



THE RIVENDELL READER • ISSUE 23 • 2001 / JUNE - I S H

When Band-Aids Came In Tins

e lost \$22 thousand last year on paper. Our cash flow was neutral and we paid our bills, but Rivendell is not profitable. We're concerned, but not morose, and there is lots to be happy about. We have 4,598 members, and at least 4,594 hold no grudges against us. We have a cold office in winter, but a great heater; and it's roasting in the summer, but the ice cream truck comes by every day, and the crew is seersucker-clad, and we have portable fans, a water cooler, and a few times a month we get JambaJuices on the house (Rivendell's home, not JambaJuice's).

One challenge is finding willing suppliers and makers for the **stuff** we like (and you like); and then ordering the minimums, even though that creates negative cash flow; and then hoping to make up for that by sales of stuff we've already paid for. It may not be a good way to run a business, but if we let the bottom line dictate all our moves, we wouldn't be making many moves at all. So, we have to make moves that we realize hurt our profitability (and therefore our survival chances), and hope that you still order from us, even if you haven't had a catalogue or *Reuder* in months. We want to matter to you.

Another challenge, and my biggest concern, is attracting and keeping employees. We're about 30 miles east of San Francisco, and it's expensive to live here. If you don't have a house already, you won't buy one on your Rivendell **salary** alone. **As** you get beyond high school and college, money begins to matter more, because you want to make your way in the world for yourself, your family, and your future. One-bedroom apartments around here rent for \$1,050 a month. Houses in decent but not great **areas** rent for \$1,400. and cost \$300,000+. I'm afraid we'll never be able to pay enough to live here, and sometimes I think the "ideal" employee is someone who doesn't have to work for a living, but has to work to stay sane, and is also in tune with our mis-

sion here. The intersection of those sets is about **as small as** small can get.

If we raised prices 15 percent and maintained the same business, we could increase salaries to the point where our guys could afford to live alone, or closer to work, **and** put some money in the mattress. We're going to do that and hope the fallout isn't bad. I think we're all so used to thinking that somebody else is making a killing, that the prospect of higher prices seems downright evil. In our case, the current prices don't provide for all the things, and all the people, we need to provide for. And we run a tight ship. Any business you *can* send us, thank you.

IT IS HARD TO SELL LUGGED STEEL FRAMES THESE DAYS. It's not super hard, just hard, mainly because most of today's cyclers *started* riding less than twenty years ago, well after the heyday of the traditionally crafted lugged steel frame, and so they never developed a taste for them. Many don't know what a lug is, and associate steel frames with cheap, old-fashioned bikes—quaint and classy, charming and collectable, but functionally inferior to those made of aluminum, titanium, and carbon fiber. It's the message they hear, read, and see modeled for them, every day, everywhere they go.

OUR THOUGHTS COULDN'T BE MORE OPPOSITE. Steel is the oldest frame material, with almost a century and a **half** of evolution, and the best modern steels are the best materials, period, for bicycle frames. **But it rusts?**, say its detractors. You've seen a rusty steel something, and the image sticks. Rusty tractors behind the barn. Rusty railroad spikes you used to find when you **were** a kid. Neil Young's album, *Rust Never Sleeps* conjures up a fearful image that unfairly plagues the steel frame. Rust is way more of a public relations problem than it is a **real** one. Steel rusts only if you **leave** it unpainted and don't take any measures to protect it. It's not **no** maintenance,

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THE RIVENDELL READER

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Grant had a whack at it this time



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This issue's survey is something I've wondered about for a few years. The answers won't change anything, but they'll be interesting.

If you've got a few minutes, why not send it in?



The Summer Survey

1. **What** part of which state do you live and ride in?
(SoCal, Upstate NY, Eastern KY, North MN, etc)

2. How many months of the year do you ride?
("Ride" means at least 2 hours per week.)

3. Highest and Lowest temperature you ride in (F°)?

4. **What** stops you from riding? Rain? Snow? Cold?

Let's say you can wear one cycling outfit only, all year long. You can't change your riding habits, and you can't, say, carry a windbreaker as part of your outfit, but wear it only part of the time. What you wear, you 'wearevery time you ride...

5. ...on your feet?

6. ...on your legs?

7. ...on your upper body?

8. **What** about your head and/or ears?

Optional: Name and/or customer number:

Results in RR-24

1. Where I live/ride:

2. Months per year riding at least 2 hours per week:

3. High: _____ Low: _____

4. What stops you? _____

In the answers below, it isn't necessary to get brand-specific. Actually, please don't!

5. Feet:

6. Legs:

7. Upper bod:

8. Head & ears:

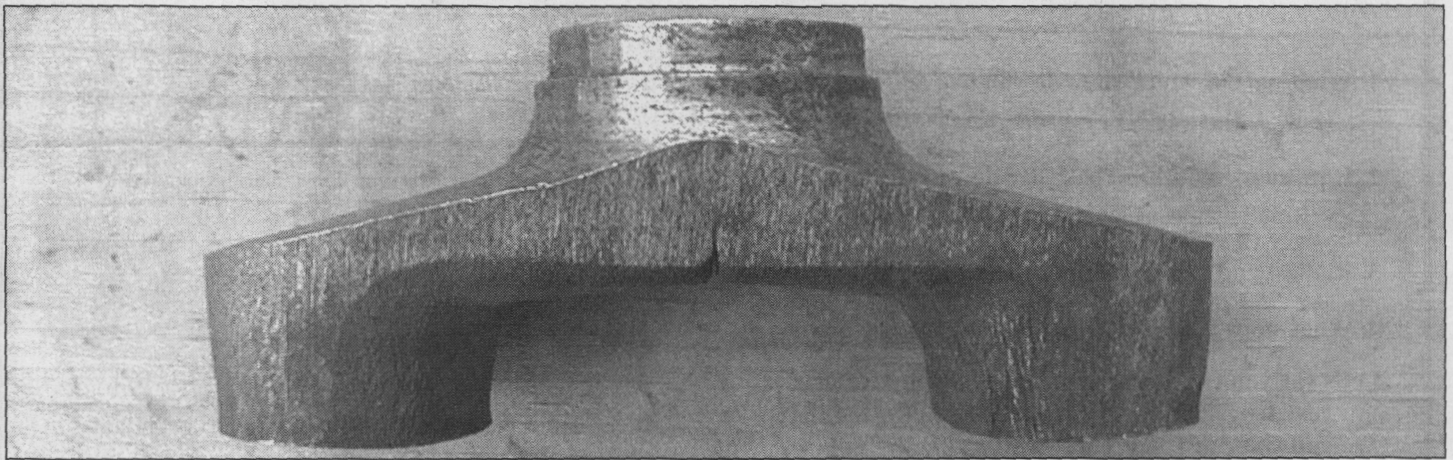
We'll publish the results in some form in RR24. If you'd like, send us a non-returnable photo of you in your all-year outfit. Just stand there, arms akimbo, in front of a plain background, and smile. We're hoping to get responses from all over.

Mail to: RBW Summer Survey
2014 N. Main #19 Walnut Creek, CA 94596
Fax to: (from the U.S.) 1-UPS-COW-LUGS (877-269-5847)
Internationals, fax to (925) 933-7305

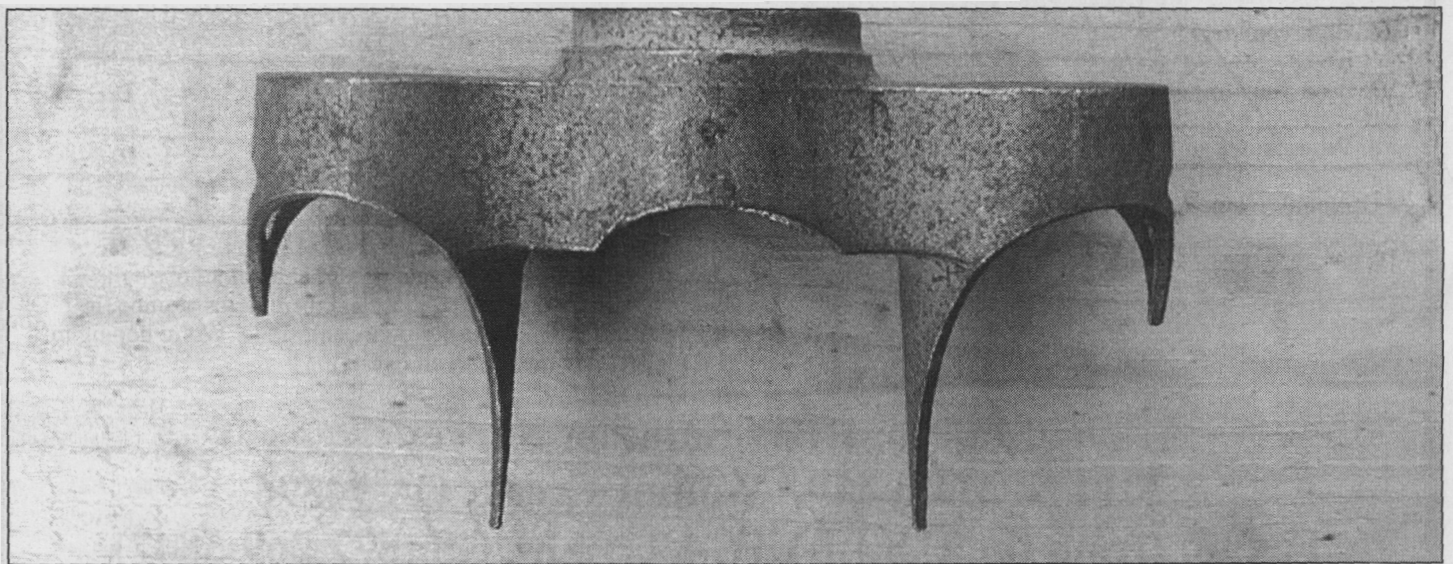
A Range of Fork Crowns

Fork crowns used to be identifiable signatures of a bike; one of the first things you looked at. Certain styles were associated with certain brands, and on repainted bikes with no new decals, you'd look at the crown, even before the lugs, to see if you could ID it. And, if you were thinking about a custom frame, you might even be offered a choice of fork crowns. English and American builders were more open to this than were the Italians. In those days, riders associated flat crowns with track bikes and Masi frames; fully sloping crowns with Cinellis; and semi-sloping crowns were most likely to show up on English or American bikes. But there were exceptions all over the place.

Ugo DeRosa once said he'd studied crowns a **lot** and determined that the best crowns were flat, and that he'd never use anything else on one of his bikes. Semi-sloping crowns were the most common, probably because if you couldn't decide on either of the extremes, it was a safe way to go. In the early '80s., we started to see some real oddballs. Here are examples of each style. In the following captions, *internal blades* means the fork blades fit inside the crown; *external* means the crown fit inside, with the blades on the outside.



You won't see this crown on every Tom-Dick-and-Harry's bike. This one is Italian, forged, made in the '60s, and was most commonly used on Frejus and Legnano bikes. Even magnifying glassless, you can see what seems to be a crack in the lower front. That, and a lot more metal, would be filed out before building with it. Sometimes. In any case, it was forged, and the blade sockets were machined out to accept ovalized fork blades. This is a semi-sloping crown. *Internal blades*.



Back in the Bstone days, I visited the hand-built division, which supplied frames to pro Keirin (track) racers, and this was the crown they used. See the arched underside? That's allowed them to build the shortest possible fork. It's a tire tunnel. It also made it impossible to use this fork with a front brake, since it removed metal where you need to drill a brake bolt hole. This is investment cast by Takahashi. Look at the graceful arch along the front of the blade socket. *Internal blades*.

BIG

A few months ago on our website we solicited comments from big riders about what it's like to be a big rider. "Big" to some isn't big to all, but we were after contributions from riders who consider themselves to be a lot heavier than most of the cyclers they see on the road. The idea being, that cycling is a good and friendly activity for people of all sizes, and that it's the most body-and-joint friendly aerobic, healthy activity you can do without getting wet. And not at all to knock swimming, but cycling isn't as sensory-challenged, either. Here are some, not all, of the responses. We didn't get much from women. I think there's probably still a thing there, with women and weight, that makes heavier women not exactly want to lay it all out there. That's okay, but if you're an exception, how about writing something for the next issue?—Grant

"HEYFATBOY!" rings the greeting at the trail head on "nicesaturdays" in Tukwila, where we meet to ride the Green River road/trail complex. Of the three of us, I'm the little guy, at 5'10", 242 lbs; and at 55 years old today, I'm also about 5 years older than the others.

If you have ever passed us, you will remember us as the guys wearing the t-shirts emblazoned with the "old guys who get fat in the winter racing team" logo. You will remember the creaks and groans of our frames and hubs and the jovial and complete dedication to getting from here to there. Each of us is ex-something—smoker, marine, employed—a typically eclectic and oversized edition of life in Seattle. Is cycling good for us? Hell yes! Do our hearts and arteries and hypertension and asthma and diabetes profit from our ventures? Yes! But mostly, we ride for fun and laughs. That's what makes life good, along with coffee and food.

Weight is a topic that while it's not avoided, just isn't discussed, at least not directly! We'll talk about it the time Timmy (6'2" x 275) broke his frame or how the other Bob (6'4" x 300) trashed the pedals on his Motobecane.

We all tell the story of the time we were riding three abreast down West Valley Road, a famous part of the Seattle to Portland (STP) route, when we were hailed by a State Trooper in a white Ford who ordered us to the shoulder. According to him, nothing using as much of the single lane as our butts were, and at the low speed we were traveling, could proceed any further without flashing yellow lights, wide load signage and preferably, a pilot car.

Over the years a number of smaller folk have ridden with us, especially on hot days so they could partake of the mobile shade. Just laugh at our jokes and throw a few barbs of your own. —Bob Mills, Seattle

"Big-boned," "chubby," and "pleasingly plump" are all terms people have used to describe me for as long as I can remember. I had a normal enough experience growing up in the midwest as anyone. The thing that sticks out in my mind the most was when I was 10 years old I got my first bike. It was a 24-inch J. C. Higgins and the beginning of a long line of bikes and rides.

To me that bike was my key to the world around me. I rode it everywhere, often on daylong treks across Omaha. I would often ride from my home on 6th St. in little Italy to the other side of town, then 72 street, now 300th St. It drove my mother nuts. In time I graduated to a new J. C. Higgins with the light in tank and rear rack that I bought with the money I made bussing dishes in the restaurants in our neighborhood. I promptly tore everything off and flipped the bars over to make it an all-purpose racer. To me the bike meant total freedom, and nowhere was out of reach. That lasted well into high school.

When I returned from a government paid 2-year vacation in Asia I went right back to where I was before, picking up the odd 10 speed and always trying to build the ultimate bike. Of course the VW bus or two supplemented my bike riding. But the ride was still total freedom. I am now 49 years old 5'8" and weigh in on a good day at 260. For years I have been riding an average of 100 miles per week. Over the years there have been numerous group rides I have been a part of, but mainly just com-

muting, bar runs and those ever-present freedom rides.

Tonight we have our Thursday night taco run on the Wabash Trail in Iowa. This ride is 10 miles each way with a restaurant that sells 6 tacos and a pitcher of Margs for \$10 bucks. The group usually runs around 100 riders of all skill levels and is wonderful mid week break.

Aside from the basic daily commute I am also a RAGBRAI rider (across Iowa). I am constantly amazed at the people who see me commenting on my size and asserting how a fat boy could never ride as much as I do or for the distance. In my mind I am as much of an athlete as the daily jogger, ball player or whatever. My whole family rides, and I feel the bicycle has been wonderful addition to our lives.—Dor Rowell, Omaha NE

I got up to 240 pounds because my gallbladder (fat metabolizer) went bad, but I didn't know it. I went into urgent care because I was suffering from "sinus" headaches, but it wasn't sinus at all, but a blood pressure of 214 over 160. Genetics, stress, and fat are a bad combo. Spent the next 2 days in the hospital while paralyzed vegetable from a stroke was the cycling. My daily commute for the past 2 decades (less than 20 miles) had done enough to the circulatory system to keep the capillaries from bursting in the brain. I'm still not too bright, but that's another story.

—Craig Montgomery, Tucson

Fifteen years ago, at age 30, I realized that I needed to start doing something athletic on a regular basis. It was time to regain the fitness I'd lost over the previous ten years of partying. I started running because it didn't require a big investment to start. Just some good shoes. Unfortunately, I discovered my 6'6", 285 lb. body just couldn't take the pounding. My low back would lock-up badly and my feet ached. Next I tried bicycling. I used to ride off and on when I was younger but hadn't been on a bike in ten years. What I found was that I could sit on a properly fitted bike and power down the road without hammering my body. The benefits didn't stop there either. It opened up the outdoors for me like nothing had before. I was able to cover much more ground on my rides than in any other sports. Cycling became about adventuring into the world under my own power.

Within 2 years I rode my first century. Three months later I rode my first double. I started touring and have crossed the U.S. twice. Not everyone is going to enjoy the sport as I do. Many people find they are happy riding a few times a month. But I think it's a fitness option the big person should give close consideration. My weight averages 230 these days. I still can't run, but I'm having more fun on the bike, anyway.—Jeff Warren

I am a true Clydesdale cyclist. I have been cycling since 1978, mainly on road bikes. I am 37 years old, 6'2", and have always weighed between 225-240 pounds on the hoof. I am a distance rider, preferring anything from 30-130 miles. I love the feeling of riding and that wonderful euphoria after completing a long ride. My muscles feel worked out, and my leg joints feel fine after even a century. Touring or sport-touring geometry bikes are perfect for me. I'm comfortable on these bikes, and I feel no pain after riding.

I always have, in other sports.

Since retiring from the Marines, and being older than my big gear days, I love to just spin my 175mm cranks about 90 r.p.m. and concentrating on perfect circles! It is the best way for my knees! As a Marine, I was always obligated to run 3 times a week, along with numerous fast "nature hikes" carrying a 70 lb pack, and usually a 28 lb M-60 machine gun! The effect on my knees after 16 years can literally be heard when I ascend or descend stairs. If anybody in the 200+ club wants to get and stay in shape, enjoy the great outdoors, and save their knees, they need to try cycling!

I swear by a lugged steel frame of relaxed geometry, like my Heron touring, or my Merckx Corsa Extra when I feel the need for speed. I did the aluminum frame thing for a bit, but found the stiffness was not very forgiving for my weight. I also prefer wider tires and rims (Cadillac ride!), and absolutely MUST use a Brooks B-17 Champion Special to alleviate any possible numbing sensations, which for me always occur on a non-Brooks saddle. The Brooks has made it possible for me to continue riding lengths farther than a 100Km (metric century). I always try to set my saddle far enough back so that my knee sits even with or behind my pedal axle when cranks are horizontal. A higher stem also helps, especially after 50 miles! Properly set up, a Clydesdale bike provides many hours and days of plush riding, and my knees are saved! You can see my bikes at: (<http://hometown.aol.com/fulmaduro/index.html>)—**Tony Zanussi**

I'm 5'9" and weigh 205 lbs. That's about five more than when my Rivendell was designed for me, but not too bad considering that about a year ago I left a very physical job, and that I used to cyclocommute to the job and get into my big brown truck. Now I run errands on the bike even if they're far away, and ride for fun, but I don't have anywhere I have to be each morning, so that inducement to ride is gone.

But, my old body ain't what it used to be, and it never was all that great. I'm a dead-ringer for the Rivendell Catalog Pubic Bone Height Model, the burly one with the receding hairline, although my wife kindly maintains that my waistline is a bit smaller than his. Does he look like the kind of guy who would enjoy running? Does he look like he floats up stairs? Does he look like he could fit into his wedding suit? Do you suppose his knees send email to his brain requesting Ibuprofen? Does he look thirty-six except for the crow's feet and slight limp of an older guy? Maybe he's always had an office job, but for me the years of hard work and my solidly built peasant genes have conspired to make the answers to these questions not very pretty.

I used to run. I did some local five and ten kilometer races, and I developed a style that was about as smooth as it could be given that I always felt I was fighting with Isaac Newton. There was always some super-efficient lightweight at every event who would glide past in the opposite direction, a mile ahead of me, running as if he was on a large air hockey table. I could beat him in a tug-of-war, but those aren't very common around here and I would've looked like a bully anyway. He, on the other hand, was making me look lumbering and cumbersome without incurring any social penalty, leaving me hungry for equality.

I already had my equality as it turns out, since I'd been commuting to work on a bike and doing club rides much longer than I'd been running. It was simply a matter of playing to my strengths. Let that same feathery fellow be in my sights when someone called for a sprint and his best course of action would be to stop and hold onto a tree so that he and his bike wouldn't wind up bobbling in my wake like a discarded lunch bag. It's worth stating here that there *are* no mountains nearby where such a wispy guy might out-climb me, so the poor fellow would be reduced to waiting in vain for me to show up at the next Turkey Day Run.

Now I stay far away from anything that resembles competition. I ride my bike to ride my bike, and when my riding buddies starts to lose control of their testosterone production I am very likely to say my goodbyes and ride my bike off in another direction. If they're *so* tough why do they go the grocery store in a Jeep, when I'm pulling my victuals behind me like half a

team of pedaling oxen?

And how could an ox have it any better? A well-fitted bicycle, which plants my assets firmly on a saddle built to take it and leaves my hands feeling relaxed, and my legs free from any support function, free to spin sweet circles and send email to my brain, is my answer to the smirk of every silk-hanky-weightathlete who ever sailed past while I jogged. On a good day, it feels just like riding on a large air hockey table.

—**Jeff Slotkin, TheLocalSpoke, Goose Creek, SC**

I found cycling again in college. When I graduated, I was 165 pounds and fit. I didn't start off that way - my freshman year, I was smoking two to three packs of cigarettes a day, and had been since I was fourteen. I quit smoking and discovered what beer and junk food could do to a person. After packing on thirty pounds or more, I bought a bike and fought to lose the weight.

Unfortunately, I didn't keep it off, thanks (in part) to switching to working a normal job, which meant my riding time was seriously reduced. Thirteen years later, at the age of 35, I am 270 pounds, at six foot. Now, I'm back on track to get fit. Several mornings a week I get up at 4:30 and ride 18 miles or so on my fixed gear road bike—an old Bianchi with a 42 x 18 drivetrain. I also do some walking (on the mornings I don't ride), which stresses my feet and ankles a little too much. Running is out of the question - shin splints. I typically ride alone, but whenever I can I put my two kids into our trailer and take them to the store, the park or a restaurant. I want them to know that it's OK to not take the car. —**Brian Reeves, TX**

Hovering between 190 and 200 pounds, I am not that big, but certainly quite heavy for my 5'7" frame. My 5'10" wife is equally rotund, and she was well above my weight, close to 300lb at the peak of two pregnancies. During her first pregnancy, she rode until the week before the due date.

There is no question that cycling is gentle on our bodies. Jogging and many aerobic exercises are taxing on our joints, and become uncomfortable in the short order. Non-impact sports such as cycling and swimming are much more gentle for our rotund bodies, and allow us to enjoy for longer periods of time. Cycling is one activity which can most easily fit into our schedule. There is no need to go to a pool, get changed, or pay membership fees. For most of us, it's a simple matter of hopping on a bicycle, and pedaling to whatever the destination may be.

Bicycle fit is more important for us. The greater weight must be supported with no increase in contact area between the rider and the bicycle. Bicycle fit must be so that the weight is supported gently without taxing just one part of the body. Our feet and hip can support greater weight than our arms. That's why we naturally walk on our feet, and sit on our hip. In many bicycles, the leaned-over riding position places too much weight on hands. For us heavier riders, it is critical that our feet and our hip do more of the job of supporting our weight. It is accomplished by raising the handlebar, shortening the top tube, and most importantly slackening the seat tube. By doing so, weight is transferred from our hands to our feet and hip which do a much better job of supporting our weight.

Raising the handlebar also allows us to sit more upright, so there is less pressure in the abdomen. If crouched like a racer, the waist is pulled by gravity, causing much trouble for our tired back. It is more natural and effortless to carry the weight more upright.

A wider saddle is usually not desirable, as there is actually not much more layer of cushion between the skin and the pelvic bone. Since our pelvic bone structure is no wider than anyone else, a well shaped supportive saddle such as Brooks B-17 work best. Poorly designed wide saddles cram themselves between the legs, and cause friction and much discomfort.

