



## WHEN BOX KITES BLACKENED THE SKIES (RR-9)

**W**

e lost \$23,000 last year, mostly on paper, which means we actually did okay. If you're interested in the details of our tax return, ask for them on an order or send an SASE and we'll include the stuff you want to see. Don't be embarrassed to ask for it. Just say TAX RETURN somewhere on your order form, and we'll take it from there. Last year when we published the figures, some people thought our full disclosure was in bad taste. So this year you have to ask.

The frames go up in price May 1, from \$1,050 to \$1,100, because the price we pay for them has gone up. The painted head tubes add another \$100, bringing the price to \$1,200. To lock in the current price of \$1,050 and \$1,150 (with different color head tube), send a 100 percent complete official Rivendell frame order form and a \$300 deposit by April 30.

We'll finish our frame brochure in late April. It'll be in color, not too fancy, but it still costs a lot to print and mail. If you're serious about getting a Rivendell frame, please ask and we'll mail you one. A week after you read this, some of the photos may be on our web-thing: <http://www.veloworks.com.rivendell/>.

When Rivendell started, I said \$20 got you six issues of 16 to 20 pages each, and I expected to be able to do that six times the first year (1995). The issues are twice as thick, but not as frequent—which was the overwhelming vote in last year's survey. If you're an old timer and haven't renewed yet, *please* do it. Renewals are \$15, and your dues never overlap—if you joined on June 2 and you renew on April 30 of the following year, your renewal kicks in on June 3. Maybe by RR10 we'll have some sort of message on the mail-

ing labels and invoices telling you when your subscription runs out. It's been done before, and we've good reason to suspect the technology still exists.

Finally, somewhere in this issue is a questionnaire. Please fill it out. We're trying to make these Readers good, and your ideas and comments make that easier to do. One thing that especially helps is, well, if you read something somewhere else that you think would make a good page in the Reader, please send it in, list the source, and we'll contact it for reproduction rights. Some of the best things we've printed have been written by real pros, not just me, and most of these have been at your suggestion. Thanks. —Grant

### Not Inside RR-9:

- DEBUNKING THE SAME DIET MYTHS WE PRESENTED AS FACTS LAST YEAR. HOW FAT HELPS YOU GET SKINNY, ETC.
- PICTORIAL! THE BADDEST TATTOOS OF MTH BIKING
- THREE THINLY VEILED ADVERTORIALS PROMOTING A NEW WIDGET MADE BY PERSONAL FRIENDS OF OURS.
- PRODUCT REVIEW: PERSONAL COMMUNICATION DEVICES TO TAKE THE ADVENTURE OUT OF YOUR OUTDOOR EXCURSIONS.
- STARWATCH: '97 ROSTERS AND RIDER BIOS: FOLLOW YOUR FAVORITES AND LEARN IF THEY LIKE THE SAME TV SHOWS AND POP MUSIC AND FAST FOOD YOU DO.

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**THE RIVENDELL READER**

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*Published 4 times per year.  
 Subscriptions are \$15 per year.*

*We welcome contributions, but  
 pay little to nothing, even for  
 feature stories. Send nonreturn-  
 able manuscripts, or email to  
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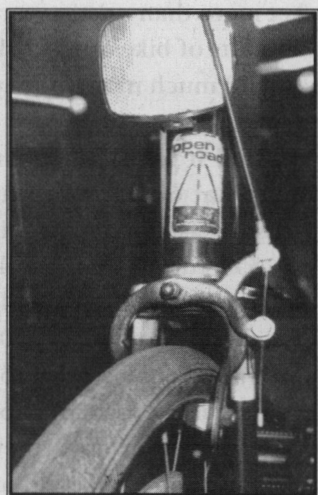
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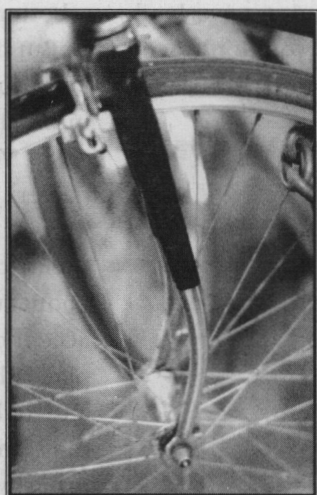
# CHEAP BIKE ART



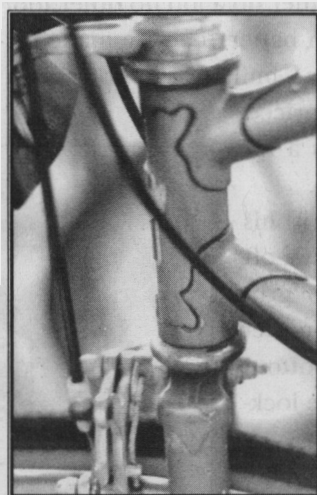
**CHEAP** bikes have always copied expensive ones, but people don't lock up the old, expensive artistic bikes outside, so it's the old cheapies that are making the art public. You can see the influence of the prettiest bikes of the '60s and '70s in the rustiest bikes still being ridden in the '90s—a bicycle history lesson without a teacher and tests. On most of them someone at least tried to make them pretty, unique or special, in some superficial way—a fake chrome fork crown, mediocre pinstriping, a clunky name plate. They make you think someone in the manufacturing loop cared about artistic details that have either been priced out of modern bikes, or cast off as superfluous because they don't increase performance. Here are a few examples I found at the local BART (light rail) station, showing fancy lugs, pinstriping, chromed fork crowns, and other artistic touches that don't make you go faster.



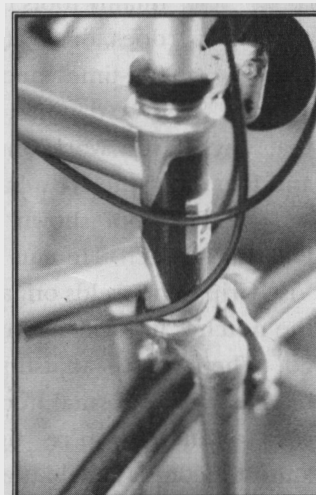
*Good clearance, but otherwise it's hard to make a hero out of this one, and I'm not sure why I took the photo. (Apologies to the owner; I'm sure it's a stalwart mount.)*



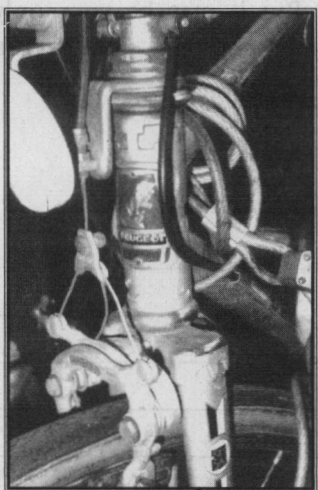
*Chromed lower blades were the rage in the early '70s. Had to have them!*



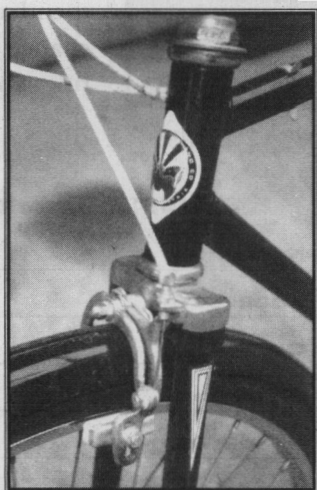
*I'd forgotten, but who can forget this good look? Look hard to see the nat crown with epaulets—like ours!*



*Strange tube joinery, but a nice painted head tube. '80s Motobecane.*



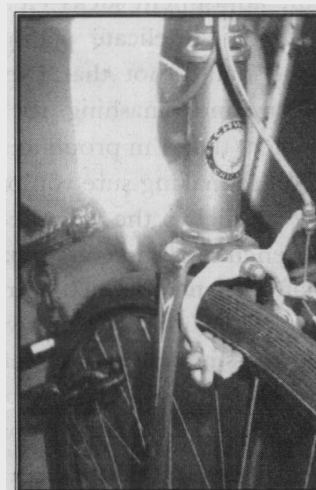
*There's a good look! A fancy but inexpensive Peugeot from the late '70s*



*Flat, chrome-capped fork crown on a dept. store bike*



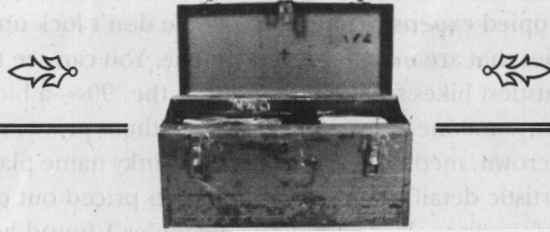
*French-style lugs, outlined in gold, on a cheap Panasonic.*



*The early Schwinns always looked good.*

# JIM STEIN'S LOCKRING WRENCH

ONE VERSION OF THE VISE-GRIP YOU WON'T FIND AT YOUR LOCAL HARDWARE STORE



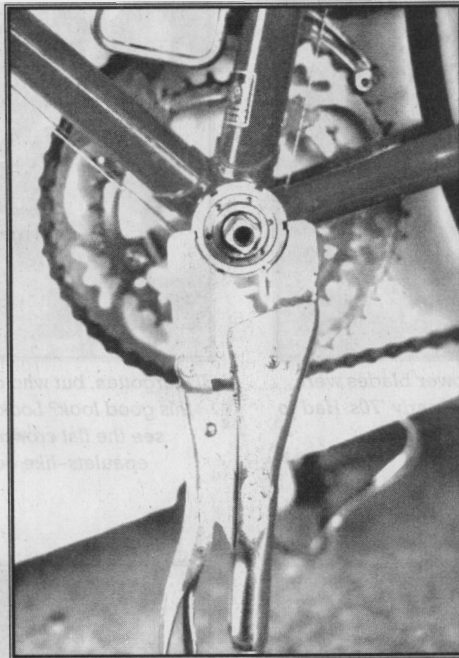
**J**im Stein makes smart, expensive, professional quality tools that either do a job no other tool or do it much better. They're made for full-time mechanics—built to last long with everyday use, and priced that way. If you work on bikes a lot and like tools, they're a bargain.

