by Tom Ritchey, and the large and semi-removable logo on the side notwithstanding, it doesn't get any better than that.

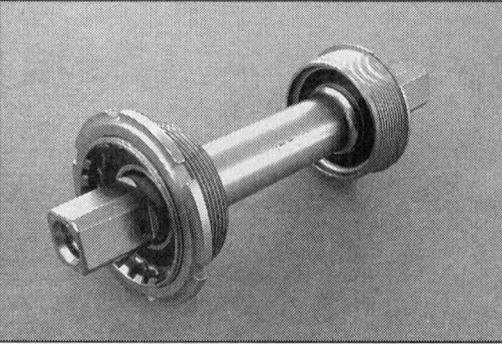
The double takes a 107 to 110mm bb and has a Q-factor (distance between the outside of the cranks at the pedal hole) of 138mm to 141mm, low by any standards. The triple uses a 120mm bb and has a Q of 150 to 152—which is lower than most modern pro road doubles. Although low Q-factor cranks aren't for everybody, if you're among those who like them, you know how hard they are to come by these days. We were lucky to get these cranks, and although we'll try to get more, these could be the last of them. It's hard to say.

The triple will not accept really wide-cage front derailleurs, but we've found that Shimano 105 front derailleurs work fine on them—double or triple. If you're not comfortable going "off spec" on the triple with a front derailer designed for two rings, then don't buy. But you'd be nuts not to, because this is a fantastic crank, and the only other crank in its

league is the TA Zephyr—which we also love, by the way. Don't make us step on one to boost the other. They're both good. The Zephyr accepts more front derailleurs and doesn't have the large logo on the side. But the Ritchey is Sugino at its best, and cranks don't get better than that. The Ritchey is cold-forged, the Zephyr is hot-forged. Both are good, cold-forged costs more and is metallurgically superior, but you'll never feel it when riding. It's Contax versus Leica, Jockey versus BVD, Bob Summers versus Mark Aroner, Dumbledore versus Hagrid, Sam Gamgee versus Tom Bombadil.

Ritchey Super Logic BB for the Logic Triple: \$40: #12-229

Made by Tange-Sekei to fit the Logic Triple. 120mm. Sealed cartridge bearings in a unique retainer that Tom must have thought was a good idea, and when Tom thinks something's a good idea, only the dumb folk bet against it. It mounts easily. Bhima's been riding his for about 5 months now, no problems; and about half of us here are going to snag this combo as soon as they come in, too. Shown to the left, there.

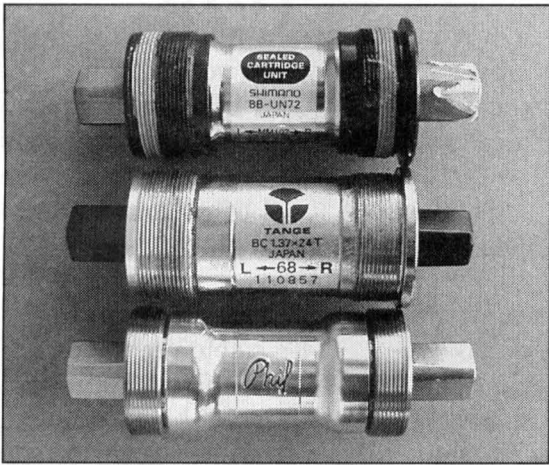


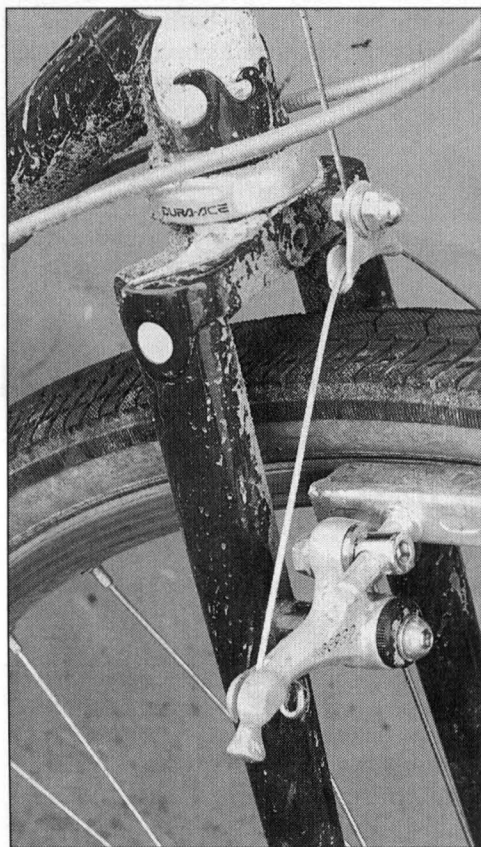
Ritchey Logic Cup-and-Cone BBs for the Logic Triple: TWO MODELS

When it comes right down to it, right DOWN to IT—with IT being survival, life, and reliability, nothing NOTHING beats a cup-and-cone bottom bracket. Here, we have a COMP and a PRO model. Neither is pictured. The PRO is silver and shiny and smoother. The COMP is brown (spindle) and still plenty good. Pro: #12-117; Comp: #12-055. About 20 of each. Get!