Frame Design: Most frames are strong enough. The efficiency of the classic triangulated frame is optimized to carry weight. However, the recent redevelopment of funny bikes, with a mono-beam, cantilevered frames, or mono-blade, should be avoided, as their strength/weight ratio is

severely compromised. It is best to stick with the tried-and-true design which has survived for over 100 years.

Wheels: Another recent fad is the wheels with minimal spokes. These wheels are weaker than traditional spoked wheels, given the same weight. Traditional wheels with buttedswaged thin stainless spokes with box-section rims are the strongest wheels for the weight. It would be prudent to have the maximum number of spokes, but quality-built 36 spoke wheels are usually sufficient, and replacements are easily obtained.

Tires: The increased weight requires more cushions in the tires. Fortunately, there are many quality tires available. For road uses, wide slick/semi-slick tires such as Avocet FasGrip Duro (32mm) and Rivendell Rolly Poly (27mm) are fine choices. If the frame allows wider tires, there are tires which are wider at 35mm or even 38mm, favored by tandemists. Recumbents have found a popular following among the rotund set. Instead of supporting the rider weight on just a few square inches, the rider gets to sit on a chair, just as one does at the desk. For some people, recumbent is the only comfortable way to ride.

My wife, during her first pregnancy, wanted to continue riding, but her road bike became unbearable, even for 5 minutes. A new recumbent was a solution, and kept riding until a week before the due date, when a big snow storm arrived. She was *so* comfortable sitting on the recumbent that she often sat on it to read in the living room.

Fortunately, the recumbent bicycle industry has grown in the last few years, and many excellent models exist. Choosing the right model of recumbent is outside the scope of this article, but the Recumbent Cyclist News, a bimonthly periodical dedicated to recumbents is an excellent source. U.S. subscription costs \$40/year. Their website is at <http://www.recumbentcyclistnews.com>. —~~Red~~**Isaka, Marin County, CA.**

Large and/or overweight people face a challenge when looking for activities and exercises that are not only beneficial *and* enjoyable.

Most of the common exercises such as walking, running, weightlifting, dancing, involve repetitive and stressful movements that are further compounded by additional bodyweight. The laws of physics work against the big person. Figures are boring, but walking at about 4mph, carrying an additional 20 lbs is multiplied to about 80 lbs. at each heel strike.

So what's so good about cycling for the big individual? The very nature of cycling reduces the stress on the lower extremities and spine. The lack of impact greatly diminishes stress and pain. (one must suppress the images of tree trunks flashing by at 30 mph on Belgian cobbles; we're discussing real people here). Propelling a bicycle enables a person to move forward without being punished for their size. The position of cycling, particularly reaching for the handlebars, allows the trunk and abdominals to work in a very supportive manner while leaving good space for the abdomen itself.

A common misconception is that one sits on a bicycle, this is not entirely true as the sitting is actually quite dynamic. There is a constant contraction and relaxation of the hip, spinal, and abdominal muscles. This allows the pelvis to move throughout the pedal stroke, reducing stress on the spine and trunk—an consideration especially important for big people. The lower extremities connected to the pedals also eases the stress on the legs and feet. It allows the smooth transition of power from the legs to drivetrain.

A wide range of gears allows you to spread the workload over a larger torque range allowing for smooth efficient body motion. This is more efficient and produces fewer extraneous body motions. Performing an activity successfully requires focus on relaxation, technique, breathing. The position on the bicycle allows one to take full advantage of these three mantras. A quick glance at any **local** training ride reveals dozens of riders in various states of fitness. The majority of these folks are often cramped on tight criterium style bikes. This only serves to intimidate the majority of regular people who just want to ride and enjoy themselves. If these folks happen to be heavier, it further discourages using the bike as a tool for exercise or enjoyment. They feel they could never fit on such piece of equipment.

The notion of wearing softer shoes to absorb impact while walking and run-

ning can be carried to the bicycle. Selecting larger section tires and longer wheelbases absorb road shock and reduce the jackhammer effect. Using a somewhat wider saddle will distribute road shock over a larger area easing stress on larger gluteal region.

A good relaxed position reaching for the bars produces the greatest aesthetic effect visually as well as allowing one to sit, stand, spin, and breathe.

Cycling also allows one to move about easily and relatively quickly *so* that the range of enjoyment from this activity aside from it's exercise potential is greatly enhanced. Gearing plus the upright position permits great views of other people and the surrounding environment.

The bicycle is the ideal vehicle for the big person. By taking advantage of the riding position, the gearing, and the aesthetic possibilities of cycling, a lot of enjoyment can come from riding a bicycle.

I've been a physical therapist for 25 years and am continuously asked to find exercises that reduce pain, provide enjoyment, and don't injure. People have to derive some pleasure out of an activity *so* they'll want to do it with some regularity. If it extracts too high a physical price, it is more likely that it becomes a second job and becomes a negative force. Cycling reduces stress on the joints and promotes relaxation, two notions that are common throughout my encounters with big people. —Murk Gordon, **Brooklyn, NY**

I'm a big guy, and before I started bicycling I was bigger than big. I weighed 230 lbs at about 6'2", looked like hell, felt like crap, and would find something to eat whenever I felt listless or bored...Some guys I knew were mountain bikers (c. 1986), and had some good stories about bombing down Mt. Tam, and winning bike races on Bilge Cruisers (40lb 1-speeds with 51b Carlisle tires) with people shouting "Ironman! Ironman!" as they crossed the finish line. Sounded pretty fun. Plus, some of them had beautiful bikes, made by Potts, Ritchey, Fisher, and Cunningham.

I bought a Peugeot Canyon Express in brilliant taxicab yellow and replaced the stickers with "Caterpillar" stickers I made myself, and started riding it everywhere. I rode up Mount Tam, and I rode to school 9 miles each way. I'd ride up to see the sunset on Bolinas Ridge, and ride down to the lakes to get to College of Marin for night classes. Pretty soon, I weighed 185 lbs and felt really good. A little after that I discovered that when my weight dropped below 175 lbs people I barely knew would ask if I was okay...I haven't had that problem in a long time, though.

So: I learned that if you cycle everywhere you can not only eat ANYTHING, you will search out the HIGHEST calorie burrito (super bean and cheese with guacamole and sour cream) you can get. I learned that good wheels (36h WTB trued ONCE) are as important as a good frame, that if you BREAK your frame you should pay someone local to repair it instead of trying to collect on a warranty from Canadians, and that a bicycle can make you feel good, look good, and take you anywhere. Also, that you don't really NEED 10" of standover... —Philip **Williamson, CA**

I'm 5'11" and weigh 240. As an adult, I began cycling in 1987. I was slimmer then. That year I participated in my first Multiple Sclerosis Tour for Cure, 150 miles in two days. I did rather well considering that I had no idea what I was getting into. It was a challenge. For nine years I took that challenge and I liked it. During those years, my fitness level varied. There were years that I lost weight and was able to "keep up" with the faster crowd.

Most the time I was not so fortunate. Frequently I would introduce someone to cycling. Since they were not in condition and relatively slow, I would ride along to keep them company and keep them from getting lost along the country back roads. It was great company but it did nothing for my fitness level or my waist line.

One thing I noticed while cycling, I could coast down hill faster than lighter cyclists. But, going up hill was harder. I had to teach myself how to "climb" and not just mash the pedals. Because of this and my lower gearing I was able to climb very well for my size.

A few years ago, I was involved in an accident with a loose dog and I went down breaking my hip. I was off the bike for 6 months. In the latter part of

my physical therapy, I rode a stationary bike to help regain motion in the hip. Once I finished therapy, my orthopedic surgeon recommend cycling as a good way to exercise the repaired hip. Running was out of the question. Since then, I moved to a new city, started a new job that required travel, and gained weight. Cycling got pushed further and further back. After a recent physical, my doctor recommended that I exercise more. Since cycling is such a low impact sport, I'm back on the bike and I have to start from the beginning. I still have trouble with the hip, especially in cold wet weather. When I'm cycling, the stiffness and discomfort are gone. I recommend cycling to everyone regardless of size. Cycling is one sport that you can do sitting down. It can be as hard or as easy as you want.

—Robert Odendahl, Texas

I'm probably one of the bigger Rivendell customers, 6'3", 250lb., with 84cm saddle to bb center. I carry a lot of my weight in my upper body. Even though I have a bowlful o'jelly to shake, my shoulders dominates my anatomy, so I need lots of saddle setback to distribute my weight well, or else I get the feeling I'm hanging over the handlebars. KOPS be damned, it was the 72deg seat angle that made me comfortable and confident as a rider.

A few years ago I shifted from 175 to 170 cranks. I find I don't stress my knee at top dead center (where it's compressed at a very acute angle) even 1/4 as much as I used to with the "appropriate" crank length. Due to the massive, Merckx-like forces during hard pedaling that big guys can generate, we need to protect the knee cartilage and the longevity of the drivetrain more than to get that extra mechanical advantage.

To keep body weight in perspective, my 531c Mercian is plenty stiff for my needs. Maybe it's the extended spearpoint bb that gives the stiffness (as their promotional claim). My personal opinion is that— compared to the fat aluminum I used to ride— a lower Q, shorter arms (170 vs. 175) and higher quality of crank on the Mercian mostly compensates for the extra stiffness that fat aluminum offers.

I don't think that it's wise to extrapolate mundane-sized people's (or especially racers) concepts of frame stiffness to larger folks. A big bump or pothole rattles a big person MORE than a small person, so if anything frame designers should work to make a more plush ride, not more stiff ride, for large frames. I think a good approach would be to stiffen pedaling while softening handling. Of course, none of this applies to racing, but then nothing in real life really does, anyway.—Roger Hodges, **Richmond, CA**

Whither Them Herons?

by Ted Durant (Heron's owner)

We get lots of questions about them. Here's the final word.

The response to our announcement that we suspended production of Heron frames has been both gratifying and frustrating. It has been gratifying to hear from so many customers who love their frames and hope we'll find a way to continue making them. It has been frustrating to hear people talk about what a steal they are, even at \$1,000 or more. The fact is, Herons were moving at way-below-profitable quantities at \$800, and I can't bring myself to believe in an upward sloping demand curve.

Low production volume means two things: trouble maintaining quality, and higher prices. It's an unavoidable truth that if a builder goes 12 weeks without brazing a Heron, he's going to forget some of the details that make it a Heron instead of a something-else. That means they take longer to make, so the builder has to charge us more. Higher prices from the builder mean higher retail prices. Higher retail prices mean fewer sales, and the cycle continues..

That said, Heron Bicycles has actually had a break-even year, even allowing for depreciation. That hasn't allowed for any wages, though, let alone an employee medical plan that can cover two people with chronic uninsurable diseases. It would be nice to make a return on the capital investment, too. There isn't a way to make Heron a stand alone business at 100 frames per year. It would take more than three times that.

For the short-term, Heron Bicycles will sell the remaining frames in inventory, about a ten frames in small and large sizes. They can be purchased from Heron dealers or directly from Heron, with prices the same either way.

The long-term is unclear. I've talked with potential purchasers, but nothing is firm. I'm sure that proper care and feeding could nurture Herons back to flight. While the best way to accomplish that is not immediately obvious, I am confident we will find a way.—Ted

Building Up a Complete Rivendell or other bike. An overview of the Rivendell Parts Kit

We're often asked whether or not we build complete Rivendells, and we do. Once that's settled, there's often a concern about the "proper way to do it justice," but there is no such thing. Ride the stuff you like best on it, because it will be the bike you want to ride more than any other. If you like Campy Ergo or Shimano STI, don't be apologetic, and don't let our logic dissuade you. All the compelling arguments in the world for "our kind of parts" won't settle your stomach if your heart's set on New Campy or Shimano. That said, we unequivocally believe that a standard Rivendell parts kit—stuff picked right out of our catalogue—offers you the most quality, best performance and versatility, longest life, best looks, most satisfaction, and better value—than any modern parts group. For the most part, you can put the "Rivendell pick" on just about any bike. Just make sure the front derailleur, stem, headset, and bottom brackets fit, and if you have any questions, ask us. Following is a list of components we stock and like the most, and notes on some of the differences. For more detail, and a complete list of prices and even pictures, see our paper or web catalogue. The web catalogue has clear color photos of everything. When you order a frame, we provide an easy to use parts order form.

Chris King or Tange Headsets

CHRIS KING. The priciest (\$125) and it's as good a headset as there is. It comes at no extra charge on all Rivendell frames ordered after October, 2000. The model we offer is silver and has minimal logo-ing. #30-010, \$125.

TANGE ROLLER BALL. \$50 Until recently, this was the model we offered as standard equipment on all Rivendells. Looks & works great. 30-006, \$50

TANGE SUPER ROLLER. An up-spec'd version of the Roller Ball, the main difference being that it has tapered roller bearings. Exceptionally smooth. #30-008, \$75

Nitto Technomic Deluxe Stem

It's relatively inexpensive, it looks great, the quality is super, and it has a tall quill for good height adjustment. It's pretty enough to keep on a Rivendell forever, yet inexpensive enough to replace if you pick the wrong size, or later want to get a Lugged stem.

Nitto Drop or Moustache Handlebars

For city riding or trail riding, the MOUSTACHE H'BARS have a slight advantage, particularly if you're used to flat bars. But many of our customers swear by them for all use, road riding included. Our three models of DROPS are the best and most beautiful in the world, and come in nice, wide widths.

Nitto Crystal Fellow or Frog Seat Post

The \$55 CRYSTAL FELLOW (one-bolt) is the normal choice for everything. It's lighter and quicker to set up. But if you want the super duperest post out there, spend the extra \$20 and get the two-bolt FROG. Ca

Shifters

If you want ERGO or STI, don't let us talk you out of them. But if you aren't already sold on them, don't do it.

If you like the idea of being able to shift without moving your hands from the bar, get bar-end shifters. They're easily accessible, but not so accessible that they're always begging you to shift. On the other hand, if you use a hand-held light meter when you shoot pictures, go for the downtube shifters. They're the lightest, least vulnerable in a crash, and least shift-begging than any. SunTour's Power Ratchet models are tops, period.

Front Derailleur

The 105 triple works great, and so does the SunTour Lite. The Sora's our first choice for 26-inch wheel triples. For Half-Stepping, either the Lite or the 105 double (even if you're half-stepping a triple) do fine.

Rear Derailleur

With rear cogs up to 28t, get the 105. Larger than that, the Deore.

Crank, Chainrings

Get TAs if you want the best and prettiest cranks and the money's not an issue; or Suginos, if you want the best value, and don't need a really low Q Factor. The Sugino has a lower Q than most other cranks. Catalogue p. 34

Chainrings: Gearing is personal and on and on, but unless you're already stuck on one particular chainring combination, just get a 46 x 36 x 24, no matter what your wheel size is. You'll be able to get a high enough gear for everything short of racing; and a low gear for super steep hills. It's smarter gearing than modern racing triples, with 52x12 top gears and 30x26 lows.

BB

Phil and Shimano/Tange bottom brackets are both good. At some level, Phil is the best, but if you're looking to save money too much quality/longevity sacrifice, then get the Shimano/Tange.

Pedals

If you like click-in pedals, continue to use them and be happy. But if you're unsure about them, try Platform or Touring pedals. They work with non-cleated shoes, they're comfortable, you won't have any issues with them. And if you do, you're still out just \$28 to \$45, and you can save them for another bike. It's better than collecting expensive and less versatile clipless pedals until you find the "right" one for you. These *are* right!

Sidepull Brakes

If your frame is designed for short-reach brakes, you can't go wrong with either the Cyclones or the BA200s. The Cyclones have a slight edge in the particulars (barrel adjuster and quick-release), but the BA200s are fine in both regards, have slightly better brake shoes, and are lighter. Both have better fender clearance than do any dual-pivot short reach brakes.

If your frame is designed for standard reach brakes, until September, the only choice is the humble-yet-functionally fine Dia-Compe 505Q. I/Grant ride these on steep roads and trails, and find them as good as any I've used, and I've used the fanciest of the fancy. At only \$20 per bike, they're the best deal in anywhere.

Cantilevers

Avids are the easiest to set up and have the best feel, but the front tends to squeal a little. Either of the two Shimanos work well, too. They're harder to set up and change pads on, but not THAT hard, and they don't

tend to squeal as much. Either way

Brake Levers

All of the brake levers we offer work well with all of the brakes we offer. It's impossible to mix up a bad combination. We use them, we know.

Wheels

The touring wheels in the catalogue are great, but if you're looking for something lighter, we'll do custom wheels—or you can just buy from Joe Young (see his article in this issue). We build only freewheel-style wheels, which will limit you to a 7sp freewheel. If you want more, you get the touring wheels, with cassettes, listed on catalogue p. 73. We'll soon offer stock lighter wheels with Phil rears and Phil or SunTour front hubs.

There are still incidentals—cables, saddle, toe clips and straps if you use them, and so on. These and all these parts except the headset are shown, with part numbers and prices, in our Spring Catalogue.

A "full kit" from our catalogue, including the incidentals, typically costs \$900 to \$1300. We do a crackerjack assembly job—shellacked and twined handlebars included—for another \$210. Our bike packing is legendary, and we guarantee your bike will arrive unscathed. All Rivendell complete bikes now come with a maintenance and repair book, which is more comprehensive than any owner's manual. Questions? Email gp@rivendellbicycles.com, or call (925) 933-7304.

Sometimes,

even with a list and detailed descriptions, picking out the parts is a burden; or at least stressful. It doesn't have to be, though, since we know bikes, and we know our parts better than anybody and we can listen to the result you want ("a comfortable bike for riding on the short but steep hills of western Pennsylvania"; "a 5-day-a-week commuter on bad roads, but I like to go on unloaded hilly rides of 20 to 40 miles a few times a month, too")...and we'll make it happen.

The best way is to give us some guidelines. How much you can spend, and don't be shy. We'll work within, and usually under, your budget. We do this a lot. Tell us where your values are—do you care more about function or looks? We don't sell any ugly stuff, but sometimes there's no functional difference, but you can save a few bucks by getting something that's not quite as pretty. Finally, an indication of your independence is always useful. It is perfectly legitimate, if slightly pathetic, to want parts that will impress your peer group, since you'll be riding with them and listening to their comments, anyway. But if you ride alone or for whatever reason couldn't give a rat's tush about what the local gang thinks, then say that, too.

Huret's Jubilee Derailleurs

A JUBILEE IS THE 50TH ANNIVERSARY. So, WHEN YOU HEAR "DIAMOND JUBILEE," IT'S NOT JUST A PARTY WHERE PEOPLE ARE JUBILANT DIAMONDS, BUT A REFERENCE TO A 50TH ANNIVERSARY. "JUBILEE" MAY HAVE STARTED WITH THE ISRAELITES. HERE'S A LOOK AT THE HURET JUBILEE DERAILLEURS—THE MOST BEAUTIFUL, WELL-MADE DERAILLEURS WE'VE SEEN. ANYBODY WHO DESIGNS ANY BIKE PART SHOULD STUDY THESE.

Huret, a French derailleur maker celebrated its Jubilee in 1973, by introducing the Jubilee derailleur set. It included down tube shifters, a front derailleur, and two rear derailleurs—one for racing, one for touring. (How will you celebrate yours?)

When I bought my first good bike (Raleigh Competition) in 1976, it came with Jubilee derailleurs. Shortly after that, I went on a long tour, and prepped my bike for it by swapping out the Jubilee racing-style rear for a SunTour touring model. I kept on the front, and after the tour, I put the rear on a racing bike, where, for about 5 years, it was a freak in a world of Campy, Shimano, and SunTour.

It's hard to read a description of the Jubilee derailleurs without hearing the expression "jewel-like," because they are. In a side-by-side comparison between a Jubilee and a Campy Nuovo Record rear derailleur (Campy's best at the time), the Jubilee made the Campy look rough hewn. The comparison has to be made, too, because the Nuovo Record was the most highly regarded derailleur of that era. Then here came the Jubilee, dinky and without even the decency to be a Campy-copy. It had a body the size of a fat meal worm, and was polished in places where derailleurs had no reason to be polished. The pulleys had cups and cones and loose balls, as opposed to the Campy's mere bronze bushings. And holy Mike Tyson!—the lower pulley was missing its teeth!

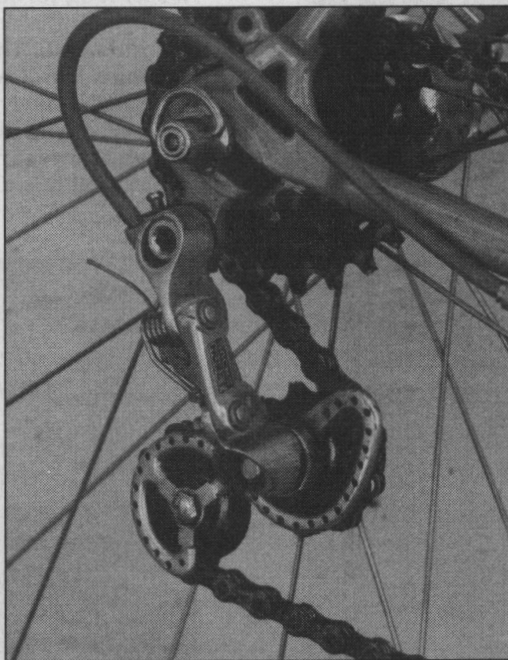
Copying was never the French way, but for Huret to introduce something which so blatantly called attention to details that made even the best look bad was akin to Pamela Anderson showing up for cheerleader tryouts at

Smallville High. If that comparison offends you, how about Robert Bateman entering a bobcat-at-sunrise painting in a local art contest? (Okay—one more try: It was like...Eddie Rickenbacker showing up at a—oh, forget it.)

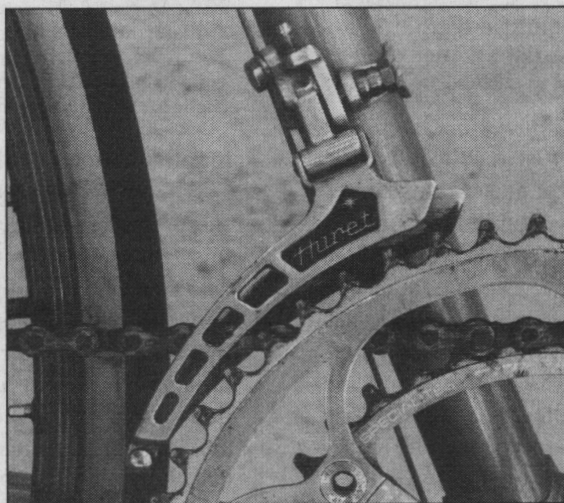
In objective shifting tests (generally conducted by Frank Berto, then a technical editor at *Bicycling*), the Jubilee rear tested better than Campy, but it was rejected by riders, who almost universally (or at least nationally) criticized it without even trying it. "It's fragile, it shifts like cr_p, you can't get spare parts for it if you crash."

Actually, for all its dinkiness, it was cold-forged and strong; and as for how it shifted and still shifts, Pal Jeff, who still rides them, has his say a few pages away. Replacement parts were available, but shops had to order them, and it was hard enough to find a shop that stocked this model in the first place. So, the fear of not being able to get replacement parts was valid. I had to fix a wrecked one once, and I eventually found a shop that would order me the part, and that was that.

The one thing nobody could criticize was its weight. At 140g, it was 60g, or more than two ounces lighter than a Nuovo Record, 35g lighter than the SunTour Cyclone and the Super Record, which hadn't yet appeared. It was in a league of its own, so as the lightweight craze of the mid-'70s hit—probably due in part to the Jubilee, it suddenly became the derailleur to have on superlight time trial bikes. Riders would trust it for a time trial, but still used Campys for road races. Back then, it was unusual for anybody other than a racer to ride professional gear. If you were the exception, it's



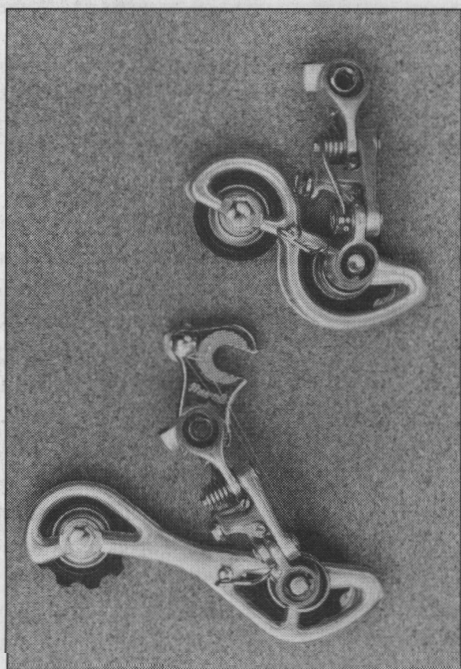
A mid-'80s Jubilee. Earlier versions were undrilled, but still weighed just 140g.