The tool shown here is his lockring wrench. He cuts the jaws off Vise-Grips, and welds on jaws that grip the notches in lockrings and don't let go. When you're adjusting a bottom bracket with a normal hook-style lockring wrench, you're fighting two almost incompatible battles simultaneously. You need to make a fine adjustment with the pin tool in the cup, and that requires delicacy and feel. At the same time but with your other hand you need to horse the lockring tight so the adjustment sticks—it's sort of like playing a delicate piano piece with one hand (not that I've ever done that) and smashing rocks with the other (that, I'm proud to say, I have). You're making sure you pull absolutely parallel to the ring, because if you veer off a little, the wrench slips and gouges paint and metal on someone's new fancy frame, at which point they want a new paint job.

With the Stein wrench, you don't have to worry about slipping, so you can concentrate on adjusting. I've installed and adjusted bottom brackets on brand new Rivendells right in front of the customer, and without even sweating. Never a scratch, and usually a perfect adjustment on the first try—and I'm no great mechanic.

If your bikes have cartridge bottom brackets or you don't overhaul your bottom bracket more than once a year, you don't need one. But if you have lots of bikes and work on your friends' bikes, you could spend much more money in much worse ways.

You won't find it for sale at your dealer, but if you want one, we'll get it for you. They cost us \$45, and we'll sell them to you for \$55 (don't even think about using a coupon on it). We'll accept orders for these through May 10, place the order with Stein by May 15, and deliver in late June. Normal shipping and tax, separate from any other orders you do. This is exactly the kind of project we should not get involved in, because it's time consuming to coordinate and monitor, and the hundred dollars or so we stand to make on it will be more than eaten up by the time we spend on it. But it may be your only chance. If you want one, play by the rules and be patient.



*Stein's Lockring Wrench stays put*

**\$55? WHAT A DEAL. I'LL TAKE ONE.**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY-ST-ZIP \_\_\_\_\_

DAY PHONE \_\_\_\_\_

MC OR VISA # \_\_\_\_\_

EXPIRES \_\_\_\_\_

(CHECK ACCEPTABLE, TOO)

BY GABE KONRAD

# SADDLEBAGS: BULKY AND BEAUTIFUL

THERE'S A DEFINITE ADVANTAGE TO LIGHT-WEIGHT AND AERODYNAMICS FOR RACERS, BUT FOR THE REST OF US, LONG LIFE AND FUNCTION ARE FOREMOST. ENTER THE NOBLE SADDLEBAG, THE ULTIMATE MARRIAGE OF FORM AND FUNCTION.

**T**hese classic, transverse mounted bags are rich with the tradition of British cycletouring. The get-on-andgo-anywhere bag that always contained everything one needed to make it a day, weekend, or even longer. A saddlebag on a bike is a rare sighting in this country these days, but there were decades from the late twenties onward, when most every bicycle sported one in the United Kingdom, and many bikes the world over. Now they've become a victim to the light-weight craze and aerodynamic obsession.

In the 1970s, when the saddlebag reached its pinnacle of popularity in Europe and the United States, brands abounded. Many, and the best, were British. Companies like Holdsworth, Brooks and Carradice offered an assortment of roomy saddlebags in heavy waxed cotton duck or leather; and the forward-thinking Midland company even ventured into the go-go world of rayon and leatherette. Schwinn also jumped into the market with a British-made bag. But as the years went by—and spurred by the touring revolution of the late '70s, companies like Kangaroo, Cannondale and Bellwether spiffed up the saddlebag, and even cheaper knockoffs flourished. In a market that hadn't yet missed anything long enough to pine for its return, the new bags with their cheaper prices and powerful advertising campaigns rode roughshod over the old classics, sending them limping back to their friendlier home turf.

In the years that followed, the new breed grew increasingly narrow, aero, and trick. In these rocketpouches and wedges you could barely fit a tube and patch kit in and still be able to strap it to your saddle rails. These little saddle pockets are certainly aero, and just the thing for burning off your buddies; and they do hold a quarter for the

phone call when you find yourself too far out with too little left to get back.

But there's hope. A few companies still produce functional saddlebags, the best of which I believe is the Nelson, England-based Carradice. Advertisements from the 1950s show Carradice bags that, except for the reflective triangle that currently graces its flap, remain virtually unchanged today.



When I first mounted my Carradice Lowsaddle Longflap, I was a bit shocked. The thing is large. When you're used to widgets strapped to your saddle or seat pillar, this black behemoth of a bag seems somewhat domineering. In a couple of days I was over it, happy with all the stuff I could carry around and had at my disposal, and now I feel uncomfortable without it.

Back in the 1960s and '70s, if you didn't have a saddlebag, you at least had one of the old brown canvas T.A. handlebar bags (they're French!) with the mapholder and all, but they were like a wall to the wind, and when filled to the brim, had an adverse effect on your steering. Saddlebags, on the other hand, are in an excellent position for weight distribution, close to the middle center, they get cape protection in the rain, and cause less drag than the typical bar bag.

They carry weight well. Oh, if you pack your saddlebag with four two liter bottles of Coca-Cola—don't think they won't fit, because they will—you'll know they're there. The bike develops a rhythm of its own, and you tune into it after a minute or two, then forget about it altogether. But that's an extreme case, anyway. A normal load of useful items will be barely noticeable.

I haven't been using saddlebags from the 1970s, in fact I

was still working on losing the training wheels in those days, but I've used one for a while now and I've come up with a bare bones list of what gear you should always carry.



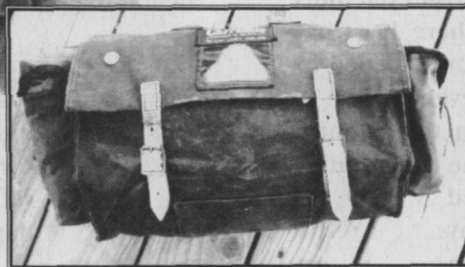
*A raincoat, sweater, samwich, knife, chappy, cord, camera, notepad, book, wallet, musette, tools, tube, and walnuts.*

This is stuff I always thought would be nice to have, or actually needed at one point or another, but didn't have the room for before.

**1. A patch kit and pump.** Whether you ride sew-up or clinchers, schreader or presta, you'll always need these handy items. Check to make sure your glue your glue hasn't dried up over time (never just carry glueless patches). Saddlebags are especially helpful for those who don't have a frame pump, or like to keep their frame pump out of the way for woods riding.

**2. Tools.** The over-confident group school of thought says that with proper bike maintenance you need no tools at all. The anal-retentive group carries every tool imaginable, including mini truing stands and bearing cup presses. I'm in-between. I carry tire levers, a chain tool, a few standard and allen wrenches, a Swiss army knife for its orange-peeling blade and screwdrivers, spoke wrench, small adjustable wrench, crank bolt wrench, and sample packets of oil. Some of the small combination tools are clever, but regular tools work better.

**3. Poncho or rain jacket.** It rains unexpectedly everywhere, so whatever your preference, carry one of these. Every self respecting saddlebag has loops to lash stuff to on the outside, and this is a great spot to place a rolled cape for immediate access.



*It all fits in here.*

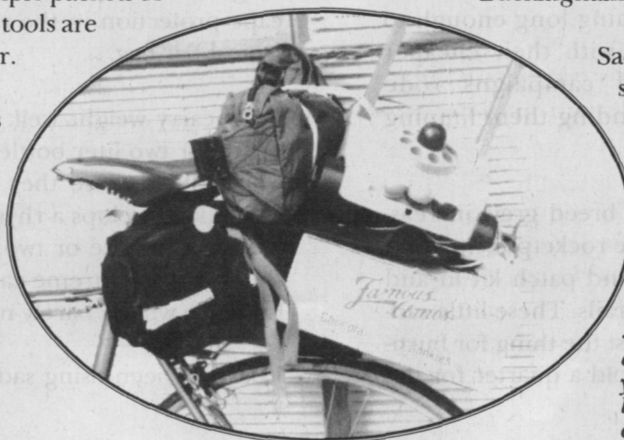
**4. Parachute cord.** My bag comes with an extension flap and straps that allows me to carry even my Eureka! two-person tent and a sleeping bag within it's gaping coffers, but there are times you need to sling something to it's outer loops. Parachute cord, also called 550 cord for it's 550 pound tensile strength, is great for strapping on your poncho roll, for making a poncho tent, or tying down an outrageously overstuffed bag. Carry a few short lengths, as well as a long piece - you can always trim it with your knife.

**5. Arm warmers and a sweater.** Here in Michigan, it's not unusual for a mid-July tour to start out with some frigid temperatures, so I take these everywhere. I used arm warmers for the first few miles of every tour I rode this past year, and on many a sunny day you'll be wanting a nice cotton sweater or wool jersey to fend off the frosty winds from Lake Michigan.

**6. A musette.** These few extra grams of weight will come in mighty handy when you come across a treasure at a garage sale that just won't fit into your saddlebag, or when using it for it's intended purpose - as an on-the-go lunchbox.

**7. A pen and some paper.** Many's the time I've kicked myself for not getting the address of some interesting person I've met on a tour or not jotted down an idea when it sprang to mind - quite a few story ideas rolled down the road without me for want of a pen and pad.

Take it or leave it, but there it is... my master list for happy cycling. I carry all the listed items in the two small side pockets, and lining the bottom, of my Carradice, and still have plenty of room left over for a gallon of orange juice, a book, camera, and some snacks. On Sunday outings, don't forget the bagels and cream cheese, sparkling grape juice, and a picnic blanket - soon you'll be imagining yourself in knickers and a sportcoat, rolling along the hills of Buckinghamshire and Coventry.