Three BBs for the Logic Double: \$40 each

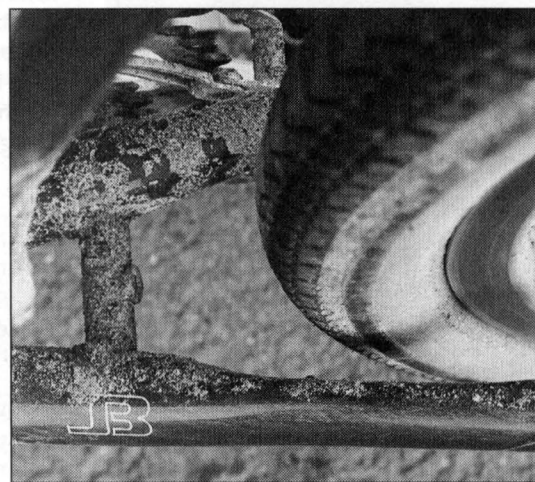
- A) Tange 107mm, virgin but greasy, no box: 12-191: \$40
- B) Shimano UN-72 107mm, new in box: 12-187: \$40
 Same quality either way. These are both made by Tange, and have sealed cartridge bearings. Excellent quality, totally dependable, and they fit the Logic crank just fine. The Shimano is new in box; the Tange is new and out of box. And then there's...
- C) Phil Wood 108: 12-045: \$123. This requires retaining rings, which seems to complicate things, but actually doesn't. You need them, and they're sold separately, that's all. For American, English, or Japanese bikes, get #12-053: \$17
 The Phil bb is as good as BBs get, and probably better than BBs need to be, but how can you not applaud a design that's going on 30 years old and has inspired more copycats (including the Tange/Shimano models above) than any other cycling component? Still made in America of the finest materials, the best tolerances, by the nicest people.





Top: Andrew's bike after the ride. Left: He wanted clearance for 700c37s with fenders, so we spec'd it with our new widish road crown (RC03), and 62mm of brake reach. He had some old Dia-Compe cantilevers, so he used those with Mathauser pads.

Right: The chainstays are dented to provide more wobble room or fat tire room. This bike will accept tires up to a 700x44 (or 700x38 with fenders). He took off his fenders on this ride, and regretted it too late.



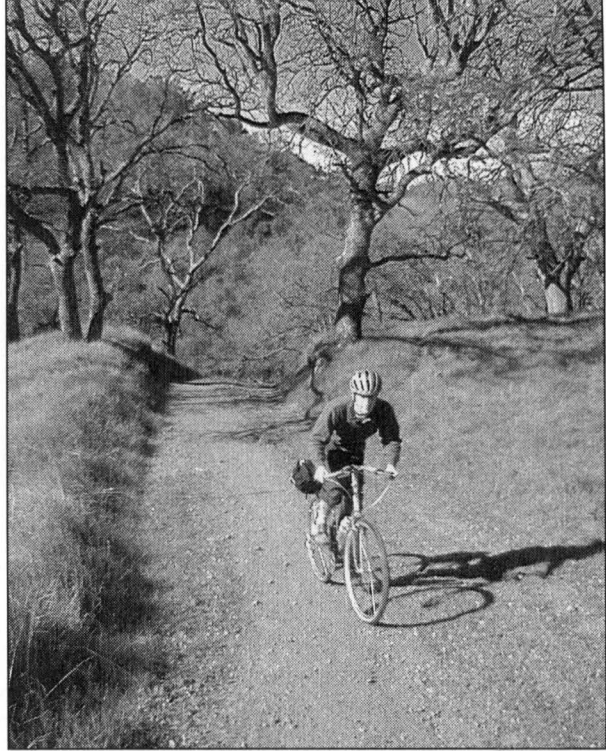
Andrew's New Bike

(Andrew is our frame production coordinator and in-house artist and photographer. We're showing his bike because lots of you wonder what kind of bikes we ride, and because this type of bike—a roadish trail bike—is becoming increasingly popular on our custom orders.) Andrew equipped his bike with a smart mix of old and new stuff. The tires are new Panaracer Pasela 700x37s, which we'll offer soon. The pictures are from a road and trail ride on Mt. Diablo, January 13.