The 80g Jubilee front. Its movement was different than that of any other modern front derailleur, as you'll see in another picture in this story.

Two pre-Sachs Jubilee rears. Top: Racing. Bottom: Touring. You can still find these occasionally on eBay, but do you really want to bid against rich Japanese collectors? *Not moil*

The touring one is shown with a bolt-on tab, which lets it mount properly on a normal rear dropout. The picture to the right shows why this particular example needs it.

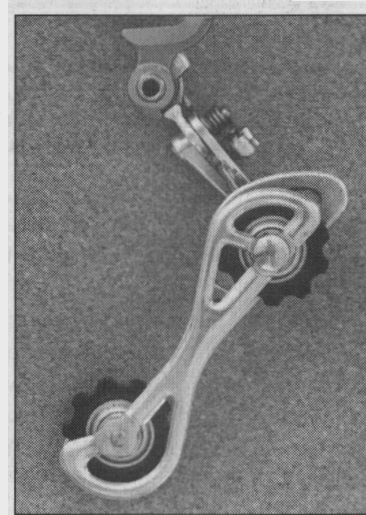


The lower, tension pulley off the **derailleur**. No teeth, loose, balls, adjustable. The thing **on** the right is the cone, with a twig pointing to the bearing surface. I've overhauled mine before. It's **not so** bad.

not necessary to write in about it; I'm just recollecting the way it was in the San Francisco Bay Area, and making some assumptions about the rest of the country. Huret's reaction to the fad of drilling out bike parts to reduce weight was to supply the Jubilee with a factory-drilled cage. This model had a slightly different cage design (and extra "spoke" holding the upper pulley, visible only from the backside), so the metal lost by drilling was gained elsewhere.

The smooth lower (tension) pulley was a curiosity. Ordinarily, you'd replace a pulley or the whole rear derailleur way before its teeth got ground down, but Huret had learned a few things in its 50 years of making derailleurs, so you couldn't just say they blew it. In fact, the Jubilee wasn't the first derailleur to have a smooth pulley, but it was the first high end model to have one in a long time, so it drew a

The backside of a rear Jubilee touring. Look how spare it **is!** Also, notice that for some reason it has a toothed tension pulley. It's the only Jubilee I've seen with one. And, if you look closely, you'll also see that it has the French-specific mount that doesn't let it sit forward enough on the dropout's mounting tab. There are dropouts it will work on, but they're likely sitting in a dusty, oily cardboard box in France. The owner should sell this **on** eBay.



On later models, the rear derailleur mounts with an expansion bolt, evidence that Huret continued to refine an already overly refined bike part. Everything about the Jubilee was designed to higher mechanical standards; and this is a good example.

lot of attention.

I'm probably wrong, but as I tried to rationalize the smooth pulley on my favorite rear derailleur, I came up with this: The pulley has two functions. One, it helps tension the chain, which is why it's also known as the tension (as opposed to the "jockey" pulley); and Two, it allows the chain to move. So, as the chain moves over the pulley, it seems to me that teeth can't actually help reduce friction. If the friction of the chain moving over the pulley is less than the amount required to get the pulley to move, then it'll just slide over it. If there's a tooth in the way, it can only be an impediment. (I've since seen toothless pulleys on one or two modern derailleurs, but I forget which.)

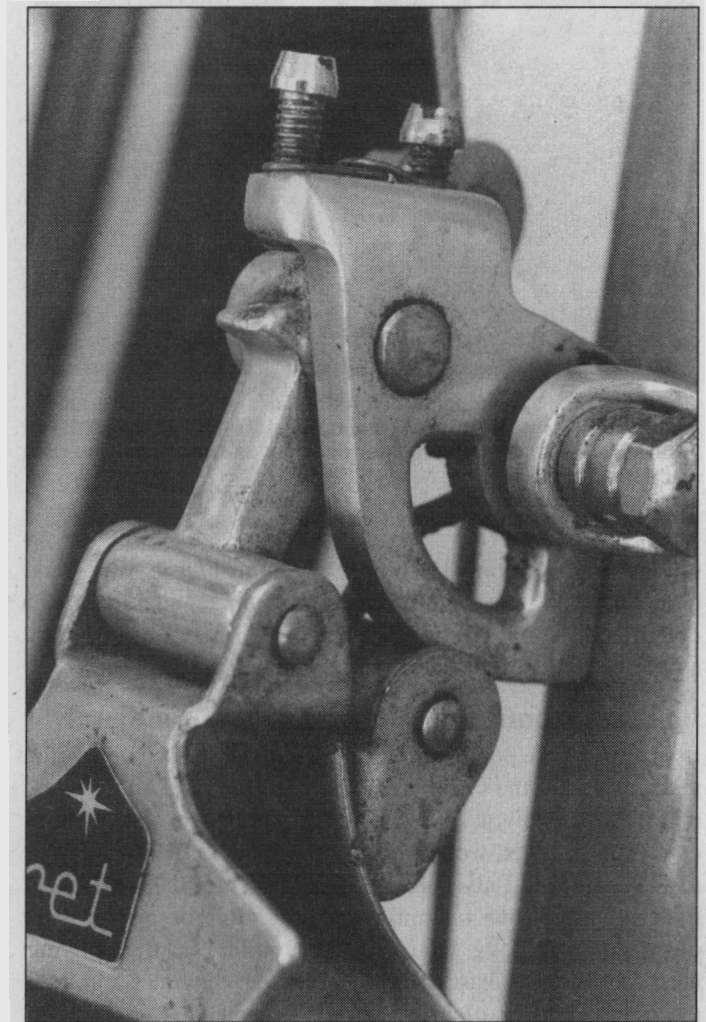
In another show of one-upsmanship, on late model Jubilees, Huret split the mounting bolt and used an expansion



The crummy paper probably won't allow a good view, but look at 1) The buffed, anodized finish on the derailleur body; 2) The tiny (and polished) anti-vibration spring joining the two adjuster screws. That's the hard way to do it.

bolt on the backside, presumably so you could tighten it down loosely and still have it never get looser or come off. Loosening derailleurs has never been a problem, but this is a theoretical improvement. But remember, this was by far the lightest derailleur of all time, and so this expansion bolt feature is just evidence that some smart and thoughtful designers made up their own standards in making the Jubilee: and they were higher than anything the bike world had ever seen (and will likely ever see).

LIKE SO MANY FRENCH THINGS, IT HAD ITS QUIRKS. Some Jubilees were made for normal, non-French derailleur tabs, some for French tabs (Huret actually made dropouts, too). If you found one in a shop for the screaming price of \$29.95, you'd rejoice and bring it home and get bummed out when it didn't sit right on your dropout; you got the French

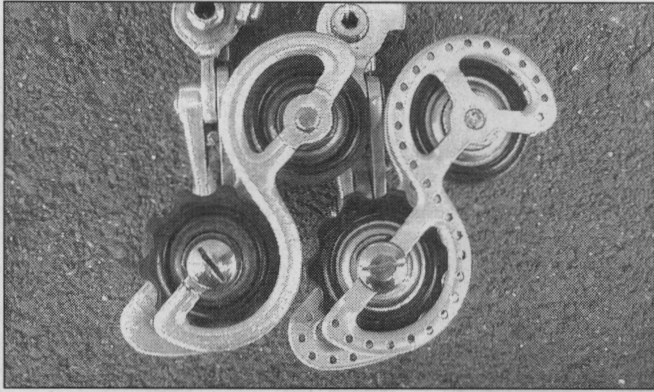


Jubilee front derailleur. If you ever come by the office, you'll see an 8x12 of this, showing the same anti-vibration springs as on the rear, the same Zsa-Zsa finish, but especially the unique roller cam movement.

one, buddy boy, and your great deal just turned into a useless jewel-like widget until you could track down an adapter. I only think they had adapters. I ran into this problem many times, and tried all kinds of solutions, and I'm not clear on what the solution was, but I think there was an adapter.

The other quirk was that the early versions were designed for up to 6-speed clusters, and the later versions were made for up to 7-speed. It was hard to tell which one you got, but I knew two guys who got the sixes and needed the sevens, and maybe that's how rumors of its bad shifting started. Let me repeat: It shifts just fine when you've got the right one.

Modern rear derailleurs shift better, not because they are better made, but because there have since been fundamental changes in derailleur movement (namely, the slant parallelogram). But that's sort of like saying a Honda Accord is a better car than a Morgan, or a '60s Ferrari (not to imply that I know squat about cars). The comparison isn't fair to either. Their audiences are different, and each makes its own



Backside view of an early undrilled Jubilee and a later-on drilled one. The holes were drilled by hand, not cast into the cage. The drilled cage model was no lighter than the undrilled one, and this picture tells you why.

unique contribution. The Jubilee's contribution was good enough shifting with a unique design, unmatched attention to detail, and the best finish ever bestowed on an object whose sole function is to push around something greasy.

What About the Jubilee Front Derailleur?

It was as weird, smart, light, and beautiful and clever as the rear. Instead of the swinging inward and outward on the usual parallelogram pivot, it swung on a single arm and a roller cam. This reduced weight (it was the lightest front derailleur to that date), and also proved that the Huret designers kept their thinking caps on until, at least, all four pieces were designed. The long cage on the Jubilee front derailleur accommodates at least a 20t difference in the outer and middle rings. This derailleur was as well finished as the rear, out-Campy-ing Campagnolo in that department. Another ridiculously obsessive touch is the spring holding the two adjustment screws. Its only function is to prevent them from loosening, but this has to be the most expensive way to do it. Derailleur screws don't tend to work their way out of adjustment, but if you want to address the potential problem, it's a lot cheaper and easier to do it with some anti-vibration goop on the threads.

And the Shift Levers?

There's nothing radical about them. They're pure friction, and unlike all other pure friction shifters of the time, they never, ever, ever slipped. I don't mean to taint this Jubilee review with unnecessary Campy-bashing, but you have to bear in mind that the Jubilee parts were just as expensive as Campy, and were clearly intended to challenge them. In a side-by-side comparison, in



Jubilee shifters. You could remove them from the clamp and put them on braze-ons. You can't do that with others, but it's a typical Jubilee detail.

function and finish, these are flat out clearly superior to Campy Nuovo Record downtube shifters. They came in clamp-on or braze-on models.

Sachs bought Huret right around 1992, and for a while there, you could get Jubilees with the Sachs logo on them. These models aren't as high in the pecking order among Japanese Francophiles, but the only difference is the sticker.

After a few years, I think in the late '70s, Huret started making them with drilled out cages. These were no lighter than the originals, but they looked lighter. Maybe, to strengthen the cage to the point where it could withstand drilling, Huret made it heavier. Campy did the same when it drilled out the Super Record brake levers (heavier than its Nuovo Record undrilled model).

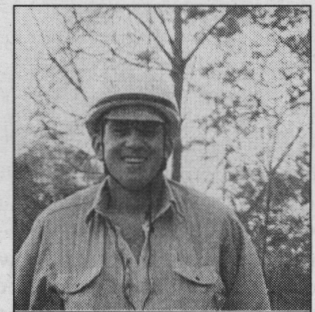
The Jubilee was never popular derailleur in America, but I imagine the highbrows in France still seek them out, and I know that's the case in Japan. There's never been a derailleur with the Jubilee's combination of iconoclasm, style, quality, finish, and attention to detail.

Shifting With the Jubilee

and remarks on derailleurs in general

by Jeff Thomas

I have a Rivendell Road with Huret Jubilee derailleurs on it. The photographs in this story are of my bike. Am I going to praise the Jubilee's performance? No! It shifts fine, but I've never shifted a derailleur I didn't like.



Once I fixed up an old, low grade Puch for a friend. It had stem shift levers and some kind of cheap, plastic rear derailleur (*that rules out everything except Simplex—ed.*). After a tune up and chain cleaning I took it for a ride. It shifted as well as any high dollar chain mover I'd ever used.

I don't buy derailleurs for performance. I make sure they're suitable for the gearing, but after that's taken care of, I buy the ones that look cool to me; and there is no cooler looking front or rear derailleur than the Jubilee. The way they look does something for me, and that's all the reason I need. (Since I shift in friction, I can choose derailleurs this way.)

My main bike has Jubilee derailleurs, and when I ride I don't think about how they work, but Grant asked me to comment on them, so: When I move the shift lever to the right spot the derailleur moves the chain to the desired cog, no trimming necessary. When I'm short or over shoot the Jubilee lets me know. Like any non-indexed derailleurs, they shift as well as I do.

Biting the Dust: The Yashica T4



I'm all over the place with cameras. I usually use manuals, but a point-and-shoot comes in handy for snapshots, and I wouldn't want to be without one. This one here was first brought to my attention in the Happy Human. Since then I've learned that it's sort of a legend in the Point & Shoot world. Many pros carry them, for fun and as a backup. There have been photo expositions in New York City, dedicated to photos taken with this camera. Many of our members own it. All the camera mags love it, and generally rate it as the best fixed-focal length P & S ever made. Whether you agree with that or have your own favorite, no matter—The Yashica T4 is a good one.

It has a Zeiss lens. At \$125 to \$160, you can bet it's not the same quality Zeiss lens as is on a Hassleblad or a Contax S2, but Zeiss doesn't want its name on a crummy lens, so it has to be at least decent. It takes great pictures. It's small, weather-proof, and if it's so good, why is it being dropped?

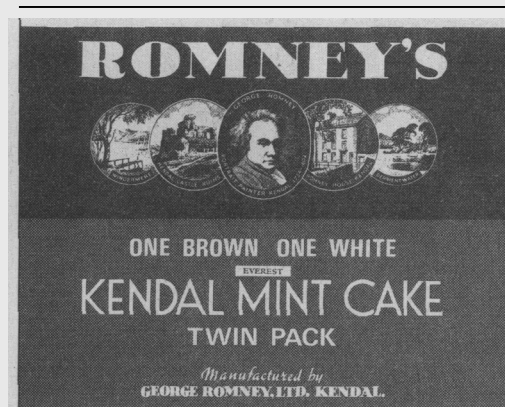
Because at its price point, point-and-shoot buying folks want more features; namely, a zoom lens. Point-and-shoot zooms do more, and are pretty good deals these days, but the 35mm lens on this T4 is great for about 70 percent of the pictures you want to snap off outside, and 99 percent of the family/indoor/backyard/office shots.

I've got two of them (I lost one, had to replace it, then found the original). I know at least 8 others who have it, and if you get one, you'll not ever regret it. For what it is, it is perfect.

Your local camera shop may have it, and if it doesn't, pick up a photography magazine or go on the web for one. Yashica T4.

It's perfect for cycling. You can be a photo-idiot and still take sharp pictures. I've blown some up to 16x20, and they're still sharp. When you're an old person, you'll want some memories, and this is a good way to get them.

Biting the Candy: Kendal Mint Cake



Sugar's not the enemy. The enemy is lethargy! So open your hearts, mouths, and stomach to the purest sugar candy you'll find short of a sugar cube—but way better tasting.

When I worked at REI back, well, a long time ago, I used to unbox and stock Kendal Mint Cakes. I did other stuff, too. But I never considered eating one, and I don't remember anybody buying one. They define "empty calories," but unlike most empty calories, they don't have a bunch scary-sounding additives. The ingredients: Sugar, peppermint oil, propylene glycol.

I think the propylene glycol sticks it together, but they've been making these for more than 50 years, and I do wonder what glue they used back then. If I find out it was beeswax, I'm going to be jealous.

You get two 602 bars for \$3.50, which works out to \$4.66 per pound. That's not bad for candy. The bar wrapped in the blue package is white; the one in red is brown. There's hardly a difference, and the ingredients are the same, so I suspect the brown one has just been caramelized a bit by a longer cook time. The "brown" isn't like chocolate; it's just slightly darker than the white one.

The best thing is the taste and texture. It's crunchy, but it's a soft crunchy. It won't melt in the heat, so it's good for trips and touring. It's best frozen. It's not as strong as Altoids, but you can't like one and not like the other. Altoids are too strong for my taste, and KMCs are just perfect. I think they'd be good dipped in melted chocolate. The next best thing is the wrapper. It's no Dr. Bronner's, but it's good short reading. According to the wrapper, these have been a Himalaya expedition favorite since the first summit of Everest, in 1953.

There's a Kendal Mint Cake website, but Kendal is in England, so if you live in the U.S., get these from REI.

Who Rides a Rivendell?



LEE OLIVER, FOR ONE...

Stem:Nitto DirtDrop

Bars:Nitto

Seat Post: ...Campy Chorus

Saddle:B. 17 Honey Brown

Front Der: ...Shimano Ultegra

Rear Der: ...Shimano Ultegra Triple

Shifters: ...Shimano Bar-Con

Crank:Campy Athena

BB:Phil Wood

Wheels: ...SunTour XC Pro Front on Mavic 221

Phil Rear, Mavic 221.

Tires:Specialized Fat Boys 26 x 1.25

Headset: ...Chris King

Fenders:SKS

Other:Nitto rear rack, Carradice Camper LF

Age: 52

Family: married, with two adult children, both college grads.

Occupation: fire fighter

Favorite cycling shoes: Sidi.

Favorite food: Any. I see food, I eat it.

Books: I love mysteries. Tony Hillerman is great.

Movies: *Harvey*, *The Maltese Falcon*, *The Treasure of the Sierra Madre*.

Years riding: Forty

Favorite Type of Riding: Commuting!

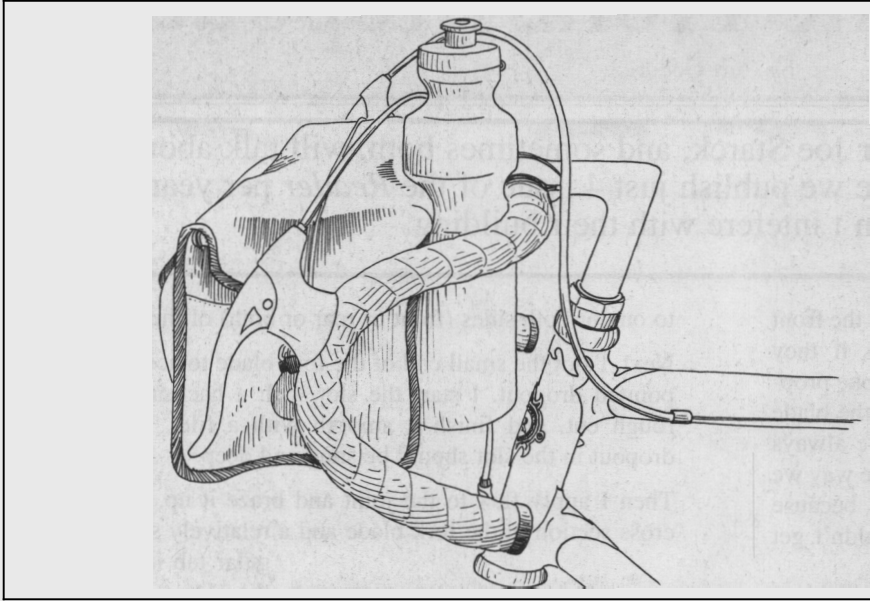
Number of riding days per week: Five

Other bikes owned: Trek 760 Touring, Ibis Spanky, Peugeot PX-10, Trek OCLV, Eisentraut Team.

Dream Ride: Across the country.

Favorite Music: Classical

Why a Rivendell?: Craftsmanship and the ride.

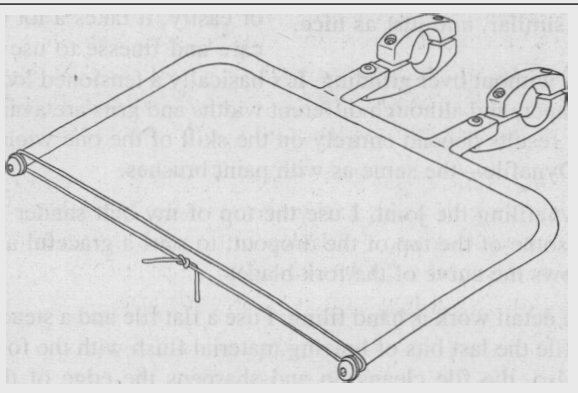
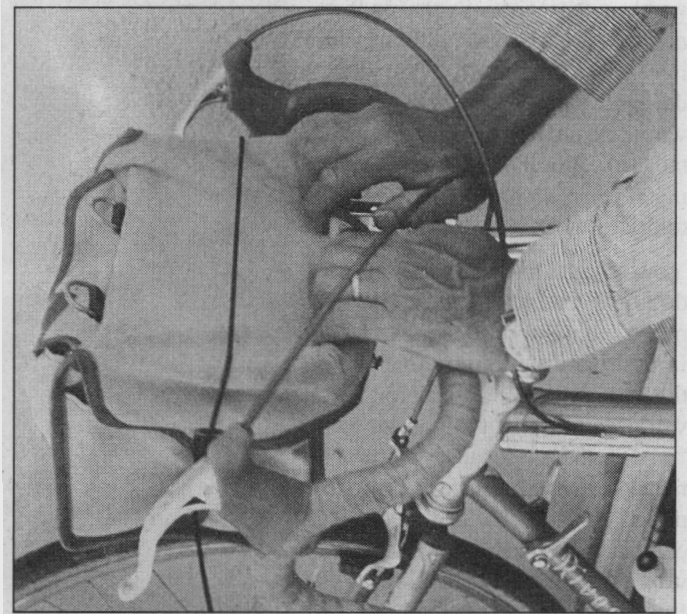


Left: Oui, 'tis true. **You** can jam a big-sized Specialized water bottle in the gap between the back of the Boxy rack's frame and your handlebars. For long, hot climbs, this is a pretty handy place to put it; and it's solid as a rock there. Of course, there's always some way to screw things up, and it's not entirely inconceivable that **you** might somehow manage to spasmodically jerk the bottle out of that nice spot and steer the bike into moving traffic doing **so**, but the idea is to make life easier, to suggest a temporary spot for your water bottle when you're riding on traffic-free roads.

The rear part of the frame, when it's not holding a water bottle, provides another hand grip. This is another one of those things that comes in handy mostly on (snore...) long hot climbs, but the thing is, there's a lot of those around here, **so** that's what we end up talking about.

On the other hand, on long cold descents, putting your fingertips inside the bag, or at least behind it, shields them from the wind and cold. As always, you've got to use good judgement when you do this. For the record: Although we do it on pavement, we recommend it only on wide, car-free, foam rubber roads—and always wear a helmet.

The Boxy Bag here is shown without the map case that comes with it; and the tension cord across the top is one of about ten easy ways to close it.



'Another Use For Cord, Zip Ties, Wire, or Rubber Bands

Functionally, it doesn't matter, but if you want your bag to look neat, even with half-a-load in it, then create a ridge between the two horns **of** the Boxy Rack. Use string, zip ties, wire, it doesn't matter. Then the front of the bag will take a nice corner, and look nice. Otherwise, it'll sag some when it's near empty and you're riding fast. That's not a big deal, but it looks terrible, **so** we like to put string, cord, zip ties, or rubber bands across ours, **so** it always looks sharp.

Pointing the Front Dropouts

by Curt Goodrich

In each issue either Curt Goodrich or Joe Starck, and sometimes both, will talk about a Rivendell framebuilding detail. Since we publish just 4 issue of the *Reader* per year, this can go on forever; as long as it doesn't interfere with their building.

Today, most frame builders file and blend the front dropouts with the fork blades. That's if they build their own forks at all. When it's done properly, this makes the transition between the blade and dropout seamless and graceful. I've always liked this look, but recently Joe and I have changed the way we treat the dropouts. The change came about mainly because Rivendell ran out of the old front dropouts, and couldn't get any more. The ones we have now have wider necks (17.3mm compared to 14mm), and the extra width makes gives us the opportunity to "point" them without filing into the blade itself. Note that it doesn't force a different way. It would be a cinch to grind down the tab to 14mm. But there's more metal there, so it gives us an opportunity to work with it.

You may have seen pointed dropouts on other bikes, but not many contemporary ones. Many front dropouts are plugs that fit into the tube with little need for finish work, and no actual opportunity to "point" them, because there's no metal in the right place to bring to a point. Unless the dropouts have enough width at the neck, the only way to make a point is by filing the fork blade itself, something that probably doesn't hurt anything structurally, but why chance it? Many of the Italian builders did it, but I've seen some of those bikes and been horrified at the deep gouges they've carved into the fork blades, just to create a point.