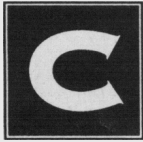
Saddlebags are a classic cycling accessory, a pleasant link between cycling's past and the present. Out of the way, yet easily accessible, saddlebags are the perfect way to stow enough gear to face the world and all it slings at you.

**END**

*<----With creative packing and some extra cord, this is a cinch. Sometimes you have to rig a tumpline, though, or lift it off the tire with a long rope and carry the end in your mouth.*



# THINGS ABOUT RIMS



anks and brakes and derailleurs can be cast, forged, or machined, but most high quality rims get squeezed through a hole, like icing through a cake decorator. That's called extruding. The shape of the hole, called the die, determines the dimensions of the extrusion. (Just as it does with cake frosting.)

A rim gets most of its strength from sidewall height, overall width, wall thickness, and cross section. Engineers want taller and thicker sidewalls, more distance between the sidewalls (wider), at least single eyelets and two are probably better, and deeper box sections. Salespeople and marketers want lighter rims, lower prices, hotter graphics, famous sponsored riders, and more and bigger advertisements. The rims we get are usually a compromise that keeps the peace, and sometimes those are very good rims anyway.

There are three common ways to join rims: With pins, with welds, or with sleeves. The type of joint used depends on the shape of the cross-section, the preferences of the factory, and the alloy used. The Japanese rim makers Araya and Ukai weld their more expensive rims because they think welded seams are stronger and easier to re-round after getting bent. That's what the Bstone engineers told me in the mid-eighties when I had just started spec'ing bikes. I thought Araya rims weren't as cool as Mavics, so the engineers showed me test data comparing an Araya with a Mavic that were virtually identical except for the seam joint (the Araya was welded, the Mavic was not). The welded Araya had better test scores, but there are so many other factors affecting wheel durability that it doesn't matter how the metal's joined. Anyway, Bstone's tests were on bare rims, not wheels.

On the other hand, welding can distort the rim at the seam, so it must be sanded smooth, and in general it's harder to get consistently good seams on welded rims unless you're really good at sanding. You can just machine the whole blame sidewall, as is the current trend in expensive rims, but there are side effects. The sidewalls of a fresh rim extrusion are smooth and consistent in wall thickness. The wall thickness stays consistent (obviously) as the extrusion is rolled into a rim, but the rolling causes the sidewalls to get wavy. Not detectably so—the waves are pretty darn

small. But then, to make a perfectly smooth brake surface, they machine off the mountains until everything is a low as the lowest valleys. If you think the rim's wall thickness is still consistent after this leveling of the braking surface, you are morosely mistaken. In the case of most machined rims, the starting extrusion has thicker-than-normal side walls to assure that the shaving doesn't thin it too much, but even so, the finished braking surface on even the costliest machined rims can vary from .030" to .054". Typical sidewalls on, say, a Sun CR-18 rim (good strong off-road and road touring) is about .047".

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## Rim Alloys

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About 80 to 95 percent of the good aluminum rims are extruded from heat-treatable 6000 series alloys, including the ever-ballyhooed 6061, the slightly weaker but easier to extrude 6063, and the totally unballyhooed 6005, which meets all the mechanical requirements of 6061 but is easier to extrude. These have tensile strengths of around 44,000 psi. The higher strength 7075 and 2024 alloys can be used (from 60 to 75,000 psi tensile strength), but they require up to 3 times the force to extrude, and tend to be too brittle in the thin-walled sections required for light weight rims.

## The Rim Is Your Braking Disc

The more often you brake, the thinner and weaker it gets. Engineers tend to favor thicker sidewalls for this very good reason, but thicker sidewalls make a rim heavier and harder to sell. If you want your wheels to last a long time and you ride a lot in hills or in the rain, don't ride superlight rims.

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## Anodizing

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Anodizing does not add strength, but at least it makes the rim more expensive and gives a worse braking surface. The notion that anodized rims are stronger started in the late '70s, when Mavic introduced the first dark anodized rim, the SSC. At the time, most road racing rims weighed around 330g to 360g. The SSC was a comparative tank, at 420g, and quickly became known for its strength. It was stronger because it was wider and had more metal.

Talking about rim strength makes sense only to a point,

since you ride wheels, not rims. A well-built wheel with an adequate rim will last longer than a poorly-built wheel on a good rim, and it'll be more pleasant to ride. High-volume tires run at lower pressures protect rims, as long as the pressure isn't so low that the rim bottoms out on bumps and edges.

#### RIM DESIGN & COMPROMISES

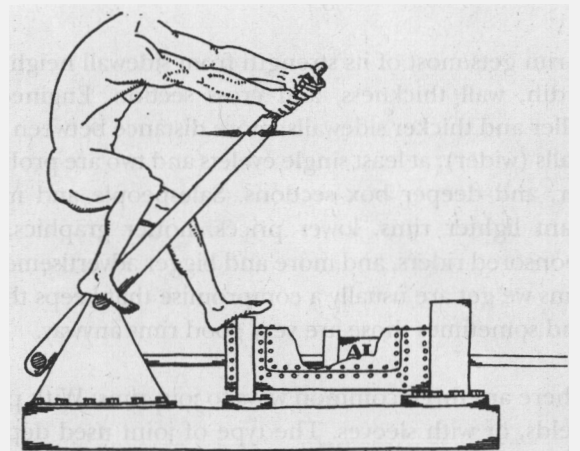
It used to be that 475g was acceptable weight for a rim on a high-priced mountain bike. Now 425g is about the limit, but 395g is much easier to sell. Theoretically, a rim maker could just reduce the material thickness on the inner circumference and sidewall, but then spokes would start pulling out, and abrasive braking conditions would cause the sidewalls would wear out too soon. So, with the overriding concern of reducing rim weight without making stupidly thin sidewalls, the rim makers are just making rims narrower—a solution that causes problems of its own. Not only is the narrower rim a whole lot weaker laterally (easier to potato chip), but on mountain bikes, the fat cushy tires on the skinny rims tend to roll side-to-side when you lean the bike over in a corner. Brake pad movement is another concern, at least with cantilever brakes. Most modern cantilever brakes are designed for cantilever bosses that are 80mm to 82mm wide at the centers. As the brake pads move inwards, they reach a point in their travel where they begin to move downwards, also. If the pad contacts the rim in this downward phase, you lose power. If you ride skinny rims, adjust the brake shoes inward to compensate.

Tubular rims (for “sew-ups”) have gotten heavier over the years, and clincher rims (for “normal tires”) have gotten lighter. That doesn't make much sense. In the the '70s racers trained on 360g tubular rims and raced, with pretty good success, on rims that weighed from 260g to 330g. These days it's hard to find a tubular rim that weighs less than 400g, yet you can find clinchers that weigh as little as 360g. In general, though, rims have improved a lot, and there's not much to squawk about, darn it.

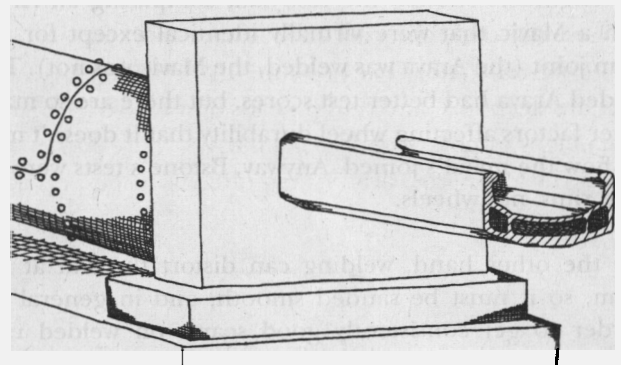
END



*A typical pr-rim billet is 6" x 24". It's heated to 980°F to prepare it for extruding.*



*A headless nude male pulls back on the plunger, pushing the metal out with 70,000 to 90,000 pounds of force. "his is one of the few jobs in the industry that doesn't require formal education."*



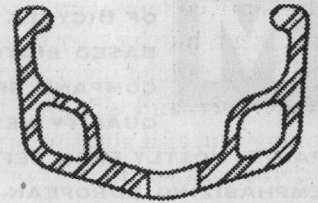
*Typical extrusions are 14 to 20 feet long, and exit the die at 950°F and are water-cooled to 500°F within a minute or so. "hen they're rolled joined at the seam, drilled, eyeletted, anodized or not, machined or not, decaled, and named."*

# RIM CROSS SECTIONS



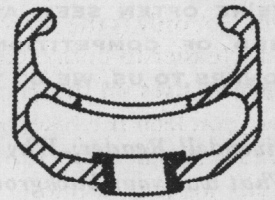
## CHANNEL

Traditional road touring design, also used on cheap rims. The famous Super Champion #58 is this style, and its reputation is legendary, so don't hate all channel section rims. Sufficient width (22mm+) and a good fat tire (28mm wide or more) make up for its theoretical shortcomings.



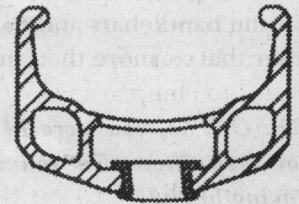
## SINGLE BOX

Typical modern racing/fancy clincher rim. The "box" refers to the closed section of air formed by the outer wall. This increases the rim's torsional strength and allows good strong rims to be made in narrower widths.



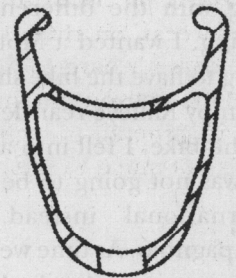
## TRIPLE BOX

Even stronger than the single box. **You** can guess why it's called a "triple box," and you can probably guess why it's stronger, too. More metal adds weight, as well.