Andrew Says This About His bike

This is the Swiss Army Knife of bikes. Not because it has all sorts of neat gizmos (or is mass-produced—ed), but because of its versatility. I can ride it anywhere. It has high enough and low enough gears, can accommodate a knobby up to 40-something millimeters wide

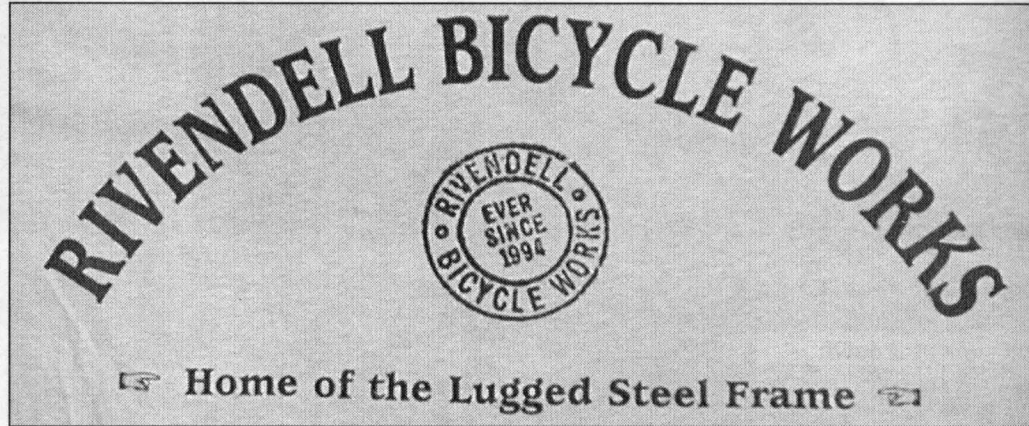
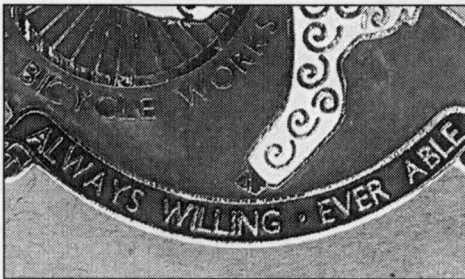
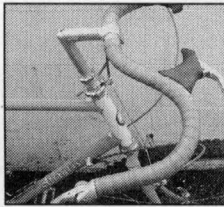
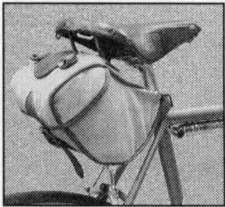
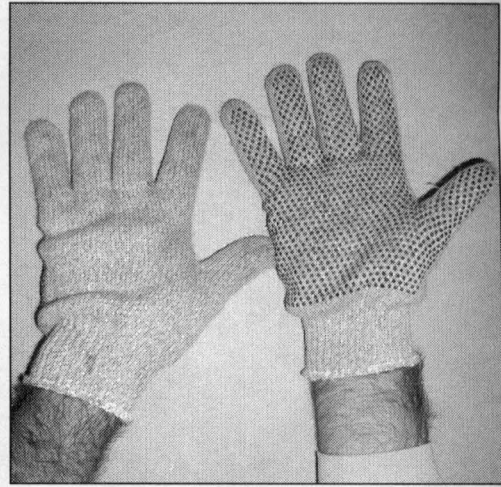
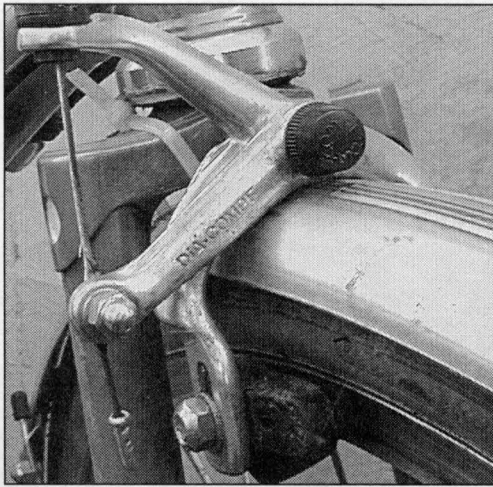
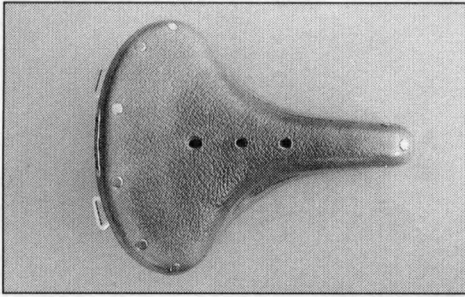
without looking goofy when I put the Rolly-Polys on, and what else could you want? It's stable yet responsive, comfortable for hours at a time, and beautiful but not afraid to get dirty. This is the kind of bike that makes quitting my job and spending three years riding around the world seem like a good idea.



Top: A typical fire trail in this area. Some sections of it down low get muddy, and we have several creek-crossings; hence our fondness for fender, mud, and tire clearance. Top Right: Andrew climbing. Low gears and small egos give you access to all kinds of places. Above: One of several frog ponds on this portion of the mountain. On the left side of the photo you can see a pig trap. Andrew's way down there by the snag, and that's my/Grant's bike posing in the foreground. It's settings such as these that influence our taste in bicycles, bags, accessories, and clothing. As much as possible, it's good to blend in. The Derby Tweed jersey and vest do a good job of that. Andrew's green helmet (it is green in real life) does, too.



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