Nevertheless, I've always thought "pointing" the front dropouts was a classy way to dress up the joint.

How I Do It

First, I clamp the dropout into a bench vise and file the dropout to a point before brazing it into the blade. This reduces the chance of gouging the blade later on. I file away at the part that will extend above the fork blade. This procedure can be done

to one or both sides (front or rear or both) of the dropout.

Next, I slot the small end of the fork blade to accept the newly pointed dropout. I start the slot with a hacksaw, to make a rough cut, and finish it smooth with a file. The fit of the dropout in the slot should be snug and deep.

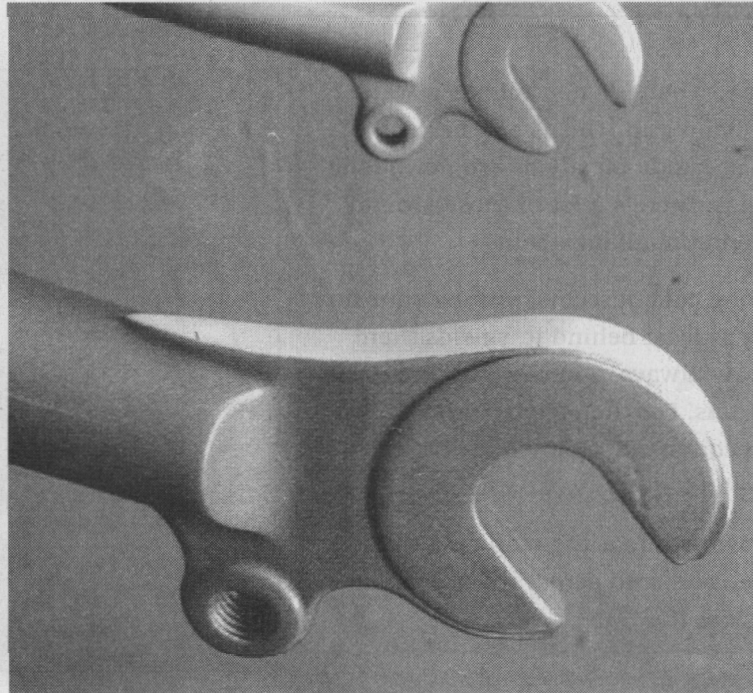
Then I apply flux to the joint and braze it up. With a round cross section in the fork blade and a relatively skinny, rectangular tab in the dropout, there's a big gap on either side of the dropout, and I've got to fill it with brazing material (brass, in this case, because silver doesn't fill gaps as well).

After the joint has cooled, I soak the flux off with water and look at the joint more closely. If all seems okay, I get my Dynaflex to create the scalloped radius on each side of the dropout. There are other ways to finish the joint, but on Rivendells we go with a nicely shaped scallop, just because it looks better. After the Dynaflex, the joint looks really nice. Using the Dynaflex itself is a skill that doesn't come all that natural or easily. It takes a lot of care and finesse to use it

properly, without over grinding. It's basically a tensioned loop of sandpaper, and although different widths and grits are available, the results depend entirely on the skill of the one wielding the Dynaflex—the same as with paint brushes.

After Dynaflexing the joint, I use the top of my belt sander to take off some of the top of the dropout; to start a graceful arc that follows the curve of the fork blade.

The final detail work is hand filing. I use a flat file and a steady hand to file the last bits of brazing material flush with the fork blade. Also, the file cleans up and sharpens the edge of the



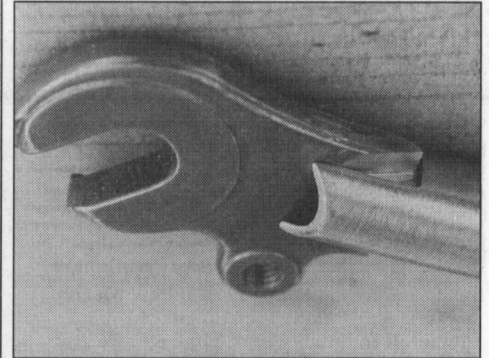
Curt's pointed front dropout, finished and painted up fancy by Joe Bell. It's one of the things in our Fancy Paint option. Joe Starck does the same way just a little differently. We'll show that in the next issue, or maybe on the website. It's similar, and just as nice.



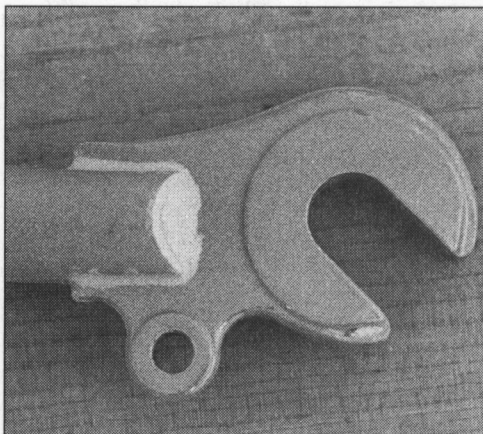
Three tab dropouts, showing tab widths from 13 to 17.3mm. You can't "point" the dropout with the skinny ones. And a plug-style...



...which fits into the fork end, is structurally fine, but rules out a point. That's not the end of the world, unless you gotta have a point.

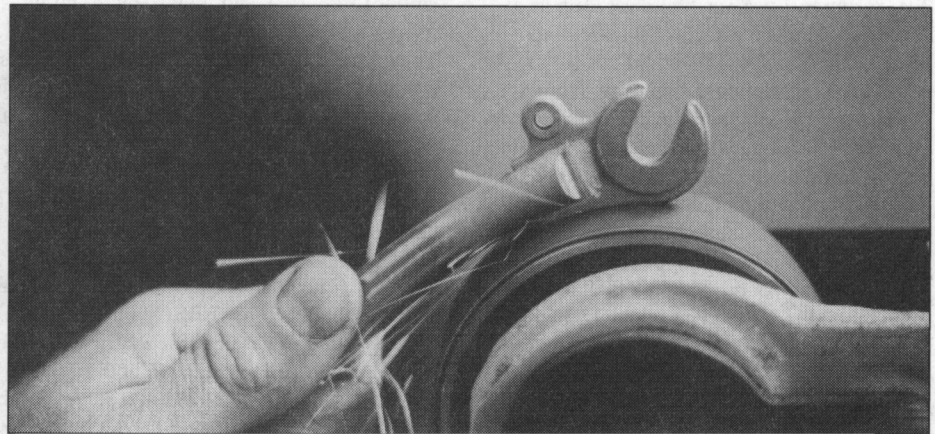


Above: This is how a pointed dropout fits into the prepared fork end. Wherever there's a gap, there will be brass. Although the main frame joints are silver-brazed, silver doesn't fill gaps as well as brass does, so Curt and Joe use brass here. As you see, our new dropouts have plenty of metal to file to a point.

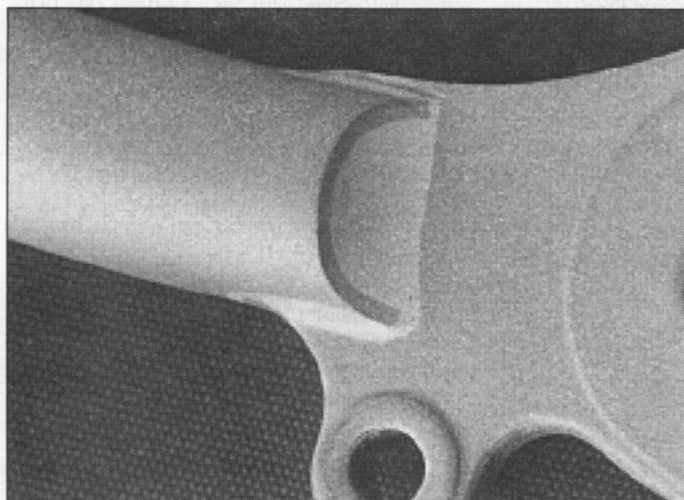


Bottom, peeking into the gap, which gets filled with brass.

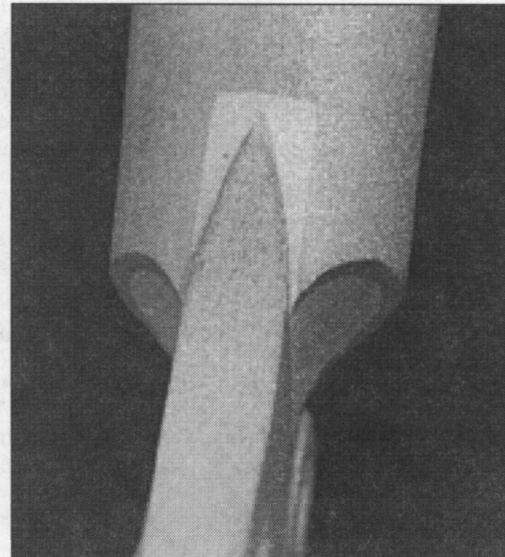
Top: Brazed, flux soaked off, sandblasted, but still rough. It's not *super rough*, though.



Curt grinding the top so it's nearly flush, while simultaneously illustrating why this procedure is done without gasoline-soaked hands. Joe likes to leave his hanging out there. Most frame details are specified by us, but certain things we leave to the builders, and we truly have no preference on this detail. Curt does the final filing by hand.



Detail of the side, ready for paint. Notice how the point isn't quite flush? That's to make it easier to detail in the case of a fancy paint job, as shown on the previous page.



Top view of the point. The square area around it is brass. If it weren't there, they'd be a gap. The scalloped sides are one of several ways to finish off this frame joint. All Rivendells have scalloped sides like this. It's just one way to do it, and it looks good.

MAIL

Looking for Mr. Thumbshifter

I am looking for a pair of 7/8sp Deore XT thumbshifters. Any suggestions? New or good condition. These are a little smoother than the DX ones, correct? Does Shimano still make these? I don't think so.....— Andrew McGinley

Rivendell member Peter Moore has a website: twowheelfetish.com, and he sometimes has things like this —Grant

Low Q

Thought you might want to know that I have installed the Sugino XD crank I ordered from you a few weeks ago on my Cannondale T1000 tourer. I was unable to set it up as a half-step + granny with 24/42/46 gearing because the Shimano XT could not handle the relatively higher middle chainring. However, the factory 36T ring and the 24T granny work just fine. I had long suspected that something was wrong with the bike and thought the problem might be with the really, really wide distance between the crank arms...the "Q-factor". I keep careful and meticulous records of nearly all rides and found that the effort required to motivate the T1000 was about 15% greater than that for any of the other bikes I own (Bianchi Eros, old Bianchi Grizzly hardtail, even older Holdsworth 12 speed tourer) as measured in heart beats per mile. That 15% difference has been very consistent for the entire 3 years I've owned the C'dale. Well, surprise!! With the Sugino crank, the C'dale is now no more difficult to pedal than any of the others! My engineering brain says that is because the old Coda crank wasted energy by directing part of the pedaling force to the outside rather than downward where it is needed.— Harold Ashe

Friction is Easy

Several years ago, I built up a '86 Raleigh Technium frame. I opted for moustache bars because I wanted something different and they looked cool and after only a few rides, I was sold on them. Bar end shifters were the obvious choice for these bars, but when I began doing group rides and riding paceline, I thought I needed a STI shifter, at least for the rear derailleur. Finding a 7spd STI shifter in this day of 8 & 9spd was a challenge, but I got lucky and found someone on the web with a brand new 7spd right STI shifter. I was riding quite comfortably (though I was asked to leave the paceline group because of the moustache

bars, but that's another story) and began to think maybe I was the only one using STI with moustache bars. I had the super-mix bar end shifter for the front derailleur, which was super-smooth, but I never seriously considered a friction shifter for the rear derailleur.

I had wanted to get my bars up higher and finally found the right stem. While installing the new stem, I disconnected the cable at the rear derailleur without having first downshifted the STI lever. I didn't think about it at the time, but reversing this order was a fatal move. I thought I could just shift the cable out of the STI, but the cable was spooled up inside the STI and would not move. I took the STI shifter to my LBS and they spent 20 minutes trying to get the cable out, to no success. They gave me Shimano's number and suggested I call. The guy at Shimano indicated right away that when this kind of thing happens, all you can do is replace the lever/mechanism portion. I asked, "Couldn't it be taken apart and the cable removed," but he indicated that it was assembled by a machine and I would probably never be able to get it all back together. They had the part in stock and could ship it right out to my LBS, but it would be \$60. Wanting to get in a ride that weekend, I put the super-mix bar ends on both right and left. I was anxious about riding friction for the rear derailleur, having never tried it before, but it only took that one ride and now I'm totally sold. The shifting was smooth and finding a gear was easy. I enjoyed moving the lever just a bit and hearing the gear shift. In some ways, it's much like the STI, since when you push the STI lever down more it shifts through more gears, but the friction is more precise. I had always thought of indexing as the standard, but this is better. (Also, the standard brake levers feel better in my hands and I'm saving some weight w/o the STI). I've put the STI shifter with the cable still stuck inside in a box with my other old parts. The super-mix bar ends are staying on the bike and I'm looking forward to smooth, repairable, shifting for a long time to come.—Tom Kelley

Likes Old Bikes

I have been looking at some pictures from a recent issue of a bike racing magazine, and am horrified at what the bicycle has become. One photo shows a bike made from some material called scandium (which I had never heard of before) which apparently is lighter than titanium, stronger than steel, and will make you climb Mt. Diablo at least ten minutes faster

than you ever could have before on your outmoded and ancient steel frame. Steel, according to all the magazines, is dead. I searched low and high for sight of a good steel frame, and found none. I looked and I peered left and right for sight of a lug, or a semblance thereof, and found none. I looked long and I looked hard for a shot of a standard bottom bracket and a good old fashioned headset, replete with a stem with an actual quill, and came up dry. I guess the powers that be now in the bike industry regard all of these things, which have worked so well in the past for so many years for so many thousands of riders as no longer useful or cost effective or cutting edge. Several of the bikes that were profiled in this magazine now have the headset integrated with the frame, apparently to improve performance and handling, though why this should be so was never explained. I myself have never had and will never have any problems maintaining a headset, overhauling a headset, or replacing a headset as these are all simple operations requiring simple and basic tools which any one can learn to use and to master. But our bike industry mandarins feel that we should not only NOT be able to work on our bikes, but that when our bikes begin to wear out, we should simply throw them away.

This is progress? Disposable bikes? Ride and forget machines? Another bike that was profiled in detail in one issue also had the bottom bracket integrated with the frame, so that the rider would never have to deal with replacing or overhauling it, either. The bike looked disgustingly ugly, all aluminum and black with tubes that looked as though a severe case of edema had taken over, and one that looked as though the test rider were having no fun at all riding up some cobbled hill in Flanders. Speaking of bottom brackets, if you have never overhauled a standard bottom bracket, you have never really experienced the guts of a bike, up close and personal. There are few things to compare (except building wheels, and this too will be a dead art some day, but more on this later) with pulling apart the cups and bearings of a bottom bracket, cleaning everything, greasing the cups up again, and then putting fresh balls back in. The first time I did it, I made a dog's breakfast out of it, but had such a good time I ended up doing the same operation again and again until I got it right. Locking in that final position, so that the cranks rotate nice and smooth on the adjusting cup, and then tightening down the lock ring just so, is an experience not to be missed. Yet

how many riders of today have ever overhauled a bottom bracket or headset, and know how much fun it is to be able to work on and repair your own stuff?

These new modular bikes are too technologically advanced, and eliminate *so* much of the input that makes cycling *so* enjoyable to monkeywrenches like me. These are sterile, anti-septic bikes, with no soul or character, and you get the feeling they were designed by guys in bunny suits in some germ-free lab somewhere who had never ridden a bike at all. And the wheels on these mounts! Weird hub shapes, weird rim shapes, all super light and super aero and super efficient and mother, can I please have my spokes and my spoke wrench and truing stand back, please? The new wheels are *so* cool and *so* advanced that no truing is required or possible, but if the wheel falls, tough toast, just throw it away and fork over another \$350 for a new one. Hmmmph. What we are now seeing, friends and neighbors, is the elimination of the rider as much as possible now in cycling. The bike is to be thought of now *as* nothing more than a piece of technology that you hop on and ride and then have no other contact with for the rest of the day. You do not and cannot work on it; you have no relationship with the bike, and you know that what you are riding is the same sort of technology that its cousin, the two billion dollar a pop B-2 bomber, is using.

Sorry, but I'll stick with my steel frame, my lugs, my ancient wheels, my funky bottom brackets and headsets, but will have a hell of a lot more fun with my bikes and keeping 'em up to scratch than all the techno-sybarites the world over riding their \$3500 material wizards. Even if I do get my hands all dirty. — Tim Seavey, Berkeley, CA

7-Speed Cluster with 9-Speed Der

I was interested in knowing whether a Shimano nine-speed indexed derailleur which can be set to work with Shimano eight-speed clusters by re-routing the cable at the rear derailleur could be made to work with a seven-speed gear cluster.. — Douglas Kline

It's not a Shimano approved fix, but it seems to work. I'm reluctant to say it'll work for sure, but I can tell you we've set up plenty of bikes that way, and THEY worked. The worst that can happen is you'll have to shift in friction. (I'd try it first without rerouting anything. That may be good enough. The cumulative effect of the slightly different spacing doesn't really cumulate enough until you've shifted at least 5 or 6 cogs, so the only gears that

might be affected are the way inboard ones....but in our experience, even they seem fine.)—Grant

Tough Love and Gloves

Here in Cleveland, the winter scene is like Maynard described in "Tough Love" article, only twice *as* worse. The two major concerns for commuting through the winter are traction and salt. No one has ever fully mastered all the intricacies of ice, glare ice, loose snow, packed snow, slush, sleet, wet pavement, wet bricks, run-off mixed with mud and petroleum products. Everyone falls. Less than once a year means the cyclist takes the bus a lot or is very lucky. After one fall broke my hip (left of course) I finally got wary enough to dig up an old mountain bike frame to set up for riding in the worst winter conditions. The rock salt, applied by the megaton to the roads in our snowy, a-few-degrees-below-freezing city, eats bicycle parts. Derailleurs and free-wheels lock up with the corrosion. Chains, especially the new super skinny ones, become reluctant to go through the rear derailleur S-curve. The puddling of road salt, grit and grease that clogs chainrings cogs and derailleur pulleys can immobilize a bicycle in a week. It seems I have to double the weight of my chain with chain lube. I coat my bike with WD-40 to prevent pitting of any aluminum parts and to keep rust from getting a foot hold in micro-cracks and scratches in the frame paint. Oh, and gloves! Give up on them! Wool mittens with leather mitten shells are the only way to keep your hands warm for more than 15 minutes if the temperature is below 20. They are made and marketed for meat-packers working in freezers, *so* you should be able to get them Triple cranksets, granny gears, even derailleurs---those are the luxuries that many Cleveland bike commuters use on our summer bikes--the bikes that get ridden a few hundred or thousand weekend miles a year. (Even in the summer those amenities seem superfluous. Riding the flat terrain that predominates in the midwest, I shake my head in disbelief at some of the 24- and 27-speed monsters that I see weekend warriors riding). The bikes that you see ridden by daily commuters during the 5+ months of snow and salt are fixed-gear (the modal bike), single speed, derailleur 5-speed and internal-gear bikes. —James T. Watson

Homemade Rack

I've done numerous tours in Asia and Oz, and make my own racks, out of '316 stainless steel bar stock. I 'pinched' an idea from an Indian bicycle manufacturer's racks, and put a twist in the stays to make the rack more rigid, although it will still flex a wee bit and absorb

shocks, *so* no more broken eyelets or rear dropouts, either. I made it with simple tools, to ensure any repairs or modifications *are* also simple. Yes, they are relatively heavy, but they *are* my reaction to a glaring deficiency in what's available at a price that won't leave me busted, and *so* far they have never let me down. In conclusion, although your definition of quality embraces simplicity and durability, which I admire greatly, I'm thinking you could probably make and sell something that is better than what you're currently offering, bearing in mind that the tourists I see seem *to* be either of the lightweight-saddlebag-credit card variety for whom alloy works, or the full-out expedition-type, for whom aluminum only spells problems....The weights you've advertised for the aluminum Jandd racks are the same for my 'stainless ones, because mine require a much smaller amount of material. My design *also* folds flat in the bottom of a bike box, whenever I put the bike on a plane somewhere. I guess what I'm trying to say is: if I can turn out something by myself, cheaply (I made both front and rears by hand. They are the "volkswagen" of racks, a viable alternative to pricey ones. --Paul Woloshansky

Morton's WHAT? And Traveling Light

I have personal experience and treatment to relate. On a bike *trip* from Florida to Maine and Nova Scotia, I stopped overnight in Homerville, GA to visit my room mate from WWII. Doc Terry had practiced in the small town up over the Ford Garage before becoming a medical doctor in the Navy. I was the Supply Officer and assisted in the O.R. Doc had been on a hospital ship during the Okinawa invasion. Our ship had left for the last part of the land combat and lots of Kamikaze plane attacks. We had a society Doc from New York City who couldn't treat a sore fingernail. His surgical technique was horrible. The Officers got the Captain to get him off the ship and we got Dr. Terry. He could have sawed off my leg if he said it was needed. He was a real Doctor. Anyway, when I told him about my foot pain, he said you have a Morton's Toe and you need a frog. He went to his cabinet and got a frog; and showed me how to wear it, and I took off North. Pain gone in two days. I am enclosing a picture of the frog from Dr. Leonard's catalogue. I always carry one in my first aid kit on bike trips. I will agree that wider shoes help. In those days I rode in Reynolds English Touring shoes, and they were a bit narrow. Now I often ride in wider Rockports.

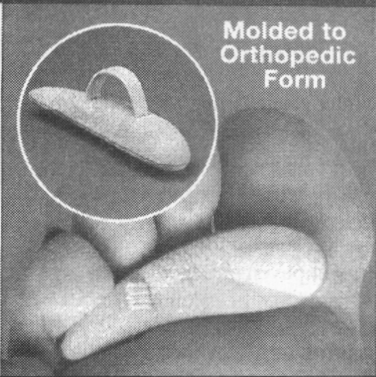
In your bike camping story (Sub-24Hour Overnight, RR-22), you failed to mention bivy sacks. I used a Carradice Camper with

HAMMER AND BENT TOE RELIEF!

Pad catches minor problems early and helps claw and hammer toes maintain a more normal position. Relieves pressure and friction which cause corns and soreness. So lightweight, you won't even know you have it on. Washable, durable foam pad adjusts to left or right foot. Specify sex and shoe size.

#1380 Toe Relief Pad

\$5.00 2/\$9.00



1/8-inch Ensolite pad and the bivy sack rolled up on top and a light weight sleeping bag bungied onto the rack behind it. The Blackburn rack also supported the bag. I have used this on many long trips. I don't carry cooking gear—traveling solo, I can do better at restaurants (I ask where the cops and senior citizens eat), and I find sleeping in cemeteries to work out well. Almost all small towns have both. Then I try for cheap motels every other night, if they are available.