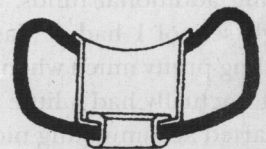
## V-SECTION OR "AERO"

These infernal things are ridiculous, a marketing gimmick designed to decrease wind resistance. They're kind of a hassle, though, because inner tube valves get hidden in the deep box, and pump heads don't have an easy time latching onto the little nub that manages to poke out. Usually narrow (part of the "aero" thing), and heavier than single box rims. Unnecessarily strong radially; not especially strong laterally.



## TUBULAR

For tubular tires only. The most efficient shape for strength and weight, a 400g tubular rim is much stronger than a 400g clincher rim. Since tubulars are glued directly to the rim, it's not necessary to have the clincher rim's unsupported wall to grab the tire bead; and the box section can be deeper (and stronger) for the same weight.



## TRANSCRIPT OF A TELEPHONE INTERVIEW WITH BICYCLE CLASSICS PERSON



## MICHAEL KONE



**MICHAEL KONE IS THE OWNER/PROPIETOR OF BICYCLE CLASSICS, A NEEDHAM, MA BASED BICYCLE SHOP AND MAIL ORDER COMPANY SPECIALIZING IN THE FINEST QUALITY NEW AND USED BICYCLES AND PARTS, MOSTLY FROM BEFORE THE MID-EIGHTIES, AND EMPHASIZING EUROPEAN RACING PARTS. RIVENDELL AND BICYCLE CLASSICS DON'T TRAVEL EXACTLY THE SAME PATH, BUT ENOUGH OF IT OVERLAPS THAT WE'RE OFTEN SEEN AS COMPETITORS. IT'S A GOOD KIND OF COMPETITION, THOUGH—HE SENDS CUSTOMERS TO US, WE DO THE SAME FOR HIM.**

*Rivendell Reader: Why did you start Bicycle Classics? What was your background?*

**Michael Kone:** Well, I'm 34 now and when I was 14 or so I started riding my bicycle to a skateboard park 30 miles from my parents' house. I'd ride there with the skateboard on the handlebars and I kind got more into the bicycling after that ... more than the skateboarding.

*RR: OK. So, you were 14 and you started riding bikes a lot then—how did you develop your thing for classic racing bikes?*

**MK:** Well, when I was maybe 15, around 1977, I was dabbling with the different Motobecane models good for touring. I wanted a Motobecane Grand Record, and was going to have the bike shop put wide rims on the bike, and a Campy Ralleye rear derailleur, but while I had a deposit on the bike, I fell into a racing crowd, and decided touring was not going to be my thing, so I bought a Raleigh International instead. I became infatuated with Campagnolo. As time went on, I dabbled with racing, I was never any good, but had fun with it. I was always wheeling and dealing with bicycles. I didn't have a lot of money at the time, but I could always kind of trade up without outlaying additional funds. So by the time I was done with high school I had a Masi Gran Criterium. I got out of cycling pretty much when I was in college and grad school, but I actually had a little bit more money at the time and I started accumulating nicer bike stuff again and wheeling and dealing bicycles more and more. There was not a lot

of interest in the Campy Nuovo and Super Record parts at the time.

*RR: Those were the late '80s or something . . .*

**MK:** Right, and I noticed there was this whole generation of parts where everything interchanged, but then it was superseded in the late '80s by a whole generation of stuff. And at that time shops really were really scornful of old Campy, since it didn't click, it didn't do this, didn't do that. Never mind that it worked great and lasted virtually forever. I would go into shops and ask "do you have a Nuovo Record?" The reaction was, "Why do you want that?—It doesn't work."

I started buying and selling it out of our house, just kind of casually and the whole thing kind of exploded, so I took \$4,000 or \$5,000 and just bought up used bicycles and went scavenging shops for Campy components. I built a stockpile, then started advertising the items in VeloNews and Bicycle Trader. So, we had this business running mail order out of the house, part-time, still small. Then my wife and I moved to Denver, and soon the business got too big for the house, so we formed a partnership with a person out there, Larry Simpson. We opened a store with 330 square feet, and it took off. We started hearing from people from all over the country. After a short time we got homesick for Boston, so I bought out Larry's interest and we moved to Needham.

*RR: How big is your store?*

**MK:** Including work and storage, about 1,800 square feet. We have probably about 800 square feet of display area.

*RR: How much of your business is new-old stock, and what'll you do when it's all gone?*

**MK:** Most of our retail store business probably is not NOS; we sell lots of things—classic tires and saddles, repair parts for older Campy, toe clips, freewheels. We sell new frames, too. As far as stuff running out, well, everything always seems to turn up, even stuff we thought was long gone. It will probably never completely disappear.

I am amazed at things that we have in stock now that two years ago I thought we would never see again—a



lot of Cinelli bars and stems, Unicanitor saddles, Universal brakes. **A** year ago, I didn't have any of any of those, and now all of a sudden we have lots. **A** lot of it comes from people collectors who get older or even pass away, and the collections get sold off. If somebody had a collection of **20** bicycles and they had five or ten Campy groups put aside that were brand new—

*RR: — there are people like that?*

**MK:** Sure, and a lot of the very tasty bicycles out there have very low mileage, and will probably become available.

*RR: But the people who want it still are getting older, too, so where's your future?*

**MK:** Well, it's important for us to educate people now as to what the neat things were **20, 30, 40** years ago, so we have a market for it. If people aren't aware of what the neat stuff was back then, the interest will die.

*RR: What do you sell a new Campy N.R derailleur for?*

**MK:** \$155.

*RR: Do people come in and say, "I used to buy them for \$35 or \$40?" I mean —*

**MK:** —oh, sure, I am shocked at the prices, too. Prices seem high, but some interesting artwork can easily sell for \$5,000, \$10,000 or \$20,000, so why should not a really outstanding piece of cycling workmanship, for lack of a better word, not be worth that much as well? If you have a customer who has a car collection, even rare and exotic **\$3,000** bicycles that sticker-shock newcomers, seem inexpensive to people who collect cars.

*RR: You know, when you talk about \$3,000 for a bike it sounds like a lot of money. I remember the first time an all-Campy pro bike broke \$1,000, and \$1,000 on a new bike now — especially if it has a \$250 suspension fork on it — well, it's not such a hot bike. Even today's \$3,000 bikes probably won't be able to fetch \$700 in ten years.*

**MK:** That's the difference between buying craftsmanship and technology. Craftsmanship increases or at least maintains its value over the years, but technology gets severely devalued the minute it's sold, because everyone knows in a year it's going to be old news. For that reason, the older bikes just do have a more endearing look in terms of long-term quality. The very best of them are bargains, too. Mario Confente bikes are hard to sell for more than \$3,500—about the same or even less than a fancy new titanium bike. But he was a master builder from Masi who built frames under his own name and died when he was **34**

years old with only 135 of his own name bikes built. **A** bike that in the car world would be a car that Ferrari, himself, hand labored over and did very special for his most special customers. Such a car would be worth many, many millions. So \$3,000 and change for a bike—why the fuss? We don't make people feel bad for not being able to afford those bikes, and we don't claim that they'll shave minutes or even seconds off your ride. It's just that, in certain cases, we're talking about fine art that just happens to take the familiar form of the bicycle, and the fact that you can ride it doesn't make it less precious as a piece of art.

*RR: What is the fanciest bike you have in your store right now?*

**MK:** Maybe a Brian Bayliss. We also sell the Richard Sachs Anniversary Models and Peter Weigle frames.

*R R If someone buys an irreplaceable bike built by a now-dead builder, do you ask them what they are going to do with it? Do you kind of hope they spit-polish it?*

**MK:** Well, if they said they were going to use it as a beater bike in downtown Boston and they were buying it as a frivolity, we would probably not sell it to them. Also, if a customer wanted to buy a great old bike in outstanding, original condition with the idea of repainting it because they hated the color, we might not sell that to them, either. But by and large when someone is buying an irreplaceable bike with no miles on it, we suggest they not ride it. We sold a brand new Raleigh International and suggested that.

*RR: That was a production bike, though—they made tens of thousands, I bet. Do you factor that in when you make this recommendation? And in the case of something that was hand built by one guy, lovingly crafted and all that, don't you think that he would want it to be ridden?*

**MK:** Sure he would, but if that was the last of his bikes left in pristine condition, well, he'd probably want to know that there was one out there that is perfect, that is preserving what he did. Is it right to sell it to people who will ride them real hard and deteriorate them? I don't know.

*R R How do you judge the quality of the old bikes aside from the name whether it is Rene Herse or a Mario Confente or something else? If you didn't have the history with them, if you didn't recognize the details that identify it as a Rene Herse, for instance, would be drawn to it as much?*

**MK:** Well, the quality is of a Rene Herse isn't so much the

quality of brazing as it is the innovation, the design and the intricacy of the execution. The appeal of Herse's bikes is their imaginative solutions to common problems.

**RR:** *For instance. . . .*

**MK:** Well, lighting systems in which the wiring does not get in the way, just real clever. And the racks, and the Herse-original cranks and stems. In terms of frame quality, some of those bikes are downright horrific. I had one Herse that we sold overseas because I felt it decreased the value that the other one I owned that was sitting next to it. It looked like it was brazed by a C- student in a high school shop class. It's disappointing when you see that, but the bike has a much different spirit/character, aside from the quality of it. It is kind of that French funkiness that makes those bikes fun and different.

**RR:** *What was Cinelli's deal? My understanding was that he didn't actually . . . he didn't make frames himself, he caused things to be made.*

**MK:** That's what I hear, too. The story is that he hired one of the star builders away from Bianchi in the late 40s. It is not so critical I guess who actually does the work, as long as it is up to certain, high quality level. The great thing about bike frame building is if you do it really well, you can actually do it in reasonable quantity, and have good results. But a lot of companies don't do that. The spirit isn't there, the company is run by bean counters cracking the whip, and that's when things deteriorate. When the spirit is there and people really want to do it right, you can get a semi-production environment really great work.