Now, at 81, I no longer travel for 3-4 months at a time, but I did from the time I was 63 until I turned 78. I have done the West Coast route from Vancouver to San Diego; the southern route from Florida to San Diego; the central route from Michigan to Virginia to Astoria, Oregon up to Mount Rainer, then down to Seattle and out to the San Juans; the Oregon Trail; the Mississippi River; home to Michigan from New Orleans, Austin Texas to and from Florida; and I've ridden from Michigan to Alaska. I am a light traveler. The most important part of my gear is the baby scales—I have to keep the weight under 20 pounds. I enjoy your magazine. Keep up the unusual.—Bill Hanna

HilleBERG Tents

I was surprised to see the mention of Hilleberg the tentmaker in the latest reader. Unfortunately, you misspelled *Hilleberg*, and no web address, which is www.hilleberg.com. Their daughter now lives in Redmond Washington and runs a distribution office for el Norte, as they were almost impossible to get here before that. They are a very nice small family company that really does build the best tents in the world.— Gary Russell, Seattle

King Henry V, Uncle Sam, & Tom Selleck

From time to time, we find history gives us many examples of new technology replacing old and proven technology for no other reason than novelty. Sometimes, this happens well before the newness has properly matured. During our War of the

Rebellion (1861- 65), the standard issue weapon was a muzzle-loading musket of just over .50 caliber, which could be loaded and fired usually no more than three times a minute. Effective range was normally not over 200 yards, though the real range was much greater. Now move back five centuries, to find England and France mired in a quarrel over succession to the French throne, this was "The Hundred Years War." The standard weapon carried by the English soldiers was a long-bow, made of strong yew-wood. In classic English understatement, "plucking the yew" meant driving a 32-inch arrow with deadly accuracy through plate armor or chain mail at ranges up to...200 yards. A good archer could normally get off six shots a minute, easily overpowering the best crossbows. At the 145 Battle of Agincourt, the French had already become so vexed by the English longbows that they threatened to cut off the right three middle fingers of any English archers they captured, that they could never shoot at man or horse again. It was late in the season, October, and the army under King Henry V was badly dwindled and outnumbered nearly ten to one; the French heavy cavalry alone outnumbered the entire English army, who counted fewer than 7,000. The outcome should have been obvious, but the English chose their spot well for their stand. The initial attack, made up of Genoese crossbowmen, wilted in a storm of English arrows, and the French knights trampled the Genoese in their fury to reach the English. Wave after wave of armored knights rode up into the storm of arrows, only to be shot down in heaps that finally made the field impossible to cross. The flower of French nobility was lying dead by the thousands across the front of the English line, stretching less than a mile. Reluctant to admit defeat, the French finally withdrew, and as they did, the English archers saluted with

their middle fingers, shouting defiantly, "See! We can still Pluck Yew!"

At our Civil War events, we spend a lot of time with the public, describing how we live, how we fight, and how we die. The weapons we use as mounted cavalry are a mix of old and new; sabers, six-shot pistols, and single-shot breach-loading Sharps carbines. The carbines are based on a design patented in 1851, so there was plenty of time to build up production of these things for use by the military. Instead, though, the typical soldier carried into battle a heavy muzzle-loading musket which had to be loaded standing up. Uncle Sam paid about \$13 apiece for these. For \$2 more, the men could have been given Sharps rifles, which could be loaded and fired twice as fast, did not require a rammer, could be loaded from a kneeling or even a prone position. This was not a good thing. A good, brave soldier stands up to face his enemy, and does not fire away all his ammunition promiscuously. The one man who, surprisingly, may have had the most influence on how the armies would fight was a Brigadier General (one star) named James Ripley. Very senior, and very conservative, it was Ripley's job to decide what, and how much, the Army would buy. By 1863, the seven-shot repeating Spencer rifle was available, but, priced at \$40 apiece and requiring fixed copper cartridges (they resemble a .22 short, but .52 cal.) Ripley refused to buy them. Making an allowance for the mounted troops, he agreed to buy Spencers in the carbine version, but only if they were priced at \$25. Lincoln himself was very partial to the Spencer, using one he'd been given for occasional target shooting at the woodpile behind the White House, and he greatly desired to see these placed in the hands of as many of his men as possible. Eventually, Lincoln and General Halleck were able to scoot Ripley out of his job, and by the end of 1864, nearly all US Cavalry were equipped with Spencers. Right up to the end of the War, though, the foot troops were still carrying the same muzzle-loading muskets.

The Sharps was still a good weapon, and it used a cartridge consisting of no more than a powder-filled paper tube with a bullet pushed in one end. It was fired with a common percussion cap, same as with the muskets, and the Confederacy had no trouble making ammunition for these, whereas they could not copy the Spencer ammunition. Later model Sharps used a metal cartridge, like you saw Tom Selleck carry in "Quigley Down Under", but the breach design was unchanged.—Jeff Matthews, Benicia, CA

Like The Pros

by Maynard Hershon

At a sunny table outside Starbucks, my riding friend Aaron told us of his recent confrontation with another cyclist, a strong young guy in his second season of racing.

"We talked about going for a ride the next day," Aaron said, "and I asked him if, when he knew he was going to be riding with me, he'd wear his helmet.

"Well, when he showed up for the ride," Aaron said, "I was glad to see that he did have on his helmet. But as we rolled out of town he asked me if we could talk about something. He asked me not to tell him what - and what not - to wear, said it was none of my business.

"I tried to explain to him," Aaron said, "that I wasn't saying that he couldn't ride his bike. Things happen that are no one's fault. He wouldn't listen. It got kind-of ugly. I turned around in the road and did my own ride. I don't think I'm going to be able to ride with him anymore."

Aaron's not the only person who's had trouble explaining to guys why they ought to wear their helmets. If the guy you're talking to hasn't fallen off for months or years, he figures he probably won't fall today.

You'd think people would get in the habit, just automatically put on their helmets before rides. Many don't, though. Faithful helmet-wearers see this and blame pros who "set a bad example" by not always wearing their helmets.

I've ridden with groups of pros. Some wore their sponsor helmets, some did not. I believe that as part of the sponsorship deal, the racer agrees to wear his helmet some percentage of the time, not every time he rides his bike.

Even sponsoring helmet companies feel uncomfortable telling pro cyclists they have to wear helmets whenever they ride. Companies are reluctant to lay down the law, even though they know we fans see pros as models, examples of how things should be done.

Using pro cyclists as examples is risky. We buy "pro" gear as if we believe pros personally choose their equipment after testing everything available. That's nonsense. Team managers negotiate equipment contracts annually; Riders abide by their decisions, business decisions. No one tests everything.

And pros ... Well, pros are not like us.

Even the newest, greenest pros have proved they can ride their bikes beyond what we think of as mere adequacy. They've proved they had natural abilities that they developed into specific cycling skills.

Pros are the best practitioners of our hobby, like big league ballplayers are the best at baseball. They're as much better than we are on bikes as major leaguers are better than us with balls and bats, meaning way, way better.

Still, we hobbyist cyclists think we can be like them if we buy what we see them using, dress like them and act like them. We do that, we emulate pros. Happens in all sports, I guess.

Then we don't understand when some cyclists emulate some pros' casual approach to helmet wearing. We suspect that those cyclists don't get it, don't understand how a helmet could be the difference between a fall and a catastrophe.

They must not understand that we only get one bad head injury per lifetime, that a head dropped from waist-height ... Oh, you've heard all that before.

Those of us who blame the pros think they should focus harder on being good role models, as if part of their pay is for teaching other people's kids how to live.

We think athletes or stars should live like saints, always wearing that helmet or driving the speed limit, always saying grace before meals, so if OUR kids happen to see them, we won't have to explain why heroes don't always do the right thing.

Several years ago, before he was as visible as he is now, Lance Armstrong caught a ton of criticism in Austin for appearing at local rides without his helmet. He was called names and pointed out as a faulty role model. Imagine.

Was it not enough that he represented his team, state and nation internationally and did wonderfully well? Is it not enough now that he's beaten cancer, recovered and twice won the biggest prize in cycling? Is it not enough that he's formed foundations and raised millions to fight that cancer?

He's done all that and lots of stuff I've forgotten. Nevertheless, if he picks up the wrong fork in a restaurant in public view, will he be criticized as a poor table-manners role model?

"What if MY family's in that restaurant and MY kid sees him pick up that fork? How will I explain? Lance is a public figure. He has a RESPONSIBILITY to use the correct fork!"

It bothers me that we feel we must correct Lance at all, especially in regard to cycling. What, he hasn't thought about cycling? And we have?

Is it our business what Lance Armstrong wears or doesn't wear? Why, because WE know best? What about the local kid who resented my pal Aaron's request that he wear his helmet? Is it Aaron's business what the kid does? It is? Sure they'd be safer wearing helmets, but explaining that to them never works, does it? If we say something (because we know best), we risk alienating him, making him feel his skills are in question.

"You think I'm gonna crash? Hell, I haven't crashed since March."

Often we see people doing things we've decided are foolish, self-endangering or unsuited (in our view) to their prominence in society. Is it our responsibility to explain to them the error of their ways? Just as we hope THEY will take it upon themselves to instruct US when we stray from the path.

We know it doesn't work, and we hate it when people do it to us. When we speak up in these no-win situations, it doesn't mean we are genuinely concerned about the individual. If we're honest, we don't care that much. We never think about him when we're not looking right at him. Or when he IS wearing his helmet. He's not a major player in our lives. Would we loan him a hundred dollars? Would we visit him in the hospital if his problem didn't result from a crash on a ride we were on? Would we always return his calls?

It isn't that person we're concerned about. We're not talking to him. We're talking to some controlling aspect in ourselves that we feel has been defied. We're personally offended, outraged, because he's not wearing his helmet. Hey, we ALWAYS wear ours!

It feels so essential to us to correct the offender, we're willing to risk writing him off, losing him forever from our lives. If we listen carefully, we can hear ourselves saying we'd rather never see him than see him riding without a helmet.

END.



Curt Goodrich Interview



Not many people outside of *Rivendell Reader* readers and his own circle of friends knows that Curt Goodrich builds frames; and probably nobody outside of us here, and Joe Starck, and Joe Bell and his group down there where they show up bare and get painted, know just how clean and crisp, straight, and beautiful they are.

And, they ought to be. In the past 3 years no frame builder in America has built more lugged steel frames than Curt has. He had a major role in the building of 750 or so Schwinn Paramounts when he worked at Match

Bicycle Company, in Washington. Still at Match, he built at least 50 Rivendells, and he's built more than that since Match closed and he went solo.

Curt has such enthusiasm for Rivendells, and he's so good. Joe Starck and Curt have a friendly competition about who can outdo each other on our frames. Although they both build Rivendells, and most of the outwardly visible details are identical, there are differences that reflect each builder's style. What's more, they share tips on how to solve technical challenges, and the frames benefit. *GP*

RR: How old are you, and what's your situation?

Curt Goodrich: I am 34 and mamed. My wife, Kate, and I have a daughter named Mae. She's almost two years old.

RR: What are your interests besides bikes?

I like spending time with my family and we have a dog so we go for walks together. I also like backpacking and can't wait until Mae is old enough to bring along. Cooking, too, and I'm good at it, since I was a cook in a nice restaurant before I started building bikes.

RR: What kind of restaurant, and what kind of food? Do you cook, or does Kate, or both?

I worked in a Caribbean restaurant. I learned a lot there. I do pretty much all of the cooking. I enjoy it but sometimes I feel lazy and we eat take out. I also love going out to eat.

RR: Where did you grow up, and how did you get into bicycles and frame building?

I grew up in a little town in Southern Minnesota, called Blue Earth. After graduating from high school, I went to college in Minneapolis/St. Paul, at Hamline University for a year and two years at the University of Minnesota. When I was a sophomore, a friend of mine brought back a racing bike from Italy. It was an entry level Benotto and I was hooked. I had not ever ridden a light weight bike before. After one test ride, I had to have a racing bike. A local shop had a used Gazelle that fit and I could afford. I started riding and soon was racing. My racing career was nothing special but I had fun.

RR: When did you decide you wanted to make bikes, and what did you do about it?

In 1990, I visited the shop of a Minneapolis. frame

builder named Chris Kvale. When I saw his shop and bikes, I knew that I wanted to try it. I had no money or tools so I thought I could get a job in a frame shop. Unfortunately, at that time, there weren't many builders in the area, and none were busy enough to take on an employee. Then the restaurant I was

working at asked me to run the kitchen in their new location in Seattle. I said great, and soon after moving there, I started pestering the local builders —Bill Davidson and Glenn — for a job. Finally Dan Wynn, another builder who, at the time, was building bikes for the EDS track team, hired me. For six months all that I did was grind and sand filets and machine and align frames. It wasn't glorious work, but I loved it. ■

RR: In your early days, whose or which frames did you admire, and how did they influence your style?

I liked Colnago's and DeRosa's. I especially loved the red Colnago that Saronni won the World's on.

Man, I wanted that bike. Back then I only wished that I could build a bike like that but after a year of building I realized the craftsmanship on most of those bikes was just average.

RR: What's your experience with other building methods?

I've tig welded steel and titanium, and I've done a lot of fillet brazing. I'm really good at it, actually. But I've never built a bike with aluminum and I never will. It just doesn't appeal to me. The thing that I like about steel is the fact that you can braze it and or weld it. Other materials can only be welded. So the fact that you can braze it allows you to use lugs. The tech weenie in me likes the strength to weight ratio of steel over other materials. Also it just feels correct when you ride steel.



When you TIG-weld, you're pretty much ready to start right now. Here Curt looks at the miter, sees that it's perfect, and the work is about to begin. A lug fits over the joint, and Curt brazes it all together, creating something strong and beautiful. The importance of a perfect miter is debatable, but Curt (and Joe) make them perfect, just in case.

The thing I like about lugs is how they tell a story. By the construction and shape of the lugs you can guess when and where the frame was made. Also lugs allow frame builders to express themselves artistically.

RR: You're married, and Kate doesn't work outside the home, and you're making a living building really particular, labor-intensive bicycle frames that most riders consider to be old-fashioned and out of date. Does that make you feel insecure about the future? How does Kate, and how do your parents (and her parents) feel about it? Are there any naysayers, and if there are, how do you deal with that?

Sometimes I start to think that I'm crazy but usually that doesn't last too long. Kate is unwavering in her belief that this is what I should be doing and that always helps me snap out of it. I believe you need to do something you love or you won't feel fulfilled. The fact that fewer and fewer companies are making lugged bikes only helps to show the difference in our frames. I also think that the scarcity of lugged frames has raised the standard by which they are judged. I'm confident that nobody is building lugged frames any better than Joe and I and few are as good.

RR: When Match closed, what were your options, and how did you decide to solo?

Mae was born shortly before Match closed, and I was terrified! I'm a new father and unemployed. I wanted to continue building frames but as you know it's not the most lucrative profession. Kate and I talked about me getting some other kind of job but we both thought I should stick it out. We both knew that if I didn't, I'd be unhappy.

Seattle was too expensive and family was drawing us back home. I knew that I wanted to continue building bikes and I hoped to continue making Rivendells. When I talked to you about me continuing building Riv's you were open to it. So I called a friend of mine, Frank Amore of Croll Cycles, in Minneapolis. He had a shop that was too big, so I rented space and equipment when we moved back to Minneapolis. The renting of the shop and equipment just wasn't working out and I was ready to quit. I called you one night to tell you that I was quitting frame building. You calmed me down and said you would help me find a way to get a loan. I did some research and found a company that would loan me the money. You wrote a great letter of recommendation for me and I'll always be grateful for that. Now I have all my own equipment and a monthly loan payment. I'm a lucky guy.

RR: How have your skills and your views on framebuilding changed over the years? Who and what influenced them?

The first two shops that I worked at were little two person shops with equipment appropriate for small production. This is where I learned the basics. Match was set up to build a lot of bikes. Not like Trek or somebody like that but way more than my other jobs. Match had machines to do some of the grunt work. That was a nice change. At Match, I learned how to braze lugs really well. There were days where I would braze for eight hours. I had the torch on so much that I would wear sunscreen because I was getting burned by the light of the flame. But at Match, there were other employees with various duties so I rarely took a frame from start to finish. I didn't like that very much. That's the greatest thing about having my own shop now. I do it all and I wouldn't have it any other way.

Joe and I talk on the phone a lot. We talk about building frames, other frame builders, and politics. We get along quite well, and we've never met face to face. I think that there's some friendly competition between us. One of us will come up with something new and the other one might try to top it.

Example: I told Joe that I was pointing the top edge of the drop outs so he decided to point both the top and bottom edges. Not to be one upped, I decided to round the points off of the water bottle stars on the seat tube of small frames. We drill the

holes low so that the front der. mounts between the holes. The stars might interfere with the der. clamp so we would grind the inside points off. I didn't want to leave it blunt so I rounded them. It's a minor detail but that's the kind of thing that he'll notice. I think it's good for the frames. He does have an advantage because he sees all of my frames naked and I don't see his.

RR: Joe gets to see lots of bare frames, not just yours. All of Richard Sachs's, too, and Richard's never seen one of Joe's unpainted. Anyway, what's your main strength, as a builder? Is there anything part of building you took too faster than any other part, and what's the hardest part of framebuilding for you? And, do you think the same thing is the hardest part for other builders?

I think my main strength as a builder is my ability to learn from others. Too many people get to a point in their profession where they stop growing. When that happens they lose the fire. I'm not like that. I've built a lot of bikes and I do it well but I'm always trying to improve this or tweek that.

My technique hasn't changed a lot since I started. but I've refined it There are subtle things that make the frames better. I think another one of my strengths is my brazing. That may seem pretty obvious, or a given for a frame builder, but I think



Preparing to braze the lower head lug. The white frothy stuff is flux, which protects the tube from the flame's heat, and creates a favorable environment for brazing.

I'm particularly good at it. I keep the lug edges tidy. I can guide the brazing material really well..

My frames come out straight, too. I check them on the alignment table, and sometimes I don't have to touch them, and even when I do, it's just a little. I think this translates to a frame that will last a little longer.

I can't say that there's any part of building that I took to first. I think the hardest thing for me to learn was to hand file a fast back seat stay miter. I can do it pretty well now but it took a lot of practice. I did that on Paramounts, but not Rivendells, which of course use a different seat lug.

RR: What's your favorite part of building? Which actual operation is your favorite?

It's brazing those cool Rivendell head lugs. They are challenging and the most beautiful lugs I've seen.

RR: Do you get visitors? Do they ever ask you to build frames for them? How do you respond to stuff like that?

I get a few visitors, and most are Rivendell members. I like showing them around. I show the frames first. Sometimes they'll look at the unpainted frames and you can tell that they aren't used to seeing frames naked. Then I show them the equipment and I let them fondle the lugs. At Match, we had tours for local Rivendell members, and some even got to braze some old lugs to scrap tubes. If there's interest maybe we could have tours of my shop. It's small, and I don't have a \$50,000 machine to miter tubes, both ends at once while drilling the water bottle holes, but if they don't mind that, it could be fun.

I don't aspire to build under my own name. I'd like to grow old building Rivs. It's all I want to do. I've gotten spoiled building with those lugs and crowns. Now everything else looks a little plain. Sometimes people want bikes with my name on them and I'll build a few for friends but I find those frames mostly a distraction. I use generic lugs and different tubes, of course. They're nice frames, but I feel like the Rivs are my frames, just as much. I feel a sense of ownership in every one that I build.

RR: What's the first thing you do when you get a frame order? Walk us through the whole sequence, from opening the envelope to brazing.

The first thing that I do design the frame on my spreadsheet program. It gives me the cut lengths of the tubes and angles of the miters, which is what I need to pick tube diameters, since the miter is different on a downtube that's 28.6mm than for one that's 31.8mm. Then I make notes on the design about the

details of the frame. Like how many eyelets, rack mounts, crown choice, and so on. I get that from the Yellow Form you send me.

The first thing I actually braze is the fork. I do the fork first because I have one jig for both the frame and fork and don't want to tear down a setup only to set it up later.

After I braze the fork, I miter the frame tubes and set up the jig for the frame. When all the angles and lengths are correct, I assemble the tubes with flux and lugs. I tack the frame in the jig. "Tacking" is just laying down a spot of brazing material to hold it all together so it can be moved without changing anything. After the tacks have cooled, I put the frame on the alignment table and make any corrections if necessary. It's usually

pretty straight, but I make it perfect how, so there will be little if any aligning after all the joints are fully brazed. With the strong steels we use, aligning a really out-of-whack frame is hard, so I'm glad I build them straight to begin with.

Now the fun part— I sit down on my stool, put the frame in the stand and braze up the front triangle.

After the frame has cooled, I soak off the flux in a warm water tank. While it's soaking, or some other time, I braze the dropouts into the chainstays, and the plugs into the seatstays. At this stage I have a complete front triangle (the seat tube, down tube, top tube, head tube, and bottom bracket shell) and a complete rear triangle (seat stay, chain stays, and rear dropouts). So I

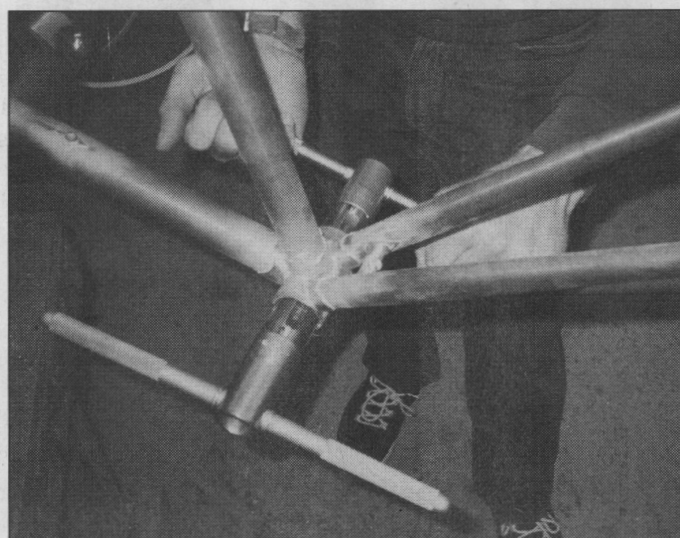
have to put them together.

I put the frame back into the jig and adjust the jig to account for the chain stay length and BB drop. When everything is correct, I flux it up and tack it up. When it's all tacked together. I put it back onto the alignment table to confirm the rear end spacing. When all's perfect there, I put it back into the stand and braze the chain stays into the BB and the seat stays to the seat lug.

Next are the braze-ons and bridges. I have lots of little jigs to hold the various pieces in place while brazing them into place. Since these frames have water bottle stars, and chainstay and seat stay bridge reinforcements, it's a bit more work than just drilling a hole and brazing in a tap-tapped boss.

After brazing on all the bits, I let it all cool, then soak the flux off of the areas I've just brazed. Then I put the frame and fork into my sand blasting cabinet to remove the flashing or excess silver during brazing. Then I get my hand files and utility cloth to clean up the lug edges and make them perfect.

The frame is all built now, but I still need to machine it, to make sure the threads in the bottom bracket are clean, and the head tube and bottom bracket shell faces are square. And I



Curt running a tap through the bottom bracket shell to make sure the threads aren't clogged with brazing material or anything else.

ream the seat tube to make sure it's smooth and round and will accept a 27.2mm seat post. Then I cut the slot from the back top of the seat lug to the big hole back. Otherwise, you couldn't tighten the seat post. Since the castings we use are *so* precise, I'm not cutting or shaving off a lot of metal to make things right. After all this, I put the frame back onto the table for the final alignment, along with the fork.

RR: How long does it take, start to finish?

Well, that depends on the frame. Road frames for sidepull brakes, and only two sets of bottle bosses, and no rack brazons, are faster than full-on touring bikes with cantis and racks and three bottle. But my average is about 20 hours, and I'm pretty efficient.

RR: What do you look at when you look at a bike, or a lugged steel one in particular? How do you evaluate it? Do you look at it from an enthusiast's point of view, or a builder's, and what's the difference? If you were at a bike show and people were showing off their frames, what would you look at first?

Of course I look at it from a builder's point of view. I immediately look at the seat lug. I want to see how the seat stays were attached and how cleanly the whole joint looks. Then I look at the rest of the lugs to see how cleanly they have been brazed. If I can see in the BB, I stick my nose in there. After all of this, I try to step back and look at the overall balance and character of the frame. Sometimes I try to not go through this routine and just look at the frame and not nitpick over the details and just enjoy it for what it is. But it never works. I can't turn off the frame builder in me.

RR: When you build a Rivendell, we specify the details, how we want everything to be, so we can maintain some consistency and predictability and style from one frame to the next, whether it's you or Joe building it. Do you find that frustrating? If you had the freedom to change something about Rivendells (and you know, we're always open to suggestions), what would it be?

I don't get frustrated by this because the style of frame that you request is much like the way that I would choose to do it. But I do a few subtle things differently than Joe. On the bikes with 16mm single taper seat stays, I fill the W on the seat stay cap with brass. Then I sand it smooth *so* the face of the plug is concave and smooth. I just like the look. Also the fork rake that I do is a slightly different shape. The radius of the bend starts a little closer to the bottom and continues all the way through the tip. It's subtle but I can see a bike that I built from ten feet away. That makes me feel good.

RR: We raised prices last summer and our orders definite-

ly slowed down as a result. The old prices weren't sustainable, but how do you feel about the current price of a Rivendell (about \$2250 including a King headset, \$100 gift certificate, and some smaller stuff)?

\$2250 is a lot of money! Certainly I'm biased but there's a bunch of bikes out there at that price that aren't even close to the quality of the Rivs. Most of the top custom builders charge about that much and most don't have their own lugs and crowns. Those guys make great bikes but I'm sure many of them would love to get their hands on their own lug set. As pretty as the lugs make the frames, it still takes a great deal of frame building skill to make a great bike. I think Joe and I do a great job. Also the geometry of the frames is unlike any contemporary frames. This translates into a unique and great ride.

Throw in a kick ass JB paint job and oh, have you seen how well he masks the head tube. JB splits the lug edge with the mask line. Nobody does that and for good reason. It's too hard! Also you guys are throwing in a Chris King headset, rust proofing and \$100 gift certificate. I don't want to sound like I'm on a stump but I think the price is more than fair.

In 1999, I built myself a Road Standard. The only thing I did differently was to put rack mounts on with only one eyelet in the rear. JB painted it light blue. I'd highly recommend the color. My wife told me that it's the prettiest bike she has ever seen. Kate doesn't normally think of bikes as pretty.

RR: You know, if Kate rides and wants a bike, you can build her one with all our stuff. We'll donate the materials, but you have to donate the labor. JB may cut you a slight deal on the paint, but for the most part, he's a non-budger. Anyway, just so you know...

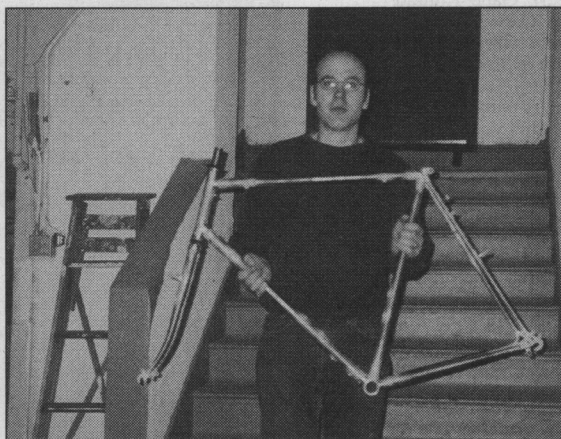
Kate has been asking me when I'm going to make her a bike. Now she rides an old Bridgestone XO4. I think I'll build her an All Rounder when I get the time. Thankfully RBW keeps me busy so it might be awhile.

Do you stay in touch with the other ex-Match guys?

I talk to Tim and Martin fairly often. Tim and Kirk Pacenti, another ex-Match builder, are now at Lightspeed. Tim is designing lugged titanium frames. The boys in Chatanooga have seen the light and they want lugs on their bikes too. Not really. Tim is the vice-president of engineering and product development. He seems to like it.

Kirk is a designer. I guess basic designs are given to him and he turns them into CAD drawings. According to Tim, Kirk really likes it. Martin is going to school and working part time at Ti Cycles in Seattle. The program that he is attending is the same one that Kirk took, *so* maybe Martin will be working for Lightspeed someday.

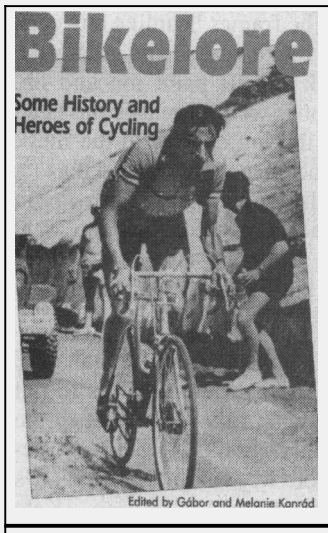
We've decided to conduct a tour/seminar at Curt's shop sometime this summer or early Fall. We'll send notices to every member within 200 miles or so.



Curt with a still-warm frame..

Book Review

From now on we're going to have a book review section. At least one of them will be a bike book, but we know dam well that you're all well-rounded and intelligent people, and probably have other interests as well. Two of the non-bike books below were given to me by bike people (Ted Costantino gave me *Satchmo*; Douglas Brooks, *In the Heart of the Sea*. I liked them a lot, and you may, too.



Bike Lore

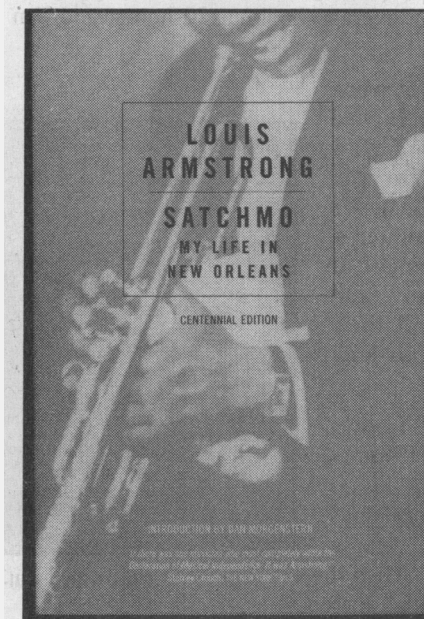
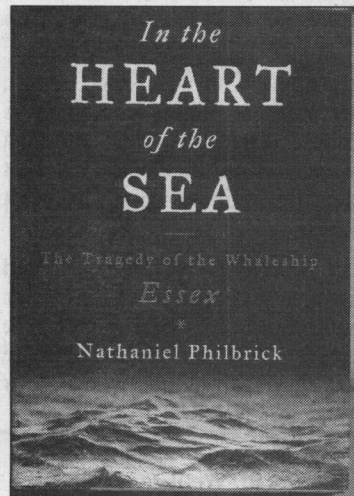
Rivendell member, *Rivendell Reader* contributor, and former publisher of *Aeolus Butterfly* (which later turned into *On The Wheel*), Gabe Konrad (who later became Gabor Konrad) and his wife Melanie compiled and edited this collection of stories about bicycle racers and bicycle racing in the days when racers wore aviator goggles, and even the young guys looked fifty and muddy. There are chapters on names and events you've already heard of (Cino Cinelli, Paris-Roubaix), and many you haven't (Dante Gianello?). But heard of them or not, you'll get insights and information about them that you've not likely read anywhere else. Each of the eleven writers is a subject-matter expert, and has a way of making even events and races that on the surface seem not *so* big time, fascinating. I'm not much of a racer-worshipper, even if they did wear wool back then, but I found this book to be plain good

reading. If you have any interest at all in the old guys and the old races, you'll like this book. It is a limited edition (I think 500 were printed), and is available only through On the Wheel Publications, 13028 Cypress Avenue, Sand Lake, Michigan 49343. ISBN 1-892495-32-5. Price is \$16.95 (paperback, 139pp), plus about \$4 for priority mail postage.

In the Heart of the Sea

A fair portion of you have heard of *Moby Dick*, and some may even know that Herman Melville wrote it. But did you know it was based on an actual event—namely, the last voyage of the whaling ship, *Essex*? In the early 1800s, they didn't know you shouldn't kill whales, and in fact, whaling was a big industry. If you can get over that, you'll enjoy the heck out of this book. It's not just

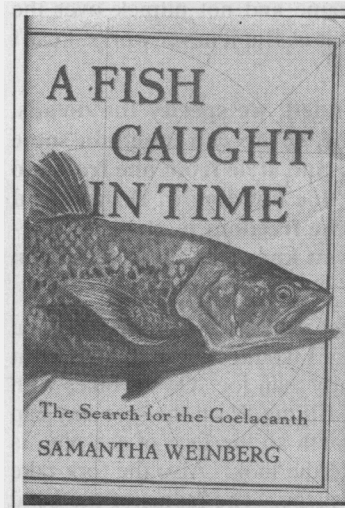
entertaining and scary and true, though. If that's all it was, big deal. But it's *so* graphic, and the story is *so* amazing, that it will shape forever the way you react to stressful times in the outdoors, yourself. You won't think about food the same way. You won't feel as cold when the chilly wind, sharp as a razor blade, cuts through the holes in your clothes and flies up your sleeves. You won't be miserably hot when August rolls around. You'll just think back about the crew of the *Essex*, and it will help you get through merely severely uncomfortable times with a lot less whining, and therefore, will be a more pleasant person to be around. By Nathaniel Philbrick. ISBN 0-670-89157-6. About \$25 in hardback. It might be in paperback by now.



Satchmo:

My Life In New Orleans
Louis Armstrong's autobiography of his childhood and first 22 years of his life, which covers his birth in 1900 to his move out of New Orleans to play in a band with Chicago, with his hero, Joe Oliver. You don't have to be a music person to like this, or a jazz person. Louis Armstrong had a near photographic memory, was an excellent writer, and tells a great story about his life. He left school after the fifth grade, but you'd never know it by this book. His writing isn't sophisticated or anything, just really sweet and honest, and if you like reading or writing or language or any of that stuff, you'll enjoy this book for how he says things. He just lays it all out there, as simple as it

can be, and it's relieving to read it. Plus, he had a fascinating life, and tells story after story about the characters and incidents that shaped it. ISBN 0-306-80276-7. About \$16.

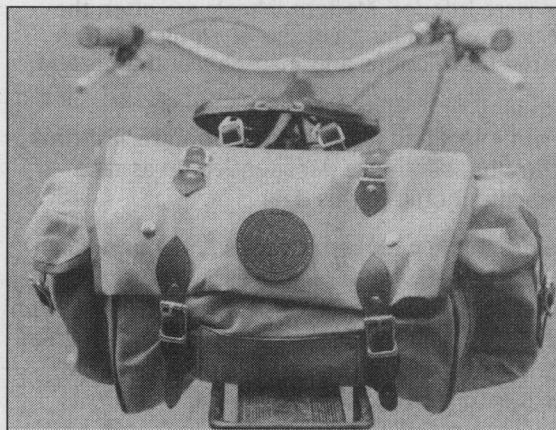


A Fish Caught In Time: The Search For the Coelacanth

Remember the coelacanth? It's the dinosaur fish that everybody thought was dead for millions of years, but wasn't. This is the story of its rediscovery, and it is a neat book for anybody who likes history, fish, archaeology, dinosaurs, anthropology, ichthyology, and so on. It's the factual, actual account of how a lady was down at the fish market, and saw a new (actually, old) kind of fish that reminded her of fish she'd seen pictures of in a paleontology class she'd taken years before. The book takes it from there, and I won't wreck it for you. On the back cover, Simon Winchester brags about how he read it in a single sitting, it was so good. He's the fellow who wrote *The Professor and the Madman*, which is the story of how the

English Oxford dictionary came to be, how the fellow who wrote it sort of teamed up with and got a lot of help from an insane fellow who he didn't know was insane until later. But it all worked out in the end, thank goodness. By Samantha Weinberg. ISBN 0-06-019495-2. Hardback, \$24.

Some Things We're Working On.



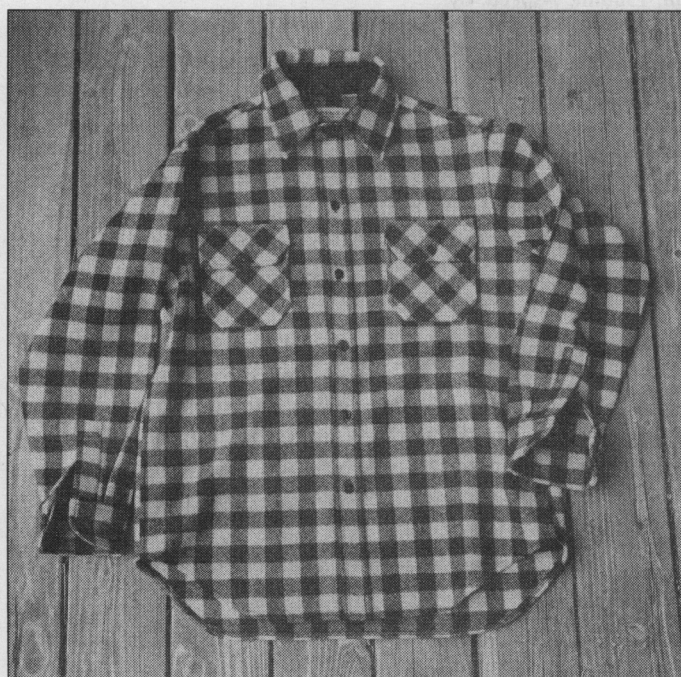
ABOVE. Bagwise, we got the prototype Baggins saddlebag, shown nearby. We've wanted, and many of you have asked for, a saddlebag that matches the other Khaki Baggins bags, and that, combined with improved delivery, is why we asked Duluth to make it. As long as Carradice can deliver, we'll continue to stock them as well, but nothing could be clearer than that we need a plan B, so we went to Duluth Pack. We expect to finish it by July, delivering in the Fall.

You can track its progress at www.rivendellbicycles.com, under the UPDATES. We'll have color pictures of it up there, too. The plan is to have two sizes, one about like the Camper, another about like the Nelson Longflap. There's another bag we're working on, too. A handlebar bag. We've been testing versions of it for about 2 months. Fall delivery.



The prototype Derby Tweed vest. The jersey will be the same material, but with sleeves & pockets.

Woolwise, we're getting a longsleeved jersey, a vest with a high collar, and a neck gaiter. That may not be exciting news, this being Summer and all, but they ain't happening immediately, either. The vest and jersey will be Derby tweed, which is as pretty as wool gets. We were going to offer the jersey in either red or royal blue, and we got a red sample, but when we got the vest and it looked so out of this world, Andrew suggested a Derby Tweed jersey, and buttons, so, what the heck. Red and Blue are nice, but we've done that. We've never seen a Derby tweed cycling jersey, and that kind of makes it right up our alley. The neck gaiter, not sure the color. We'll put them on the web later, and if you're on our email list, you'll be kept updated.



This is fantastic news. Bemidji Woolen Mills, a family owned company and maker of traditional woolen since 1920s, is making for us a 100 percent 15 oz. wool black-and-cream buffalo check shirt. This pattern hasn't been available in all wool for many years—just 85/15 and 80/20—but we hooked up and talked about it, and they're making it, and our minimums are small. This sample is a perfect, all-American classic in a distinctive style and pattern that you just don't see anymore. It's not a cycling-style garment, but for shorter cold weather rides and Fall \$240s, it's perfect. We got the sample in late May. Delivery in October or so. Price: About \$100, maybe a hair less. It's not cheap, but it's really good, and it'll last you 25 years+. A neat, special shirt.

Other

We're in cahoots with Dia-Compe to remake Sprint-style downtube shifters, and an adapter that converts them to thumb shifters. So you'll be able to take the same shifters, and depending on the adapter you use or don't, run them on the downtube, bar-end, or up at your thumb area. No telling when this will come to fruition, but we'll shoot for the Fall...We are working on a Touring Catalogue, and will likely include a tent in it...this is a repeat, but you have no idea how gorgeous that Derby tweed vest is. Man, it's the handsomest garment I've ever seen, for riding by far, and also for just hanging around...The ACME saddlebag? It's coming back as a Baggins. We have a prototype, looks good, no room to show it here, but it'll be on the site under PROJECTS, along with other things on this page...The SIDI Touring shoes may or may not be in by the time you read this. Our website will tell the story. In any case, we can't continue getting these when delivery is 9 months, so by all means, buy them when they're available..

The Classic 21st Century Wheel

by Joe Young

Good, fast road wheels in the '70s and even the '80s, were built on light rims, with light spokes and many of them. But in many cases, the quality of materials, and some of the wheel component designs were inferior. Modern wheels are often the opposite, built on heavy rims with deep V-sections, and not enough spokes; but the component quality is often higher. Here, Joe Young explains how he combines the best design elements of the past, with the best designs and materials of the present.

The modern high-tech wheel is typically built on a heavy, deep-V shaped rim, and 24 or fewer spokes has an aerodynamic advantage that matters only at 30+ mph. For normal people, the light rim/many spoked wheel rides better and offers a better margin of safety, thanks to having more spokes. The load on each spoke is less, so spokes are less likely to fail. If they do anyway, there are more spokes remaining to support the rim.

Modern Improvements In Wheel Design

The perfect wheel has equal spoke tension, and the most obvious and effective way to equalize the spoke tension is to center the rim between the hub flanges. On the older frames with 126mm between the dropouts, you could help balance the spoke tension on both sides by shifting the hub body to the right, on its axle, and running a 5-speed freewheel (instead of a 6/7). Modern road frames are spaced 130mm, which give you more room to do the same. But certain modern rear hub designs—with left-side flanges located more toward the center of the hub—allow equal spoke tension without sacrificing cogs. Improvements in flange design and quality make it possible to create this kind of adaptability. The same is true for spokes, rims and hubs.

Old spokes versus New ones.

In the past, spokes failed before rims, and spoke rebuilds were an annoying part of life. The early spokes ('50's - '70's) were made by Robergel and Stella out of low quality steel which broke, rusted, and required constant maintenance. Schwinn actually drilled out the spoke holes of Campy hubs to fit thicker, 13ga spokes.

The best modern spokes (among them, DT) are forged strong from high grade stainless steel, and have much improved heads and bends. Threads are rolled on rather than cut, so that there is a better fit between the spoke and nipple, and thread failures are virtually unheard of.

Old Rims versus New ones

The old rims were made of softer aluminum, easily bent when hitting a pot-hole. They came out of true quickly, and eyelets would sometimes pull through the rim. Except

for the best quality rims (Mavic, Fiamme, Super Champion), rim joints had to be sanded smooth. Nisi rims were almost impossible to use. Most ended up as race prizes and remain unbuilt to this day.

Modern rims are made with better alloys and joining techniques. Ironically, rims were forced to evolve partly because of design flaws in the 9/10 speed—there's so much tension on the drive side, the older rims (which work great in low-dish wheels, but 9/10-speed wheels are not that!) will often buckle during the build!

Because of the merchandising craziness that promoted the 8/9/10 speed systems, the new V-shaped rims were born. The extremes from that design became mandatory for low

spoked wheels, but it's too heavy, and gives a harsh ride. A lower profiled V-shaped rim, however, produces a wheel that will stand up under heavy loads and heavy miles, but is light and fast. I consider this rim design one of the better things to come out of the advertising mania of the 80's and 90's.

Old hubs versus new ones.

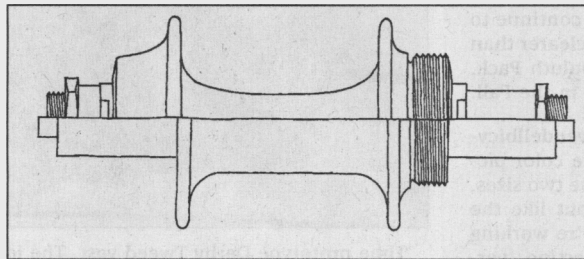
The worst of the old hubs were the mid-to-low priced European ones. Their spoke holes weren't countersunk (radiused to reduce

stress on the spoke bend), and spokes often wore out on the steel flanges which had no angles toward the rim causing the spokes to bend before going to the rim. Eventually the Japanese entered the picture, and made good hubs cheap, and the Europeans were forced to improve their designs.

I combine modern innovations and classic design. I build a wheel with a sturdy hub, and plenty of top-quality modern spokes. I select all my components based on the rider's weight, load, purpose and terrain, choosing the lightest materials possible to get the job done. My intention is always to build a "classic" wheel that is durable, fast, light, comfortable, and above all- safe.

Joe Young Wheels Phone: 617-244-5185

Fax: 617-244-5237



Top: Conventional 126mm 7-speed hub. An old Campy.

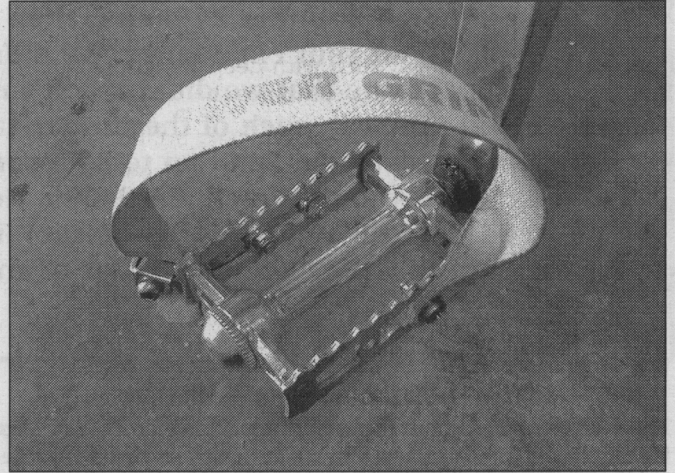
Bottom: Phil Wood's low-dish hub, 130mm, 7-speed. By shifting the flanges approximately 5mm to the right, the spoke angle/tension are more equalized. The equalization would be complete on an asymmetrical rim, but even without that, this makes a noticeable difference.

Remember Power Grips?

Power Grips were invented about 17 years ago, I think. They're an alternative to clips and straps, and clipless systems. When I first saw them I thought they were for people who couldn't handle toe clips, and were surprised when they started getting decent reviews. Then they either disappeared for a while, or I just wasn't paying attention until recently, when I saw an ad for them and thought I'd try them again, mainly because they're so contrary to the complication that's happening to bikes these days.

They work on the principle of dynamic tension—the same principle that Charles Atlas uses for building muscles. You stick your foot in and twist it, and the strap holds it there, thanks to—you guessed it: Dynamic Tension. It releases when you point your foot the other direction. The promotional material admits no compromise, and relies heavily on strongly worded testimonials from satisfied users who hate everything else.

Anyway, we bought a pair, handed them out, and here are three independent and unedited reactions.



If you don't want to read POWER GRIPS whenever you look at your feet, just reverse the mounting instructions. Note: For built-in pavement radar, leave the end of the strap hanging down, like this one. They're made in Yellow. Blue. Black. Red. and Celeste-like, but we sell only the Blue. We like them and think they're tops for some things, but we shant become Power Grip Central.

Bhima says...What I like most about the Power Grips is that you can stomp on them and ride the other side of the pedal without destroying them. My steel toe clips tend to get bent pretty quickly when I ride off-road. I like to start out from a stop light on the other side of the pedal and then flip in when I'm up to speed, and these let me do that without a lot of racket and scraping. I have big feet and even with XL toe clips my toes always get banged up...regardless of my foot size you tend to slide forward when descending steep hills anyway and they eliminate toe bashing. The one drawback that bugged me was that it is hard at first to get the tension the same on both sides, but once I iron this out it won't be a problem. One possible problem is that different shoes would require different settings...not something you are likely to want to do. I'm a little concerned that I could mess up my knee with the tension of the strap...not something I really want to find out the hard way. Overall I'd say that these are worth having on a bike you ride off-road.

Andrew says...I'll admit, I was a little put off by the Power Grips at first, thinking "man, those are ugly". Then I tried them. Grant, Bhima, his girlfriend, and I went on a local overnight, half on the road, half off, maybe 20 miles total. Lots of steep climbing on paved and unpaved roads, lots of loose dirt, and the Power Grips were pretty much perfect for everything. They held securely, yet were extremely easy to get out of (and yes, that came in handy at least once). Their biggest handicap is the fact that they can't be adjusted while riding, but if you always wear the same shoes (as I do), that's no big deal. They can also be a little difficult to get into at first, but if you're having trouble, you can just ride with the pedal upside-down (if you have that kind of pedal) until you get the momentum to flip it over. Overall I give them a 9 for utility and comfort, but a 4 for style. At least they come in black. (*nothere, though—GP*)

Grant says...I like more now than I did in the '80s. I don't have a single complaint about toe clips and straps, though, so it's not as though these are solving a problem. I think in some off-road instances, being able to pedal on the backside of the pedal without scraping the toe clips is a good thing, but scraping toe clips has never been a notable worry for me. Still, these are good that way. I find them harder to flip into than toe clips, but it may just be a matter of practice, and the right technique is different. Once in 'em, I fidget around a lot more with my foot, wiggling it tighter and looser, trying to settle in. Maybe I'd get used to that, too. Since they aren't adjustable, you set them for good gription, then stick your foot in. With a toe clip and strap, you can enter loose, then snug it up. This sounds kind of picky, but it's all true. Still, I like the cleverness and simplicity, and I like a lot about them, and I'll keep them on one bike. I think

S240 Tales

In RR22, we had a story on the Sub-24-Hour Overnight, a quick-and-easy, no hassle but still adventurous way to get away on your bicycle, set up a quick camp, fall asleep, wake up, and still make it home in under 24 hours. Then we suggested that you give it a whirl and write us a few words about your experience. We didn't get too many responses, *so* one of the submissions is about one that we did, here. It's not our plan to talk about ourselves, but we had space to fill. Anyway, each of these rider-camper-writers won a \$50 Gift Certificate for their efforts, and *so* can you. Send up to 800 words and a photo for proof, to the *Rivendell Reader* S240, Box 5289, Walnut Creek, CA 94596. **No** guarantees that it'll be published, no photos will be returned. But tell a good story and submit a good photo, and your chances are pretty good. It will be edited for clarity and to fit the space. Thanks. — Grant

Paradise Island At Night. With Beer

Three years ago, a resourceful friend reserved campsites on Angel Island. About 15 of us packed our bikes and met there. I ditched work, stuffed my roommates' camping equipment and food into borrowed panniers, and stuck them on my Hard Rock. Leaving home with a loaded bike for the first time was scary, but after a block, I was laughing, saying to myself "Oh my god, this is *so* cool!" I've since toured seriously and have gone **S240** more times than I can count.