**RR:** *Marc at Waterford he says, "Quantity begets quality. He thinks systematizing frame production to the point where they can be built efficiently, consistently, and you end up getting a better-quality frame. In the late 1980s Tom Ritchey was solo-building about a thousand frames a year, all fillet-brazed, and his quality has never suffered. He's sort of beyond beyond, though. I don't think it's fair to use him as a reasonable example.*

**MK:** There is no question that if you are brazing a lot of frames (one a day?), you are just more on top of what you are doing with the torch. By the same token, I have a frame that a friend built many, many years ago. He had built only 100 frames or so, and the work on that frame was unbelievable. He was just born with that innate touch to do it just right.

**RR:** *But you can't tell by looking how long long they cooked it, or anything about the head tube miters, or*

*how much tension the tubes are under in order for it to be aligned. Anyway, compare some of the best old bikes with the best new ones.*

**MK:** A Masi from 1973, 1974, 1975, with the old stamped lugs looks like '76 or '77 Masi, but was much harder to build, mostly because it didn't have cast lugs. The cast lugs save time. A cast lug puts metal right at the tube juncture where a stamped lug does not. A builder had to be really outstanding to get very clean work with the old stamped lugs. But the investment cast lug just make a better widget for most people.

One thing I would like to touch on is the feel of the bike, which I think the modern bike industry has kind of shied away from. When you roll down the road on a bike, just the sensations you get, the way the bike is either stable or not so stable, the way it soaks up bumps and transmits information to the rider. I mean, why do people ski? It's the sense of motion, going over moguls, speed. The modern bike industry —and I'll point a direct finger at the triathlete market, in particular—has gotten to the point where aerodynamics and speed and lightness, perhaps, have become more dominant in terms of changes people's perceptions of what good equipment is rather than how it feels to ride. It is the sensations that make riding a bike really fun. The fun of zipping over a road with fun curves or little rollers. . . a fun bike you almost want to ride over a few potholes. On most of today's bikes, their purpose is just to go fast and, you know, to get you there as quickly as they can. I see people riding titanium frames which should be very springy and lively and comfortable, putting rock hard tires on, just sucking the life out of the bike.

What has always differentiated our shop and is that we are trying to capture that kind of fun. To us that's one of the most important things about it. I love to go down the road on my silk tubulars and say "Wow, this is fun!" and not many people can say that about their bikes, and the modern bike industry is {toblame}.

**RR:** *There must be some good new stuff— what will be collectible and rare and valuable in the future?*

**MK:** Well, Brooks saddles should they ever stop making them for instance, and T.A. pedals which as I understand it are made mostly for the Japanese market. Some things from recent production, like the Campi OR parts. With that group, Campy tried to make a real high end component group to the highest standards, and they pretty much pulled it off. Very high quality and comparatively low volume is a recipe for collectable. Lots of currently available American frames are that way—Sachs, Eisentraut, Weigle,

Bayliss, Waterford, Rivendell—. Thirty, forty, fifty years from now, just wait. Since these bikes are still available, they haven't quite caught on with collectors, and most of these builders are still alive and we can still order them. But these bikes have probably much more workmanship and detailing than the typical modern Italian bike. American-built frames as a whole are a much better value and much higher degree of precision building than what we see from Europe.

**RR:** *How do the classic English frames compare to classic Italians? I've seen some crudeness English frames...*

**MK:** English frames are spiritually different. The truly great British bikes for instance Hetchins, Bates, the early Carltons...are exquisite. If you look inside the bottom bracket on an old Hetchins and compare that to what the Italian builders were building, I would say pretty consistently the British bikes were better. I don't see a whole lot of really nice early Italian stuff. When people say the British bikes are crude . . .

**RR:** *That was me, not everybody . . .*

**MK:** Well, now, a lot of people say that, though. There is a lot of crude stuff, but there is a lot of crude stuff from everywhere. The French bikes, for instance, typically have the most notorious reputation for being of mediocre quality, but probably, the nicest frame we seen there through here in the last year, give or take, is a 1969 Urago. It doesn't sound French, but it is. The brazing was exquisite, the filing and bottom bracket work was really dead on and the bike rode like a dream, but that's not a bike we typically saw in the 70s or 80s in this country.

**RR:** *When you get a bike like that "rides like a dream," do you try to quantify why it rides the way it rides?*

**MK:** Well . . . I don't know that there is any real easy way to quantify it. You can take a frame that may be fairly stiff, perhaps a little less forgiving, put on different wheels and cushy tires and all of a sudden the character of the bike changes rather dramatically. There certainly are bikes that you cannot really coax a whole lot from. Others, just seem like they want to go. A friend of mine calls the bikes those bikes "magic carpets." Some bikes just have this wonderful feel that makes you want to pedal them. Raleigh Internationals are often like that. But it's hard to quantify.

**RR:** *Well, if you can't quantify it, it's just voodoo, and I'm suspicious. I mean—*

**MK:** —the biggest problem is that you can measure the geometry, but you can't tell the tubing gauge from look-

ing, or with a tape. You take some of these old bikes almost at random and because of the interplay of geometry and different tubing specifications you find bikes that are winners and bikes that are losers and it is hard to figure out why. I'm sure if we really looked at it we could come to a realization of what is going on but it is pretty darn complicated.

Waterford has been able to blend the same materials that other builders use, with better results.

**RR:** *Not exactly so. Most of Waterford's tubing is custom drawn to Marc's specifications. Reynolds doesn't sell it to just anybody.*

**MK:** Maybe so, but they're doing something right. If you look at a lot of the bikes people construe as quick and zippy, a lot of the titanium bikes and the Waterford frames, even aluminum Vituses and Alans—I don't think stiffness is the hallmark of any of these frames, but they store your energy and give it back. I have a Brian Bayliss frame that uses 531 tubing with a Columbus SL down tube and chain stays. So many builders will swear upside down on their heads that that's a bogus way to build a bike, but it jumps better than almost any other bike I have ever owned.

**RR:** *The SL downtube is the same gauge as a racing 531 downtube (0.9 x 0.6 x 0.9), so maybe Brian just ran out of 531 downtubes. Anyway, how do you measure acceleration and jump?*

**MK:** You just step on the bike and there is some kind of intangible magic going on. Bayliss likes a very low bottom bracket, too, and the result is a bike that is just with light gauge tubing does not give me the sensation that the bike is lacking anything for stiffness and I am far heavier than I should be. I hate to say a lot of American builders over the years, um, have fallen into that trap as well. If you think that a little heavier down tube and chain stays is better, then even more is even more better and I don't think it is.

**RR:** *Well, what is a stiff down tube? Down tubes are stressed mostly in torsion, you know, when you push on the pedals and pull up on the bar, you twist it, and you twist it in the middle and Waterford down tubes have compact butts and I think relatively short transition zones, but they are an inch and a quarter and 0.6mm thick, so that's not twisty. Probably a Colnago Super has a much twistier down tube than a Waterford. Marc (Muller, of Waterford) told me once that back in the Schwinn days he built up a bunch of frames that were identical except for the accuracy of the tube miters, and*

*he consistently could tell the difference in the ride I don't know whether I could, but maybe that's it.*

**MK:** Well, a lot of builders argue strongly that the accuracy of miters and correct brazing is critical. Peter Weigle—who is as much a perfectionist as any—does not feel that mitering is necessarily that critical. That is not to say that Peter Weigle would compromise in any way, but he made the point that if there is that much flex thing of the joint, shouldn't the joint eventually just fall apart if it's that sloppy in the lug? I remember seeing Raleigh frames in the 70s where they did the tack braze, but they forgot to actually braze the joint, and the tubes would move around in and out of the head lug and they didn't fail. Eventually, they'd send them back to the builder and get them rebrazed, but there can be quite a bit of movement before failure actually happens. So I would really . . . I am kind of pleased to hear what Marc said about that test. I think it reaffirms the notion that doing the job right makes something better. To me there has always been a little magic about the way old Cinellis ride and I don't know about the mitering inside the head lugs, but you look in the bottom bracket shell and see they fitted them dead on exact. As far as I can tell, Cinellis do have a magical ride. You know, maybe that is just because I want to believe that.

**RR:** *I know two people who feel the same thing, but you never know how much is voodoo again.*

**MK:** Yeah, it's voodoo, I mean. Gosh, a friend of mine's into audio equipment, and we laugh about how much voodoo is there. And I am sure there is you know at least as much as that in the bike stuff that we do. I try not to be a purveyor of voodoo.

**RR:** Well . . .

**MK:** I like to laugh at a lot of this stuff too . . .

**RR:** *Voodoo's no laughing matter.*

**MK:** Gosh, I know there is a lot of psychology into this. .

**RR:** Yeah.

**MK:** So...alright...?

**RR:** *OK, good. Anything else? Should we end it here?*

**MK:** Um, we should plan some kind of cool closing.

**RR:** *Well, it can't be a smarmy, smuggy, ultimate one-liner.*

**MK:** No, no, um, why don't you ask, "In 50 years when people look at the things that Rivendell does and Bicycle Classics does, what do you think people at that time will say about this craziness?"

**RR:** *You're making some gigantic assumptions right off the bat there, but OK: Fifty years from now what will people will think?*

**MK:** Well, part of me says this is the beginning of a movement toward basics. People may realize that after all the technology and all the craziness, riding a bicycle is what matters. It is the pedaling, it is sitting on the bike correctly positioned. It is the frame that is comfortable, that puts a big smile on your face and it would not shock me if technology even went backwards. It would not shock me if 30 years from now, a movement came by that introduced a friction derailleur as a modern, up-to-date component.

**RR:** *I wouldn't call that "backwards," and I expect it to happen sooner. I think that the bigger the high tech bandwagon becomes, the more people are going to jump off it.*

**MK:** In 30 years someone could say ... I mean, what a neat idea—riding on levers that are not big and bulky because they have all this stuff going on. Why do we need all these gears just complicating the mix? The bike in its purest sense is almost a fixed gear and that by its nature eliminates the need for technology. But it gets the essence of what pedaling a bicycle is, and I think we may actually get back to that. You know, look at the whole idea of eight and nine speeds . . . more cogs on a weaker wheel. It's crazy. What determines a lot of how quick your bike goes is the weight of your wheels. No mystery. At the store we sell bikes from 1968 or 1970 that are much quicker than \$5,000 wonder bikes. So where is the technology and progress in that?

**RR:** *Should we wind it up with that?*

**MK:** Okay. Don't make me look like a rambling fool.

**RR:** *We'll take care of you.*

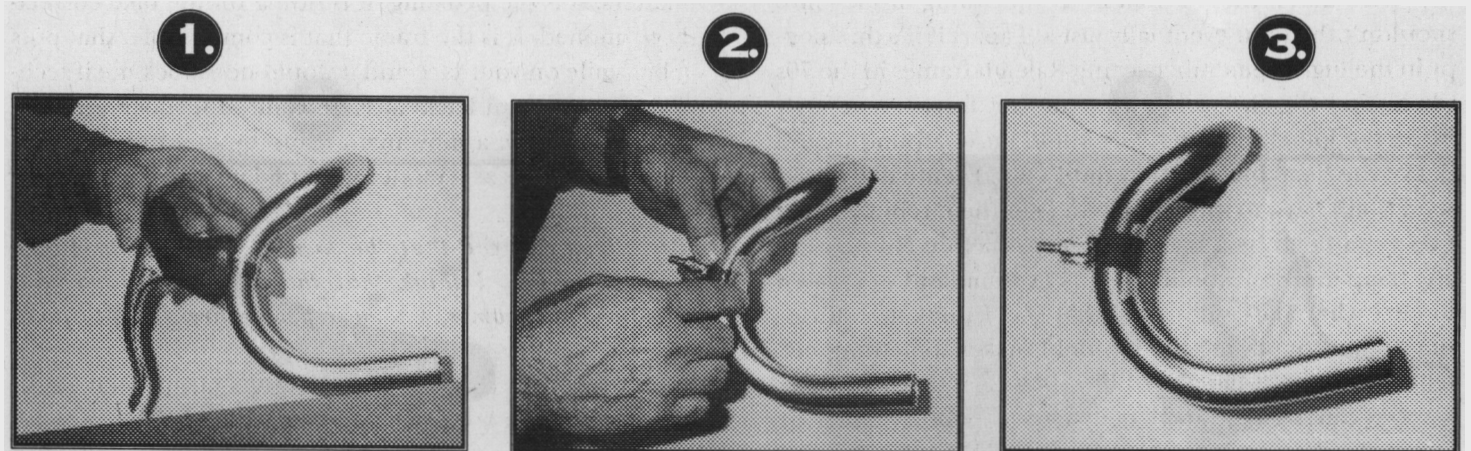
**MK:** Um, probably you will do a little intro blurb about what we do and you might want to mention our horribly tardy newsletter. If you mention it you have to say "a horribly tardy newsletter."

**RR:** *Duly noted: "Michael Kone of Bicycle Classics publishes the Vintage Racing Bicycle Newsletter. It's good, though horribly tardy, and costs \$22 for 12 issues. Send payment to Bicycle Classics, 1329 Highland Avenue Needham, MA 02192. (617) 455 - 0590.*

**END**



# HOW TO WRAP BARS NEATLY



1. Line up the bottom of the lever with the bottom of the bar, if that's where you like it. If not, put it higher (shown). Do the right and left lever the same.

2. Then remove the lever body and tape the bar clamp in place using Scotch™ brand adhesive tape.

3. Cut about 2-inches of bar tape and cover the clamp. **You** can tape it right over the Scotch™ brand adhesive tape if you like.



4. Without the lever body in place, **you** can wrap smoothly and without shenanigans past the pre-taped band. Continue to the handlebar sleeve, or as far as the tape allows. Use 3M™ brand decorator tape in the color of your choice (available at most hardware stores). Or wrap the end of the tape with jute or some kind of twine, and whip finish it (not shown). Shellac over that—but that's another story.

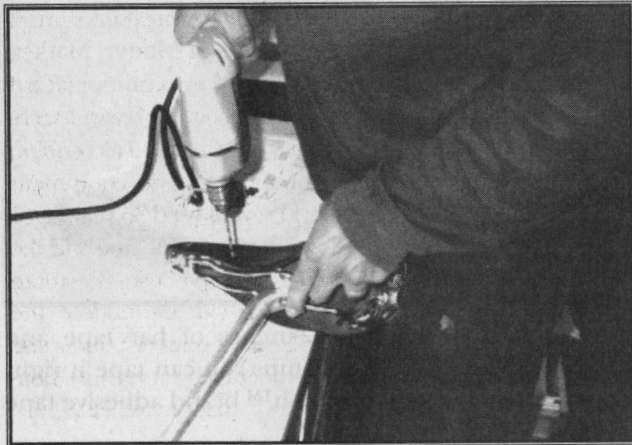
5. Re-install the lever body. Grease the bolt threads! And if you want the lever to be silent during braking, grease the head of the cable where it contacts the housing, too.

# HOW TO REVIVE A SWAYBACKED BROOKS

(NOT THAT THAT EVER HAPPENS TO THEM)

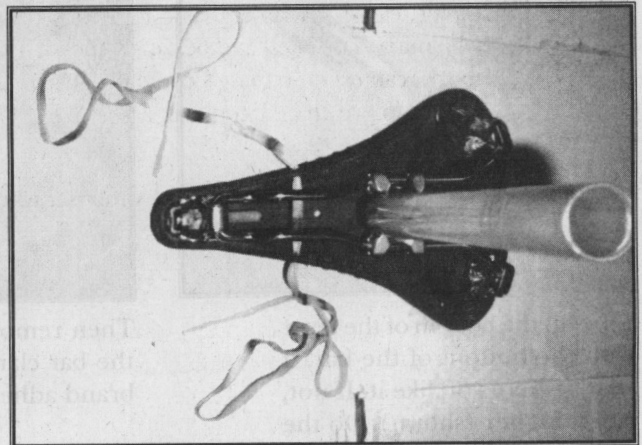


1.



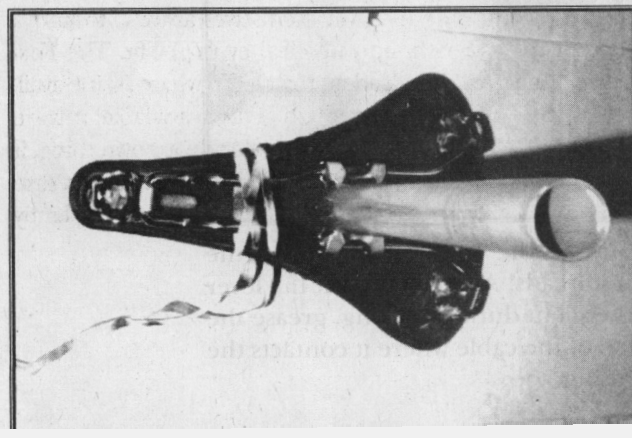
Drill 5 to 6 holes in the lower edge, forward of the seat post. Note the loose and baggy shirt.

2.



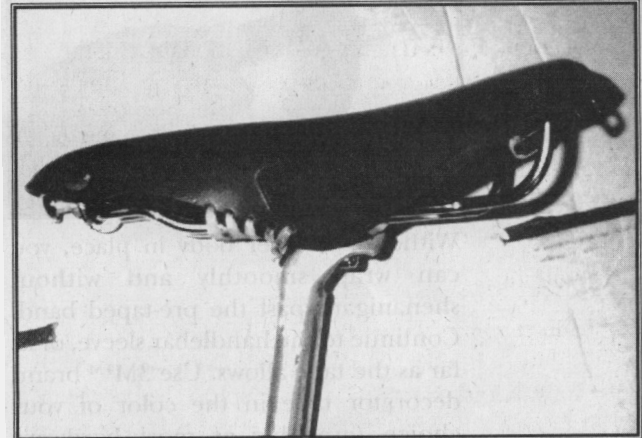
Then start to lace 'er up. Work toward the pos, lace as you would a sneaker....

3.



....in fact, use shoelaces from sneakers

4.



....and the next thing **you** know, she's back in shape. (This saddle happened to be in fine shape to begin with, but the instructions still apply.)

BY E. F. SCHUMACHER

# TIME TO STOP

ORIGINALLY FROM TECHNOLOGY AND POLITICAL CHANGE, IT APPEARED IN THIS ABBREVIATED FORM IN RESURGENCE  
(FROM ENGLAND!!) REPRINTED WITH PERMISSION, I THINK. IT'S NOT JUST ABOUT FARMING.

**N**ot very long ago, I visited a famous institution developing textile machinery. The impression is overwhelming. The latest and best machines, it seemed to me, can do everything I could possibly imagine; in fact, more than I could imagine. More I saw them.

"You can now do everything," I said to the professor who was taking me around; "Why don't you stop, call it a day?"

My friendly guide did indeed stop in his tracks:

"My goodness!" he said, "what do you mean? You can't stop progress. I have all these clever people around me who can still think of improvements. You don't expect me to suppress good ideas? What's wrong with progress?"

"Only that the price per machine, which is already around the 100,000 pound mark, will rise to 150,000 pounds."

"But what's wrong with that?" he demanded.