Angel Island is not much of a getaway during the day. It's packed with tourists and school trips. Solitude is impossible until after the last ferry leaves, when the island is suddenly hushed. We circled the island en masse before sunset and realized that we had it all to ourselves. We became giddy with the idea of **our own** land where bikes ruled.

Some friends arrived by sailboat with 2 kegs of beer. We loaded the beer into BOB trailers, which our friend BikeDave generously towed up the hill. Everyone had food to share and we laughed through the night, looking across the water at San Francisco. **No** one drove that day, and we still bike-camp together regularly, with beer consumption bordering on the ridiculous.

The island was still ours in the morning. We drank the rest of the **beer** and made breakfast. Not long after the first ferry arrived, strangers were walking through our camp, oblivious to the bicycle autonomous zone we imagined the night before. Boy Scouts arrived to claim the space for the night. The magic was gone, and it was time to go home. — Anna Sojourner, San Francisco, CA

Marin County Quickie; Again, With Beer.

It was Wednesday afternoon. My girlfriend left for a 10-day vacation. The sun was full-tilt sunny. I had no obligations **til** a Thursday morning phone call. Perfect time for a quickie.

Small panniers on the front of the Big Fish, sleeping bag and Thermarest on the rear. Bit of food, wool shirt, windbreaker, longjohns. I pedaled north from my Mission flat and landed at the Golden Gate Bridge while the sun was still over the ocean.

Across and down into Sausalito, along the main drag, onto the bike path under 101, you all know it. I'm just starting to cruise, beginning to truly relax, get out of City mode, fine-tune my bike zen. And it's already time for the second-to-last turn to camp.

Left onto a streamside dirt path that points me right at



Tennessee Valley Rd. Whoops - forgot to get beer. Only a couple quick detour turns. The Bell Market leaves me thinking that I could be the only shopper who's eating and sleeping outside tonite; this definitely ain't SF.

I'm the only one climbing Tennessee Valley Rd at twilight. Passed by two bikes with one car underneath, powering them. They're still unloading at the top **as** I ride through the parking lot, down the main trail, and turn right onto the dead-end Haypress Camp trail.

Rounding the last curve, relieved to find all sites vacant. Camp abuts an seasonal creek, under the eucalyptus, at the side of a small valley. After dark, it's stunningly quiet. Even the urban buzz is only occasionally discernable, yet it's right over the ridge there. The ridge isn't even glowing, but I know PG&E is busy.

Supine in my sack, and stars are winking. Owls are hoo-hoo-homing. I'm probably not even 15 miles from home, less than one outside a major metro area. But I feel pleasantly, peacefully alone. — Matt Hoover, SF.

Snow and Lawn Chairs

I was a recent immigrant in a land where fruit trees remain strangely barren at summer's end and I was eager to explore this new home. It was northern New Mexico, it was April, and a brilliant sun was shining.

A friend was passing through on a 24-hour stopover. We through together the rudiments of the overnight camping gear. Leaving the whole of Albuquerque behind us, we sped toward the Jemenez

mountains. Among canyon walls, we scouted a sandy niche and camped among red **rocks** and pinon pines.

That evening we sat in **our** lawn chairs (we always take them) and shared the company of a zillion stars. We cooked a small paella pan over a fire that cast its sleepy glow across **our** faces. The night was balmy and slumber overcame **us** as coyotes, aware of **us**, yelped the equivalent of “There goes the neighborhood.”

Sometime during the night the stars faded **as** a lowering sky darkened. In the pale dawn we finished **our** cowboy coffee and rolled **our** bicycles onto the road. The gray morning’s stillness was shattered by a thunderclap that shook the mountains. A curtain of snow swept across **us as** we pedaled up the canyon grade. Bty the time we reached the refuge of a cafe, the snow sat half an inch deep on my bare arms. Curiously, I was as warm **as** tea, the benefit of our steep ascent. Later, when the storm had passed and the snow was melting, the warming foothills found **us** gliding south toward home.

It’s April again and I’m watching the blossoms on our apricot trees fall lifeless to the ground. Yesterday, the mercury climbed to 62 degrees. Last night, it tumbled to 27. Another sub-24 hour spring has come and gone and I miss that snowy road.

—Rick Borkevetz & Chris Quint, New Mexico

Pal Jeff’s RainOut

We planned to ride up the mountain to our favorite roughout spot, a place we call Scotland, and camp out Saturday night. I was sick **all** week with a sore throat and fever, but Saturday morning I was back to my mean self, **so** I packed all I needed (*we’ll see about that—ed.*) into and on a Carradice Camper. The weather report said a slight chance of light rain that afternoon, **so** I thought I’d better get a coated nylon tarp and some stout tent stakes. I could pitch the tarp over the bike and use the front tire and frame pump **as** tent poles. I searched three outdoor stores, no tarps. **So** back home, I grabbed a poncho, some cord, a fistful of 16 penny nails for stakes, and out the door I went.

An \$240 for me is to ride until its dark, eat some grub, **roll** out the bag and sleep. If it’s likely to rain and I’ll be stuck inside a tent for twelve hours, I’ll stay home and play another day. I don’t **do** well in small places when there’s nothing **to** do.

I rode to Rivendell and met up with the group. Bikes were loaded to the gunnels with gear, and it looked more like a global expedition than a rough out on the local mountain. As usual, Grant’s bike looked like the Joad’s Ford. Ariella was towing a trailer with a big rubber suitcase. Shawn and Bhima were packed normally. The guy at the car place next door laughed prophetically **as** we rolled out, reminding me of Elijah from Moby Dick.

The ride up the mountain was splendid, as **usual**. Shawn from Taiwan was good company, gliding and chatting effortlessly **as** Grant and I dragged alongside him wheezing and puffing all the way. Ariella handled the trailer rig like a seasoned truck driver. Bhima cruised quietly, relaxed as you please.

Every ranger who passed us wanted to know if we were camping on the mountain that night. You’re supposed to make reservations . We said no, it was just a training ride.

After about 2000 feet of climbing, a light mist began to fall. By 3000 feet it had faded to a wind blown fog. We rode out to Scotland, a grassy ridge, a high point of the surrounding land that offers an incredible view in fair weather. The cover of the catalogue was taken from a spot about half a mile from it, and that field of poppies is in clear view from where we camped.

As we began to set up camp, the storm hit—heavy rain driven sideways by gale force winds. I tried to rig up my poncho,

but in that wind, the nails failed **as** stakes. What was I thinking? Grant and Shawn invited me into their teepee, and I crawled in, drenched. As I squatted inside their tent that boasted a capacity of four (three jockeys and a baby) water drained off of me, I was making a mess out of the place. I surveyed the situation: The two lads were tucked into their bags, they had laid a combination of rabbit food and nutty butter in a tub out in front of me and were munching away, oblivious to the fact that we were camped out on the royal yard of a clipper making her way around Cape Horn. Grant had to **go** pee and didn’t want to **go** outside, **so** he emptied the apricot jam into the nut butter tub and used the sticky jar.

I had to decide: Twelve hours on the SS Minnow **or** run for home? *I’m outa here boys!* I figure no matter how funky things get I can always find my way home. I’d rather stand up and fight than lay down and take it. (*That’s one way of putting it. —ed.*) I hastily began packing. Grant saw me trying to stuff my wet Dutch army surplus bag into my Carradice and offered to carry it back for me the next day. I was wearing my usual—cotton shorts, a wool undershirt, and a cotton hickory shirt.

I had about fifteen minutes of light left. I strapped the Carradice onto my Road Standard, passed Bhima and Ariella’s tent, and plunged into the pouring rain, hellacious wind, impending darkness, onto a wild **ass** trail, riding a trusty bike. Everything was cool for about 15 minutes, **as** I rode down the rainy, windy, and now muddy trail, but then things began to unravel. After a sticky mud section, the rear tire flatted. From the time I flipped the quick release to the time I pulled the wheel off everything got dark, the volume of rain fall seemed to double, and the wind whipped up a notch **or** two. Armed with my Cateye light and Var tire levers I began to gut the animal. The tire and rim were caked with mud, I cleaned as much off in the grass as I could then popped one side of the bead **off** the rim and replaced the tube. Then things got screwy. I went to air up the tire with my brand new, never tried Zefal pump, and **damn—the pump’s set up for a schrader valve**. No problem I’ll swap the grommet around like I should have when I got it. I dropped the grommet in the mud, and found it, reassembled the pump, and couldn’t get it to work. I fiddled around for too long with no success. It was getting darker, the wind and rain were getting more intense, and I chose to ride the **rim** until something broke, then ditch the bike and jog home. Home **is** a powerful magnet, the pull of my wife and kids is irresistible. I knew I wouldn’t be stopped.

The bike went great, flat and all, life was beautiful. I was thinking there was a steep section of trail coming, and I should walk it down. It’s a challenge during the day when it’s dry, even with a mountain bike. It’s about 75 yards long, then it levels, then it’s another 60 yards, almost **as** steep **as** the first 75.

I was doing a controlled careen down the first section. It’s the **type** of fast, rough descent where your head is moving like a sewing machine needle, and you can’t see anything. It was panic **or** ride time, **so** I held on tight and sat way back, letting the bike **roll**. The thought of getting hurt kept me upright, and I made it all the way to the paved road at the bottom.

Back on pavement, the flat rear wheel made the rear half **of** the bike shake like a hula dancer, **so** I took another crack at the pump, and this time succeeded. I was fitting in a new tube when a park ranger pulled up. He’s the same cat that busted Grant and me for night-riding on the mountain last year, only to let us **go** without **so** much as a warning. Pretty **good** dude I think.

“Is there anything I can do for you besides get out of my truck and get wet?” he says. “No, I’ve got it under control, officer. Thanks. I’m sure when he saw that it was me he thought to himself, “Oh, it’s

this guy again.” He drove off, I slammed the wheel into the dropouts and **as I rode off I** knocked the pump off the frame and into the rear spokes. **No** harm done though. I nursed the battered tire home for the last fifteen miles of the ride. I got home, showered, and was eating a big plate of spaghetti and anticipating a riveting version of the “Man Show” by 9:00pm. **I** wondered how Gilligan and the Skipper were doing back on the mountain?

Grant’s comments (The Rest of the Story):

Jeff didn’t bring enough stuff. Maybe my bike (Atlantis with Priest bars and loaded up front and rear) did look jalopy-like, but **I** wanted to bring extra gear in case somebody was short.

Anyway, after Jeff left, Shawn and I did great for about an hour. The wind was rattling the tent, but we enjoyed being out there, battered around at night high up on a local mountain. Shawn was only **3** feet from me, but the fwapping tent was **so** loud we had to shout to each other. **I** was in my bivy sack. Shawn had a Polarguard bag, no bivy sack.

Even under the canopy, rain was getting in. The tent wasn’t pulled all the way down to the ground, and the rain came in sideways. Also, it seemed to be coming right through **the** fabric, in a constant drizzle. I’ve used the tent a lot, and maybe it needed another coating.

After about half an hour, one of the stakes pulled out and the tent blew down. That’s **the** thing **with** **single-**



Flattened camp, packing up the next morning. This is an example of a bad photo, but it’s also what it felt like.

pole tents—you’re one stake away from no shelter at all, **so** make your placements good. I did my best **to** hammer in the stakes with a frozen hand and a rock, but the ground was hard, and I guess it wasn’t good enough. I was nestled in my bivy sack and didn’t even notice the down tent. He then wrapped himself and his bag in the blown-down tent trying for an extra bit of protection, and I just tucked in and fell asleep.

Eventually Shawn woke me up. “Grant, I’m freezing and soaked to the bone!” The wind was really strong, and the rain somehow got though the downed tent. So I hopped over to Bhima and Ariella’s tent, and yelled, “Bhima! Shawn’s



soaked! We’re coming in!” Bhima is almost 6-5, and

Ariella is 6-0, so we were pretty cramped in the 2-person tent (Sierra Designs Flashlight, I think). I was toasty, Shawn, who is as fat as a clothesline, was shivering, but I gave him my bag and I slept in a vapor barrier in the bivy sack, with lots of wool on, and we made it through the night. The next morning the weather cleared, we rode down the trail, following Jeff’s trail and glad not to find him still on it.

Wanted: Words About & Pics of Your S240

Not about your long tour, which may have been fine, but Vanity Press we aren’t. We want to hear about your Sub-24-Hour Overnight. It needn’t have been dramatic or even fun. If you live in the middle of the city and you end up camping on the local golf course or in the cemetery just outside town, that’s fine. Tell how you felt—relaxed, creeped out, regretting you left but too ashamed to go home, whatever. Try to take a photo. Non-retunable color print is fine; or a digital, or b/w. If you go solo, and can’t get in it, just make it of your campsite, with bike and bag or tent. We’ll publish a selection in the next Reader.



What Happens When You Call In An Order

There's no missing question mark. This is what happens...

Joe Bauder, Diana Houts, and John Bennett all answer the phone, and you'll usually get them in that order. Joe works full time in our phone room, answering calls and working on the website. He works on a regular Mac and his own iMac. He's an experienced bike shop guy, who rides a lot and loves bikes. He's also been here the longest. John and Diana work part time, and also help receive parts shipments. Diana rides more miles than most of us, has ridden multiple AIDS rides, and does centuries and organized tours every year. John was a member of Rivendell for 4 years before he started here. He's our resident Welsh farmer wannabe.

When the sales staff is booked up, Bhima Sheridan, Rivendell's Inventory Manager gets the phone—usually on the third ring. Since his desk is outside the main room, he'll often be the guy who helps customers with will calls. Finally, you may get Jerome on the phone when it's really busy or we're short staffed. He's the General Manager, and lately has been working on the frame ordering procedure. If there's a big change or project, Jerome's all over it.

Our phone lines ring three times before the voicemail kicks in. If it rings three times and you get John's voicemail message, please know we're not ignoring your call. Often we're busy tracking down customer inquiries, running a check on inventory for Grant, or have our hands deep in the French grease pail installing headsets and bottom brackets. We retrieve voicemail once or twice a day, and we do return phone calls. If we don't get back to you within twenty four hours, try calling us again. It may be we're busier than usual. There's no real solution to this problem yet, but a new phone system is on the agenda for purchase this year. We are looking for a full time sales person to help round out our sales staff, and answer that new fourth or fifth line of the new system we're looking at. Anyone interested should send a resume, and address it to Jerome.

Ordering Made Easy

If you call up to order, help us help you by being prepared with your customer number. It's on the label on your Spring Catalogue. We wish we could identify you by voice, and sometimes we can, but the numbers make it easy, particularly since some of you have the same name. Anyway, don't feel dehumanized if we ask for your number; it just helps accuracy. If you send in a

web order, reference your customer number in the notes field. That'll help a lot—thanks.

How Fast Do We Turn It Around?

We try our hardest to ship orders within 24 hours. If we receive an order before 1:30pm West Coast time, it's pretty easy. But if it's a life and death deal, specify one of the more expensive ways (2-Day Air, for example) and pay a bit more. I

What about e-mail notifications...like Amazon.com?

By July we will send an email notification complete with tracking number of your shipment if we have a valid email address on file. Whether you ordered by web, fax, regular mail or phone, you will receive an automatic email on the date your order shipped.

Problems? Kquestions?

We aim to get your order right, every time, and are pretty good at it. But if you receive an incomplete or incorrect order, call and tell us, and we can usually fix it within 48 hours. If you have a question regarding the status of an order, you can email us. See our web site (www.rivendellbicycles.com) for a complete listing of our email addresses, and select the person who's job it is to handle your particular question. If it's a tricky question, and you don't know what category it fits into, just email it to one of us, and we'll route it to the right person.

If you call and need information on a product, you may be directed to Bhima, Jerome or Joe. They're all experienced cyclists who all have been here long enough to answer or research any question you may have regarding the goods Rivendell sells. John and Diana are also experienced cyclists, and they may be able to help with some technical questions as well. For general inquiries, please send us your questions via email. We may not be able to answer all non-Rivendell related questions, but we always try our best, and we can always refer you to good sources of information. For Bridgestone answers, we suggest trying the internet Bridgestone Owner's Bunch. They are the best source of information on that subject. And as a bonus, they're good people who will be happy to help you out.

Rambouillet

Rambouillet is a region in France, and is also a breed of sheep that originated in that region. The word *rambouillet* sounds sort of like “randonnee” or “randonneur,” or “ramble, eh?,” which makes it a fitting name for a sporty, super comfortable brevet-style bike you can carry a light load on and ride with fenders. It is properly pronounced RAM-BOO-YAY, but anything between that and RAM-BUH-LAY is fine for our purposes. If you refer to it as the Ram-bow-ill-et, that’ll work, too.

We conceived it more than a year ago, but at the time we had Herons, which were super values, great bikes, so why’d we need another one? We didn’t, but it is good to plan ahead, and so we did, with a bike that split the difference between the Heron Road A great all-around road bike.

The Rambouillet is ideal bike for long day rides. It’s not as quick as a Heron Road, but is quicker than the Touring. We’ve built plenty of Rivendells with the same details, and virtually identical geometry. It’s like the model we used to call the LongLow: A road bike with standard reach sidepulls gentle, easy handling.

Getting standard reach sidepulls isn’t the problem it was eight months ago and before. We currently stock Dia-Compe 505Q standard reach dual pivot models, and likemalot, despite their inexpensiveness. I/Grant ride them on my everyday, Rambouillet-like Rivendell, and they’re light and fine, if humble in appearance. And now Shimano has reintroduction of the RX100-grade standard reach sidepull, and has added an Ultegra-quality model with thrust bearings and a shinier finish. These will be available sometime this coming fall. Let’s all applaud Shimano! With Shimano leading the way, it’s likely you’ll see a mini-revival of the standard reach sidepull; and as mini-revivals go, there are none more welcome. Heaven knows we don’t need another V-brake, aero-alien helmet, or mountain bike tire tread design.

How Fancy Is the Rambouillet?

Not as fancy as a Rivendell, but we know of no other frame ‘initis price range (except its kin, the Atlantis) that’s as well detailed. The tubes are nicely scalloped where they meet the dropouts. The fork rake is low and fairly tight and consistent (possible because the blades are raked before the dropouts are brazed into them). The lug edges are not as crisp as they are on a Rivendell, but they’re crisper than you’ll see on 90 percent of the lugged bikes currently on the road. The paint is excellent, but not Joe Bell quality. The lugs and bottom bracket shell are our own, we believe they’re unsurpassed in quality and design, and we use them on most of the Rivendells we build. The fork crowns are not our own design, but we like them enough to offer them on Rivendells, and we wish we did design them. Since so few bikes these days even have fork crowns, it’s not likely you’ll see one of these on any

other bike out there (not that that would be such a terrible thing). The tubing is better than what Eddy Merckx rode his whole career on, and is worthy of any frame.

Some superficial details are shy of the Rivendell standard, but still compare favorably with most of the best Pro bikes from Europe. We tell you this not as a warning of bad things to come, but only to position it accurately relative to a custom Rivendell. Let me repeat: It ain’t as fancy, but the details are nice, and the care in its build is evident. We’re proud of the Rambouillet, and at \$950, it’s a phenomenal bargain—a rare combination of intelligent, versatile design, classic materials and methods, and traditional styling.

More specs and details:

Tubing: A mix of Reynolds and True Temper, regular and heat-treated CrMo. The heat-treated tubes are: Down tube, chain stays, seat tube. The rest are standard high quality butted CrMo. Tubing gauges are light but not foolish-light—0.8 x 0.5 x 0.8 downtubes and top tubes, 0.9 x 0.6 seat tubes, 1.0 fork blades, 0.76 or 0.8 chainstays, and 16mm x 0.7 seat stays. These are handmade bikes, but they are not custom, and there are no options. A lot of thought and experience went into the tube selection, though. It’s right.

Lugs: Same lugs as the Atlantis. Beautiful, interesting, and cast with precision.

Fork Crown: The smaller 3 sizes may have a Long Shen LC-15 crown; and the sizes will definitely have an LC-17. See p. 5. These are not our own design, but we wish they were. They’re gorgeous, simple, and fancy enough to be fun. We use them on certain Rivendells, and they’re an option on all Rivendells.

Bottom Bracket shell: Same as for Rivendell. Our own shell, investment cast with a water drain hole and integral cable guides.

Dropouts: Vertical, with two eyelets in the rear, one in the front.

Rear spacing: 130mm. Fits all modern road hubs.

Braze-ons: Split rear brake cables, dt shifter bosses, rear der. cable housing stop, integral der. cable guides. The rear dropout has two eyes, so you can mount a rack and fenders independently; the front has one eye, for fenders. **Three water bottles.**

Decals: Our usual minimal package: One on the seat tube, one on each side of the downtube, and that’s it. Three. They’re being designed; we’ll show them in the next issue and on the website.

Head badge: Maybe. Should we?

Color: Probably Beeswax, with a cream head tube.

Delivery: November, 2001 (earliest); February 2002 (latest).

Want To Be Kept Updated On the Rambouillet?

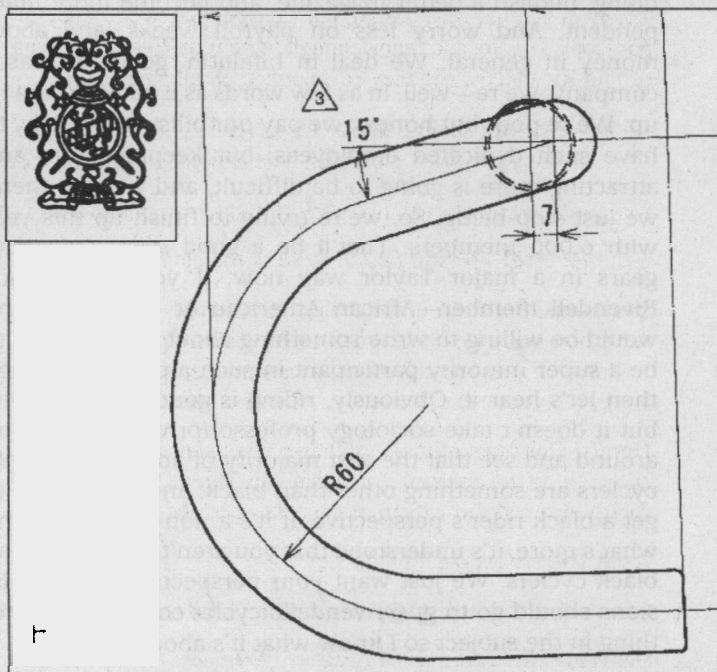
Here's an I Am Interested Enough form. Fill it out, send it in, and we'll put you on the list to receive updates as we have them, ultimately leading to an order form, at which point you can either order one or not. No salesman/woman will call.

We Need and Want Help

These fancy bike projects are costly, but they're a big part of our mission. You can help us a lot by filling out the form below, if you are interested. If you aren't, don't. But if you are, please don't not fill it out. We realize it's a hassle; it's not a tear-out form, and you need a stamp and all, but we need to know!

<p>I Am Interested Enough In the Rambouillet To Want To Be Kept Updated. Indeed, I demand it.</p>	Name _____	Member No. if known _____
	Address _____	
	City _____	St. zip _____
	And, for our planning department:	
	Height _____	Pubic Bone Height, cm (inches \times 2.54) _____
	Saddle Height, ctr of bb to top of saddle, cm _____	
Would the Rambouillet replace or supplement your current best bike?		
What is your current best bike?		
Are you most interested in (circle): Complete Bike? Frame/Fork/Headset?		

The Nitto Noodle Bar (a view of the shallow ramp)



This side view shows the flattish 15-degree ramp, which offers a great resting spot for your hands'. It has a medium reach (95mm), a medium drop (140mm), and a larger radius than any other medium drop (60mm), for that deep drop feeling without the deepness of drop.

We have four prototypes, and are nailing all of the details before we go ahead with production: Does the swept-back top section interfere with your wrists? How much flare, if any, should the drops have? Does it look funny?