"The machine will be 50 percent dearer but at least 60 percent better."

"Maybe," I replied, "but also that much more exclusive to the rich and powerful. Have you ever reflected on the political effect of what you are doing?"

Of course, he had never given it a thought. But he was much disturbed; he saw the point at once. "I can't stop," he pleaded.

"Of course, you can't stop. But you can do something all the same: you can strive to create a counterweight, a counterforce, namely, efficient small-scale technology for the little people. What are you, in fact, doing for the little people?"

"Nothing."

I talked to him about what I call the "Taw of the Disappearing Middle." In technological development, when it is drifting along, outside conscious control, all ambition and creative talent goes to the frontier, the only place considered prestigious and exciting.

Development proceeds from Stage 1 to Stage 2, and when it moves on to Stage 3, Stage 2 drops out; when it moves on to Stage 4, Stage 3 drops out, and so on.

It is not difficult to observe the process. The "better" is the enemy of the good and makes the good disappear even if most people cannot afford the better, for reasons of Money, Market, management, or whatever it might be. Those who cannot afford to keep pace drop out and are left with nothing but Stage 1 technology. If, as a farmer, you cannot afford a tractor and a combine harvester, where can you get efficient animal-driven equipment for these jobs – the kind of equipment I myself used 35 years ago? Hardly anywhere. So you cannot stay in farming. The hoe and the sickle remain readily available; the latest and the best – for those who can afford it – is also readily available. But the middle, the intermediate technology, disappears. Where it does not disappear altogether it suffers from total neglect – no improvements, no benefits from any new knowledge, antiquated, unattractive, etc.

The result of all this is a loss of freedom. The power of the rich and powerful becomes ever more all embracing and systematic. The free and independent "middleclass," capable of challenging the monopolistic power of the rich, disappears in step with the "disappearing middle" of technology. (There remains a middle class of managerial and professional servants of the rich organizations; they cannot challenge anything.) Production and incomes become concentrated in fewer and fewer hands, or organizations, or bureaucracies – a tendency which redistributive taxation plus ever-increasing welfare payments frantically try to counteract – and the rest of mankind have to hawk themselves around to find a "slot" provided by the rich, into which they might fit. The First Commandment is: Thou shalt adapt thyself. To what? To the available "slots." And if there are not enough of them available, you are left unemployed. Never previously having done your own thing, it is unlikely that you will have the ability to do it now, and in any case the technology that could help you to do your own thing efficiently cannot be found.

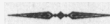
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<http://www.gn.apc.org/resurgence>

Subscriptions are \$50.00 U.S.

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# A QUESTIONNAIRE



*Please take a few moments to answer it. Best to reply by fax or realmail, but email is okay, too. To RivGP@aol.com. until further notice.*

1. We haven't done many interviews. Should we do more, and if *so*, who would you like to see interviewed? If there's a particular person and a particular question you'd like answered, what is it?
  
2. What about product reviews? If you aren't careful they can **grow** like popcorn and overtake a magazine, but maybe an occasional one would be okay. Maybe not. What do you think, and if you're in favor of product reviews, what would you like to see reviewed?
  
3. What about the historical stuff? Like the Brooks factory story, and the translation of Daniel Rebour's visit to the Brooks factory in 1961, and things like that?
  
4. May we just allow the letters column to sort of take its own form? If someone writes in about something that has nothing to do with bikes, but **is** kind of interesting anyway, does it belong?
  
5. Do you feel cheated when we cover our own new products, such **as** the Cyclo-Cross frame, and the LongLow (RR8)? In other words, should we keep the RR **as** commercial-free as possible, or is it okay to do one of those things once in a while?
  
6. What's your favorite section?
  
7. Which story-article have you liked the most, *so* far?
  
8. The progress report: Keep it or drop it?
  
9. What about the reprints from other magazines—the ones that have little to do with bikes (on the surface, at least). Keep them or not?
  
10. What new columns or features should we have? Mechanical, how-to, beginners stuff...



# LETTERS

## An Historical Note

After my piece on the evolution of the wheel came out (RR-7), I received a letter from Rivendell member Harold Wooster, Ph.D., who is a consultant and expert witness on cycling related affairs, as well as a Fellow of the Cycle Engineering Institute in England. It was Mr. Wooster's contention that "the tension spoked wheel was invented by Sir George Cayley (1773 - 1857), and early airplane designer, in order to provide a lighter wheel for the man-carrying gliders he was building." After some research in my local library, I'm prone to agree, and am happy that he wrote. I'll let you know if anything more comes of this.

— Gabe Konrad

## TOUGH TIMES FOR TUBULARS!

Not so long ago all serious rider rode tubulars yet today most bike shops don't even stock them. The reasons tubulars disappeared have nothing to do with performance or convenience, but due to liability and manufacturing concerns. An improperly glued tubular is a dangerous thing and the liability risks make an even greater lawyer magnet than the front wheel quick-release. Also, properly and safely mounting a tubular takes time, and neither shops nor manufacturers are willing to spend that. Who can blame them?

In spite of this tubulars remain superior in many ways. Look at any pro cycling team that's sponsored by a company that makes both tubs and clinchers (such as Vittoria) and you'll see that the teams wheels are shod with tubs. Tubulars are lighter than clinchers since they lack the bead necessary to secure them to the rim. Also the rim doesn't need to have the metal bead-grabbing sidewalls that a clincher rim needs. This allows tubular rims to weigh as little as 280 grams. You also don't need a rim strip since the tube never touches the rim. Finally, pinch flats are almost unheard of with tubulars, so they have an advantage on rough courses.

Tubulars have a well deserved reputation for providing a smooth, supple ride. Perhaps this is why manufacturers of clinchers are always bragging that their tires "ride like tubulars". Have you ever seen an ad for tubulars claiming that they "ride like clinchers"? If you want to experience the ultimate in riding comfort glue on a pair of Clement Campionato del Mundos. These 28mm wide tubulars are true bliss and they weigh less than many clinchers.

I've repaired many tubulars and it's a very time consuming process, impractical to do on the road, so carry 2 spares. Wrap each one in a Tool and Tube Tote and lash one to your saddle rails and the other to your seatstays, above the rear brake.

Another potential shortcoming is cost, but this isn't the bugaboo it used to be since most tubulars (including my beloved Campionato del Mundos) are now made in Thailand. You can find decent tubulars for \$15, some with Kevlar belts. Top quality clinchers cost twice as much!

If you've never tried tubulars, you should. If you're looking to lighten your bike while also improving the ride then tubulars are the way to go. —Chris Low

## As We Use Lavender

I've done a little research now about patchouli. I started with my Hobson-Jobson, a famous old book whose proper title is Hobson-

Jobson, A Glossary of Colloquial Anglo-Indian Words, phrases, and kindred terms, etymological, historical, geographical, and discursive. Anyway, the term "hobson-jobson" was coined by British soldiers when they saw Muslims beating their chests in the procession of the Moharram shouting, "Yaa Hasan Yaa Hasan."

The book that bears this title is a wonder—it has been my constant companion for nearly twenty years and never fails to amaze me. I've got all sorts of interesting information about the term patchouli, also called "patch leaf" or "putcha-leaf". It's an Anglo Indian term that may come from the Bengali word, pachapat. I suspect it has an older linguistic root in the Tamil language since pachcha means "green" and illai means "leaf," so paccilai means "green leaf."

According to Hobsonjobson, patchouli comes from "the dried leaves of a labiate plant allied to mint (Pogostemon patchouly...). It is supposed to be a cultivated variety of Pogostemon Heyneanus, (according to) Bentham, a native of the Deccan. It is grown in native gardens throughout India, Ceylon, and the Malay Islands, and the dried flowering spikes and leaves of the plant, which are used, are sold in every bazar in Hindustan. The pacha-pat is used as an ingredient in tobacco for smoking, as hair scent by women, and especially for stuffing mattresses and laying among clothes as we use lavender. In fluid form patchouli was introduced into England in 1844, and soon became fashionable as a perfume."

It goes on a bit further: "The origin of the word is a difficulty. The name is alleged in Drury, and in Forbes Watson's Nomenclature to be Bengali. Littré says the word patchouli is patchey-elley, "feuille de patchy"; in what language we do not know."

Then it says the bit about the Tamil etymology which I think is likely the correct one. Many Dravidian-based terms of flora and fauna work their way into northern Indian Indo European languages. The British army and civil service are then responsible for making them ours. (Like the words, "dolly" as in a carrying thing, "veranda" as in a porch, or that most npronoancable of Indian soups, the veritable "mulligatawny.")

There is no known therapeutic use for patchouli either as an aroma or in other medicinal ways. It doesn't keep the moths away or anything either. It just smells nice. It is still commonly used in perfumes, soaps, and incense.

Douglas Brooks  
Professor of Religion  
University of Rochester  
Rochester, NY

Saw your lament about the dreaded carpal tunnel synd. in the latest reader. I'm certain the current wisdom on this misses the boat completely. You have to type with the technique of a trained pianist. Don't let your wrists sag. Ideally your wrists should drop from your forearms to your hands. Everything but fingers totally relaxed. Stop and stretch the arms regularly and keep the back straight. When I work all day with a regular mouse, I get cramps in my hand. Use an optical mouse.

Bob. S  
Berkeley

Neil Cohen

Bob, thanks. **Z** ordered a few more wrist pads which I stack up high now. It's taking some getting used to, but not ~~as~~ much getting used to as left-hand mousing. Good tip, thanks. (Two weeks later: It works. The left-hand mousing is coming along, too).

Editor,

I used to have the same problem (carpal tunnel) until I started stretching my hand. Press your hand and fingers back as far as they will go and hold for ten seconds. Do five reps five times a day. This gives you more room in your wrist so the nerves don't get pinched, and has really helped me a lot. I'm a dentist and I need my hands to be healthy.