Refresher course: The key feature of the bar is the flattish 15-degree ramp, shown in the drawing. Most bars are between 24- and 32-degrees there — which isn't necessarily bad, but for this one, we wanted a shallow ramp that could be made virtually horizontal by a slight backward tilt. That makes an especially nice spot to rest your hands. Delivery? Yikes. August?

POP QUIZ

Fill it out and fax or mail it in.

Fax: 925 933-7304 or 1 877-269-5847

Mail: Box 5289 Walnut Creek, CA 94596

1. How many microns are there in an inch?
2. Name one unique-type feature of the soon-to-be released Nitto Noodle bar.
3. What Shimano introduction should practical road cyclers be happy about, come Fall?
4. Name one job Curt Goodrich had outside of bikes.
5. What breed of sheep, after all these years, is finally getting its due by having a bike named after it?
6. How many shots per minute could an English archer twang off, in The Hundred Years War?
7. Which of all our items is the most difficult to keep in stock (by brand)?
8. *Moby Dick* was based on the adventures of which actual, real ship?
9. In England in the 1600s, name one of the perks of being a judge.
 - 1.
10. The most common clamp diameter for modern road stems is

Quiz ends July 19. The first 100 perfect scores qualify for a \$15 gift certificate, and if you're perfect and in the top 100, your gift certificate will be mailed to you by July 20. Answers are found in Catalogue 8 and this Reader. They aren't in a column of answers; you have to read through them to find out.

Name

Member No.

Write To the Reader

Beginning with RR24, we'll run an 800 word Op-Ed column in each issue. That's Opinion-Editorial. It's where you can voice your opinion in a declarative or persuasive way about just about anything; but your chances of getting it published increase if you stay away from politics and religion and focus on bikes and aren't too mean about it. It will be edited to fit the space and for clarity. The best way to submit is email: gp@rivendellbicycles.com. Put OPED in the subject area. The title should be OPED from (your name). In case we get a lot and they're all good, we'll pick by a drawing, or may run them in the letters column. It pays nothing, but we'll likely give you a \$50 gift certificate if we publish it as an OPED, but nothing if it goes into the letters column... On another note, I/Grant have thought, "I should drop a note in the RR and get some movie suggestions, so I won't waste time picking out lousy ones." So here it is. Examples of movies I liked: *The Shawshank Redemption*, *The Fugitive*, *Frequency*, *The Music Man*, *October Sky*, *Groundhog Day*, *The Ciderhouse Rules*, *The Outlaw Josie Wales*, *Tommy Boy*, and *Strangers in Good Company*. That's variety. I'm not a huge fan of crass slapstick stuff (I see beyond that in *Tommy Boy*). The two worst movies I've ever seen: *Leaving Las Vegas*, and *Shallow Grave*. Also, I don't like English movies with subtle snickering, no actual plot, and accents so strong I can't even understand them. **Fax** or email your suggestions, maybe they'll make it in the next issue, and will save a lot of people-hours for many of us. If you loved *Shallow Grave* and hated *October Sky*, please keep your list to yourself... Our membership is growing, slightly but surely. We're up to 4,500 now. I think the critical number is about 10,000. That would give us the money to pay our employees more, do more projects that need doing, publish a better magazine, and become more independent. And worry less on payroll weeks, and about money in general. We deal in hifalutin' goods, but as a company, we're—well, in as few words as it takes to sum us up: We're poor but honest; we pay our bills; we're lucky to have such dedicated employees, but keeping them and attracting more is going to be difficult, and without them, we just stop being. **So**, we're trying to finish up this year with 6,000 members. That'll be a good start... Switching gears in a major Taylor way now: If you are a black Rivendell member—African American or otherwise—and would be willing to write something about what it's like to be a super minority participant in such a popular activity, then let's hear it. Obviously, riding is good for all people, but it doesn't take sociology professor/private eye to look around and see that the vast majority of adult recreational cyclers are something other than black; and I'd just like to get a black rider's perspective. If it's a non-issue, fine; and what's more, it's understood that you aren't speaking for all black cyclers. We just want your perspective. All submissions should go to gp@rivendellbicycles.com., with something in the subject so I know what it's about. —Grant

Please subscribe or renew your membership to Rivendell and your subscription to the *Rivendell Reader*. We carry no advertising, have almost no promotional budget, we can't afford to attend the events we ought to show up at...and so on and so forth. We live by word of mouth and repeat business, including memberships. Our mission is the same as always—to promote and provide top quality, traditional cycling gear that's too good or too weird for the mainstream market, and we need your financial support to continue. We aim—and promise—to make it a bargain for you. Below is a membership form. If you're already a member, thanks, and here's a chance to renew cheap. If you're not a member, but want to receive the *Reader* and support in a real way the continued existence of good & practical cycling gear, please join/subscribe. Thanks.—Grant

Rivendell Membership & Resubscription

Name _____ Member No. (on the label, if a member) _____

Mailing address _____ City _____ St _____ Zip _____

Ship to, if different _____ City _____ St _____ Zip _____

Day Ph () _____ Fax () _____ email _____

Circle one: **I am renewing.** **I am signing up for the first time.**

- ___ 1-YEAR. Send me 4 issues of the Rivendell Reader or extend my membership for another four issues for \$15, and send me a \$10 gift certificate.
- ___ 2-YEAR. Send me 8 issues of the Reader or extend my membership for another 8 issues for \$25 (save \$5 off a separate 2-year deal), and send me a \$10 gift certificate.
- ___ 3-YEAR. Send me 12 issues of the Rivendell Reader or extend my membership for another 12 issues over 3 years for \$35 (save \$10...), and send me a \$15 gift certificate.
- ___ LIFETIME. Send me Readers for as long as you're publishing them, and if you ever have any special deals that you can't just leak out to everybody without causing chaos, please include me. After all, I'm sending you **\$200**.

MasterCard/Visa # _____ expires _____

Check enclosed _____ Check No. _____ Amount \$ _____

Box 5289 • Walnut Creek, CA 94596

ph (925) 933-7304 • fax (925) 933-7305 or Toll-Free in U.S. 1-877-269-5847

Summer Flyer

A List of Goods

Fax orders to (925) 933-7305. Phone (925) 933-7304. PLEASE use **part numbers**. Thanks!

Muddy Green Wooly Long-sleeved T-neck—\$64

Not the right time of year to be trying to sell this, but we just got them in after a few-month wait, and we've got to sell some to pay that bill. *So* here you go—a soft, smooth, slightly furry long-sleeved turtleneck with a zipper, ideal for cool weather riding or regular wearing by itself or under anything else. All Merino wool, made in Norway.

S: 22-073 M: 22-074 L:22-075 XL:22-076 XXL:22-077

Zefal HPX Pump,—\$30 (part numbers below—

This is the most reliable frame pump ever made. If you can handle the blackness and few extra ounces, you'll rejoice every time you get a flat. Sizing below is the gap between seat tube and head tube.

#1: frames 36 - 42cm: 28-011 #2: frames 40 - 46cm: 28-012
#3: frames 46 - 52cm: 28-013 #4: frames 50 - 56cm: 28-014

SunTour XC9000 32-hole Front Q/R Hub—\$20—18-052

As good a front hub as we've ever seen. Sealed and shielded bearings, cold-forged and angled flanges, countersunk holes, and a shiny silver finish make it good enough for a King's bike, and at \$20, it is the best deal you'll ever find. It is a quick-release style hub, but comes without the quick-release skewer. We didn't remove them; they came to us this way. But if you've got a few wheels around, just use a skewer from one of them, or buy an extra from us.

Zefal Safari III Rear Rack—\$45—20-061

The most ready-to-use and practical rear rack we've seen, mainly because it has an integral, adjustable high-friction strap which grabs a load and grips it tight. Mounts easily to 700c or 26-inch wheels. Made in France, rigid as a mountain, and if you ever have to ship your bike somewhere, you'll be happy to know that it folds flat as a pancake. Fantastic rack, super value.

Brown Bar Tape—\$3 each—16-114

Meek and lowly Rivendell Bicycle Works is the only source of this brown Tressostar tape in the whole country, and the only reason it's even available is because we begged Velox's new owner to bring it back. He's a great guy, he did, and now we're sitting on 500 rolls of it. We expect this will be our best selling color, and next on the list is grey. Then blue bar plugs, then red. By about then, he'll probably say *can't*. This is your membership money at work..

Priest Handlebars—\$18—16-056

Everybody needs one bike with these bars. We usually rave about them for short trips down to the corner market to buy a Bireley's and some Black Crows, but we also ride them all over the hills and mountains, on long day rides of up to 75 miles, and on overnights. A pleasant bar. All you need are some thumbshifters for it. and we have some decent cheapies for you, below the hand cleaner in the next column.

Cork Grips—\$15—16-103

We first got these because we liked the idea. Wool, cotton, leather,

steel.. obviously the next material was cork. But after using them, we find that they're not merely cork, but fantastic, **as** well. The shape is right, they don't get cold in cold weather (see wool beanies, below), and unlike several rubbery grips we've used, they don't get tacky in hot weather, either. They soak up sweat, get burnished and good-looking with age. Glue them on with super glue gel, 3M Spray Adhesive, or Permatex. Test before you ride. No problem.

Phil Tenacious Oil—\$6—31-013

If you work on bikes and don't have a bottle of **this** around, you're making your life harder than it needs to be. One bottle lasts years.

Phil Hand Cleaner—\$4—31-038

Brown and gritty, odorless, and the most effective grease getterouter we've tried. There's no room for improvement here.

Supercheap SunRace Thumb shifters—\$14—17-097

These fall into the *well, what else is out there?* category. They're the cheapest thing we sell. They're funky in that they have the sound of a SunTour Power Ratchet, but without the actual ratchet mechanism. It's just a click-click thing, but it's not indexed. It's fine, actually. One of these years we'll have some groovy ones made (working on it now, eta December 2001), but until then, get off your high horse and put these guys on. They aren't that ugly, they work fine, and they're cheap!

Wooly Beanies—\$10—Grey: 22-083; Striped: 22-103

Can we sell wool hats in the Summer? That remains to be **seen**, but bear in mind that we got them in, we need to move them, and the price is going up by a few dollars in the Fall. These are light, really light, and cozy. Not bulky, *so* it's not like it has to be freezing to wear one. We're not saying they're the ticket for temps above about 60°F, but you can keep these in your hat drawer for a few months and escape the impending price increase while you help our cash flow.

MKS Touring Pedals—\$38—14-020

This big, rectangular pedal with **grippy-but-not-razorlike** teeth is a favorite among all who give it a shot. It's easy to **flip** in to, ideal with toe clips, Power Grips, or nothing at all, since it's the same on both sides. Ride it with sandals, cycling shoes, court shoes, just about anything except really floppy thin-soled sneakers. It's the best pedal we've seen for feet the size of Shaquille O'Neal's, but it works equally well with feet the size we might imagine Audrey Hepburn had, too.

MKS Platform Pedals—\$26—14-030

Jerome's favorite pedal and our best-seller. If you have sneakers and want a comfortable pedal for all-around riding including hard efforts in hills, this is your pedal. The large surface area distributes stress, *so* your feet won't hurt even if you climb hills in sneaks. The **rear** cage is super low and easy to flip up when you go to stick in your foot. It's a one-sided pedal, but pedaling the wrong side works okay for the time it may take you to flip it up and stick your foot in.

DirtDrop Stem—\$45— 10cm (16-100); 8cm (16-007)

We know you've got a bike somewhere that is perfectly good, but it's too small for you, so you can't get the bars high enough. Sure, you can take it to a bike shop and ask if they know a local builder who can replace the head tube, top tube, and seat tube; and replace the fork steerer with something longer, too; and then repaint it. Or you can pop for one of these and make life easy. The 8cm has a 160mm quill and is the one to get when you want to bring the bars back a bunch as well as getting them higher. It's good for small road bikes, and Moustache-Handlebarred bikes up to about 58cm. The 10cm DirtDrop has a 190mm quill, and is best for bigger bikes or medium bikes when you're more concerned with height than you are with shortening the reach. Both are made by Nitto, and have saved countless backs.

Zefal Husky Floor Pump—\$50—28-015

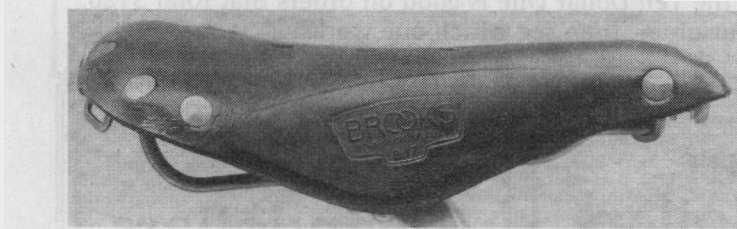
If you're a bicycle person, you need a good floor pump. You can get a piece of high tech plastic with features galore that'll pump air three times on the downstroke and two times on the up, but who's to say it won't get sun damaged if you leave it on the back porch too long, and then fall over and shatter into shards sometime, maybe in 10 years? This one is mostly metal, and has a nice wooden handle.

Presta-Only head for Husky Pump—\$6—28-016

If all your tubes have presta valves, then you might as well pop for this head, so you don't have to use the dual-head that comes with the pump. Not that that's hard, but this is easier

Brooks B.17—\$90 (brown w/copper plated steel rails, 11-006); or \$150 (grey, with titanium rails and frame)

If there were only one kind of tire, breakfast cereal, music, or book, that would be a drag. But if there were only one kind of bike seat, and this was it, then no problem. Whether it's due to hook, crook, luck, genius, trial-and-error, or it came to Brooks in a dream, the shape of the B.17 is perfection saddled. You know the expression, "It just



doesn't get any better than this"? Well, the first time anybody said that was a reference to this saddle. -

Sugino XD crank—\$100 175mm (12-190); 170mm (12-167)

The Fear That Dare Not Speaketh Its Name here in these hallowed sheet metal walls is that Sugino will quit making this crank, and that the 110/74 bolt circle crank will finally die. This is a good crank, and it's cheap. A hundred dollars buys you a medium Q Factor (161mm on a 107mm spindle), and 3 superpractical chainrings—46, 36, and either 24 or 26, depending on what we have in stock (they come both ways). It's silver, forged, and made in China, or else it would cost twice as much. The standard crank on Atlantis bikes, and our current best-seller. If you don't have an immediate need, but you do have an immediate need to spend \$100, it won't be better spent than on this. You'll be wanting it some day.

Power Grips—\$20—14-046

These, which you can read more about in this issue, are a reasonable option to clipless systems or toe clips and straps. They've been around a while, and lots of people like them a lot. It's good to try new things once in a while, and if you've got a bunch of bikes, you should put these on one of them, just for fun. They're pretty good. They come in about 6 colors, but we're simplifying life by stocking blue only.

Roll-y Pol-ys are back in stock**—Wire bead, \$30 (10-035); K-bead, \$40 (10-034)**

This 700x27 road tire has met with a thousand percent resounding success, not because there's anything super special, unique, and patentable about it, but just because it's a smart tire with all the right ingredients. It's fat enough to carry a reasonable amount of air (90 to 105 psi) without risking rim damage. At those pressures, it cushes the ride. It's round, so it comers predictably. The tread is checkerboard with alternating 8mm squares of angled ribs and slick, so if you're as undecided as we are as to which is better, you're covered both ways. The rubber is Panaracer's latest fancy best-grip, long-wear compound. The sidewalls are tan, so if you think your tire's going flat, you can glance down there as you ride and verify it. The casing is the most expensive casing used in a road tire today: Each nylon strand is spiral wound with three-count 'em if you have Clark Kent eyes—strands of Kevlar, so it's super tough. All in all, a good tire, and if you're looking for something that wears and corners well and is plenty zippy, has a tough casing, and looks good on any bike, this is it. Kevlar and wire beads, you pick.

632s—\$9 (Wigwam socks)

The sock-wearer's sock. The Converse All-star of socks. Eighty-five percent sheep hair, 15 dead dinosaur. If you're after an all-around sock that allows you that Pete Maravich look when the occasion is right for it, these are them. These are not "technical" socks. They're plain, crew-athletic sox, cream in color, and good for all kinds of things from riding to sleeping. Find room in your sock drawer for these, and you'll be back for more, eventually. (And not as warranty replacements.) Sold by sock size, which yotta know by now. If your shoe's 9.5, your sock's 11.

9: 22-102**10: 22-078****11: 22-079****12: 22-080****13: 22-081****14: 22-082****Shimano STX Cantilevers—\$50—15-058**

New-old-stock, if you can paste that label on something Shimano made just a couple of years ago. At any rate, they're No Longer Made, and we likem a lot. Fifty dollars is a lot for something that just a few years ago was going for half that, but if you-forget about that and look at the quality and function, they're still a bargain, and we do n't have many of them left, so hop on it.

25-001**Jandd Front Extreme Rack—\$58—20-067**

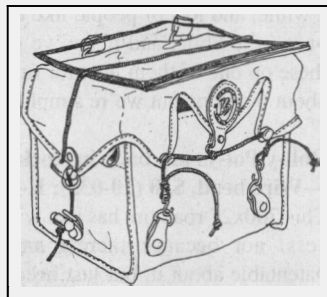
For loaded up touring, this one's fantastic. We've used it a lot, it's a pleasure. Rigid, strong, not that difficult to mount, and it goes on road forks or touring/mountain forks. A front rack is a good thing. It helps to balance the load, and this one is built to last forever.

Candy Bar Bag—\$37—20-060

Simple, fast to mount, and handy for anything you don't want to carry around in your pocket. The proper mounting always looks jerry-rigged. Fits on all handlebars, and makes a fine dop kit, too.

Boxy Bar Bag—\$90—20-052

The best and easiest and most versatile and most expensive handlebar bag we've used. Made to our specifications by Duluth Pack, and comes with a Cyco-Active map case. You need the rack below for it, too.



**Boxy Bag Rack —3
20-031**

This fits the Baggins or Carradice Boxy Bags, and sometime we'll probably have another it'll fit, too. Beautifully made by Nitto,

**Baggins Rear Panniers—\$175—
20-056**

Tired of too many pockets, zippers, dividers, mesh panels for drying your wet plastic socks, Fastex buckles, confounded rack hooks, compatibility issues, trademarked technology, and "my, isn't that nice?" features in general? No? Then you'll hate these. But if you want simplicity in mounting and security in carriage, and a low-key look, then these are for you. They're expensive. We can't really do anything about that. But as panniers go, they're a delight to use, and packing them couldn't be easier. Made for us by Duluth Pack, of nearly waterproof, but highly mildew resistant 18oz cotton duck. Nice details. Mounts on any front or rear rack with a platform, and comes with instructions.

Boeshield T9 Spray—\$14—13-034

Thwarts rust. Works great. No smell or stickiness. Easy clean-up. We use it all the time.

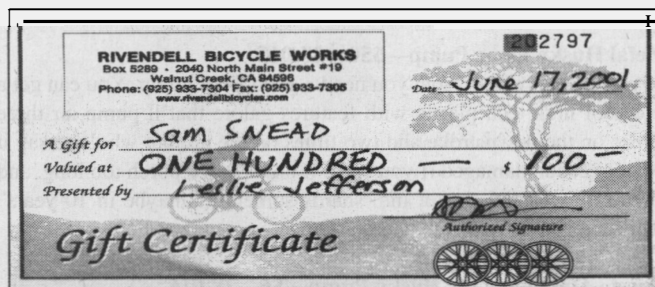
Nitto Bottle Cage—\$30—20-030

The best gift any cyclist can receive short of a Rivendell Gift Cert, which would likely get spent on this, anyway.

Rivendell Gift Certificates—see prices and numbers below

Always a help to our cash flow, and that means a lot. You pay us now, spend it later. Sold for less than face value, so...that's a good deal.

Amount	You Pay	Item No.
\$25	\$24	24-082
\$50	\$47	24-083
\$75	\$71	24-084
\$100	\$92	24-085



Bstone Catalogue 1992—\$6—23-009

It's a good catalogue and even nine years later it's still worth \$6. It's not just a bike catalogue. There are stories and commentary in it, and lots of great illustrations. If you like our catalogue and Readers, you'll like this one.

RIVENDOLLARS ARE BACK.. .

...with their usual qualifications, namely: For mailed in and faxed orders only. Send/fax with order. Not combinable, and not good toward Gift Certificates. In other words, the Ten Dollar One is good on orders that total \$120 before the Gift Certificate. Just total up your order, then see which one works!

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MIN PURCHASE: \$75

EXPIRES: JULY 25, 2001

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TEN Rivendollars

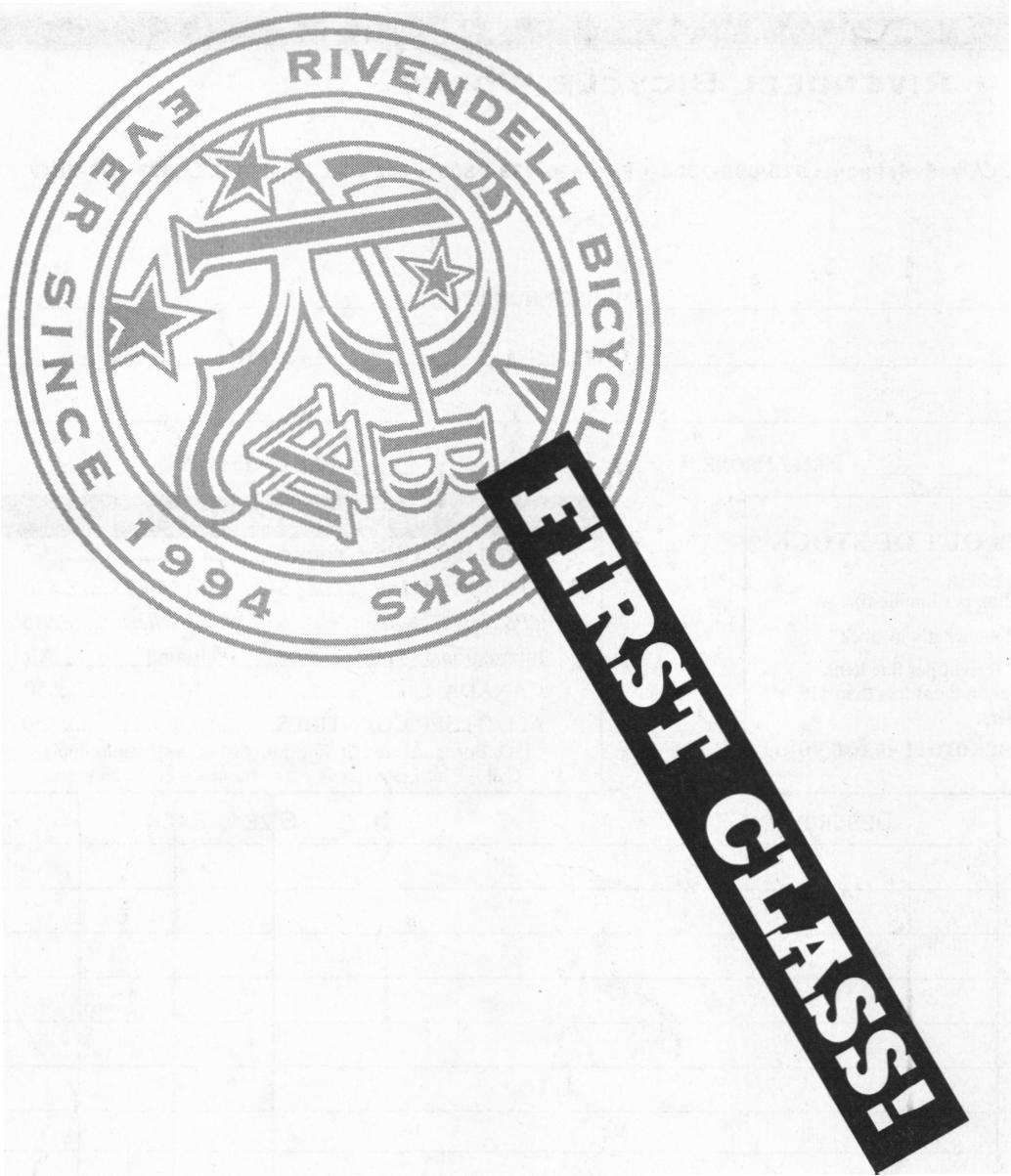
MIN PURCHASE: \$120

EXPIRES: AUGUST 6, 2001

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