Dwight Jones

Love the "Not Inside the RR-8". People Magazine has expressed interest in Resource Revival, but the writer feels the story would go over better if I could give him a list of stars who own our stuff. I forgot that that was my goal in life.

Graham

(Graham Berg's Resource Revival was profiled in RR5 or 6. He recycles used bike parts into crafty and actually elegant home furnishings, belts, and ties.—Ed.)

Editor:

I enjoy most of the Reader, but at times you do get into some weird areas. About frame sizing...when I started riding good bikes the "correct" fit was to be able to stand over the bike with an inch of clearance. Because of my long legs for my 5'9" height, both my '71 Raleigh (24") and my 59cm RB-1 are extremely comfortable on long rides, and they handle well. My riding buddies and some shops say I need a 55cm frame, and that the larger frames steal energy—ever hear of that? I disagree, and have less stem and post up out of the tubes. I don't think the issue is who's right or wrong; rather, what works for someone might not work for somebody else.

Christopher McHugh

Christopher, good point about the sizing. A lot of rider shy away from taller bikes just because they have longer top tubes—not realizing that as the handlebars get higher, relative to the saddle, they also get easier to reach (closer). The actual length of the top tube becomes a minor, almost inconsequential issue. That would explain why you do so well on the larger frames.—G

I am a member and enjoy your publications and enjoy many of the products you carry myself. I must say that I share some of your beliefs, but I must say that some I don't understand. For example:

1. Why are so interested in traditional-cable over the top brake levers? What is wrong with "aero-levers"?
2. In my opinion, compared to clipless pedals, toe-clips are a drag! They are less comfortable, harder to get into, colder in the winter, harder on your shoes, harder on your knees, more dangerous in a crash, etc, etc. Please explain why you don't like 'em.
3. Have you ridden with STI or Ergopower? Now I agree it is more complicated, heavier, and for most people (non-racers) probably really not necessary, but...it works really nicely when set-up correctly and I love it! I would never go back to friction levers after this. It is not that hard to work with and really makes riding the back more brainless and pleasing. Explain your view...

I am just curious and would like to hear your viewpoints on these subjects. Thanks!

Dave Campbell

Nothing's wrong with aero levers, it's just that the benefits have been over-

sold, I think. There are plusses and minus to each style. **Z** like the feel of aero levers (who couldn't?) but **Z** like the look of cables, and the cables don't bug me.

**Z** concede that clipless pedals must work great, but the few times I've tried them **Z**'ve felt as though I was standing on a stack of fifty-cent pieces. I'm not sure regular pedals are harder on your knees or more dangerous in a crash, though, since **Z**'ve crashed in races or training rides (with race-tight straps) and wound up twenty feet from my bike, at least three times. **Z** think my biggest problem with clipless pedals is that they require a dedicated shoe, and for my riding, that doesn't make sense.

**Z** rode around Shimano's parking lot with STZ, **Z**'ve ridden Mavic ZAP around the Bstone parking lot, and **Z**'ve ridden a few hundred miles on two different versions of the Browning Automatic transmission. I've ridden ERGO for maybe a mile, during which **Z** shifted a lot and got the hang of it and the front shifting is slow, but the back's not bad at all. **Z** just can't swallow \$260 brake levers, and **Z** like friction.

For many riders it makes sense to rate shifting mechanisms solely on the basis of how fast and convenient and foolproof they are, and if you stop right there the ERGOs and STIs win. If you throw in weight, bar-ends and downtube shifters score higher. If you value versatility with different chains and freewheels and derailleurs, anything with a friction mode wins. Modern bicycle components are sold largely on the basis of how much they shorten the learning curve or relieve you of the nagging chores of trimming derailleurs, sitting down to make a shift, and paying attention to your bike. It's not holy to be out of that loop, but it's okay to be. Front indexing is pretty much undefendable under any circumstance, especially on double chainwheels. "It's like indexing a light switch" is the way one friend (and current product manager for a famous company) put it.

The fact that I'm semi well-known in the bike industry and have a forum (the Reader) doesn't make my opinion the gospel. **Z**'ve tried lots of stuff, **Z** like what **Z** like, and **Z** try to point out why **Z** like certain things for the benefit of riders who haven't tried them but are thinking about it. Grant

Editor:

I am one of those who likes reading your Progress Reports, though I am not a subscriber. (I borrowed RR7 from a friend.) Being in the wholesale bike parts business, I do not find myself needing to buy parts from you, but I share many of your attitudes about bikes and the bike business.

Too bad about that Outside article, but I kind of like the phrase "lead us not into titanium." Though I am certainly doing more in my life to trash our earth than most humans, I am avoiding purchasing any titanium and I hope you will not import a Ti rail saddle.

I was disappointed in your answer to the person considering buying Shimano 105 parts. What a fence-sitter. Are you practicing to be a diplomat? You should tell these people what parts you might pick, and why. Perhaps make a disclaimer that you can understand why a person would choose mid-level Shimano products and you won't hold it against them. At the very least you should recommend parts that last longer: why would anybody who reads your magazine want disposable bottom brackets and painted crank arms? If you want to be wishy-washy, how about suggesting Shimano cogs, derailleurs, and shifters, D/Ace hubs, and other (stocked by Rivendell?) cranks, BB, brakes, etc.? You may not want to read this letter, but I needed to write it.

Best regards, L.K.

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**USELESSLY DANGLING**


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I thoroughly enjoyed reading Frank Berto's article Rear Derailleur Development Since D-Day (as I thoroughly enjoyed the rest of your publication). Thought I'd add a couple rather dated recollections.

The Huret Allvit used on Schwinn Varsityes and other bikes in the sixties and seventies had a steel housing to "protect the derailleur if the bike fell over." In practice, the long steel housing functioned as a lever that guaranteed the derailleur would bend out of alignment if bumped in a fall. Fortunately, the shop I was at in that period had a big honkin' fork blade straightening tool that also functioned quite well to bend Hurets back into position.

The plastic Simplex Prestige derailleurs that came on Peugeot's and the like in the same period were, as Frank said, flimsy. In addition to twisting and flexing, they were prone to what we called the "Mysterious Simplex Syndrome". Upon a typical teenager's clumsy shift, the top pivot spring would rip its way out of its plastic retainer, leaving the device dangling uselessly from the frame tip. The solution was always the same: R and R with a SunTour.

*Kevin Montgomery  
Sun Diego*

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**OCC**


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Dear Sirs,

I'm an "Old Country Clubman" who emigrated in 1964. I spent too much of my resources during the late forties through to early sixties trying to be a "Fastman," with not too much success. Certain things I grew up with seem to be foreign to North Americans.

Saddlebags: Whereas they were the norm in UK, they seem to be virtually extinct this side of the Ocean. The convenience and economy of carrying one's luggage where no monstrous carrier is required seem to be lost on the locals. Our financial situation, as well as space limitations, meant a bike had to serve several functions. As well, few of my peers owned motor vehicles. Therefore, it was the usual practice to spend Saturday afternoon having a convivial ride to the venue for Sunday morning's time trial. Getting the bike stripped down, wheels changed (racing wheels carried on "sprint carriers mounted on the front wheel spindle) was made as convenient as possible. Little wing nuts for the mud guard stays, clip on bag support and a Saddlebag meant the bike became a racing machine very quickly, giving us more time in the pub! After the event (anything from 25 miles to 12 hours) reverse the procedure and ride home. Twenty-four (24) hour events were treated with a little more respect! Of course, a saddlebag does have its limits and for loaded touring/camping panniers seem to make more sense than piling everything on top of the saddlebag as we used to do.

I note somewhere in your catalogue reference to the chainstay bridge being tapped for a screw to hold the bottom of the mudguard (I hope the word doesn't "Offender" you). A mudguard with a spring clip on it is much easier to remove.

The 1954 frame that forms the basis of my "Hack" bike I had built to my own design, 72 head, 73 seat with 23" seat tube and 22" top tube and 18" chainstays. I have no strong feelings about wheelbase, but like having space between the seat tube and the rear tire for front changer, mudguard and pump. It is the only place on the bike where the pump is secure, out of the way and easily got at. The front changer I had at the time was the original Campagnolo design where the string and slider were encased in a wee "matchbox" that sat behind the seat tube.

Talking of Campagnolo: In 1951, we were all agog at the pictures from the Tour-de-France where we could see that Koblet, Coppi, Bartali, et al. Were using something different from the Simplex gears that were virtually universal at the time. As soon as the new gears arrived in UK in 1952, I got equipped and have used Campag almost exclusively since. But, those early rear mechanisms had their limitations. On tour with two-tooth difference (1517 etc.)

they were okay. But time trailing with a straight block, 15, 16, 17, etc. changing down one from top was almost impossible. It wouldn't move until it was ready to go too. Of course, those first Campag chain tensioners, (as different from their wheel movers) came with bar cons and they weren't too good. All three of my bikes have the Japanese racket type now. The advent of the slant parallelogram was a big improvement.

I hadn't used bar cons for a few years but was contemplating returning to them when I rode PBP for the first time in 1983. Early in 1984, I was descending a local back road toward a hairpin comer. One hand was resting on top of the bars, the other was reaching down to change gear. I hit a frost heave (do Californians understand that?) I hadn't noticed. That threw the front of the bike up in the air and my hand was jolted off the bars. I was lucky. I was able to get hands back where they belonged before I did a high speed face plant. But within the week all three bikes had bar cons installed.

I have been using carious plastic saddles since 1986. That was when I found my favorite 30-year old Brooks B17 was sagging to the point of cutting off blood supply to my legs. I was reluctant to adjust it because the stretching tends to broaden the saddle down the middle of its length. One thing I have found since using more modern designs of saddle is that the rails allow the saddle to go further back than the old Brooks design. Thus, I doubt the need to reduce seat angles to get saddles further back. It seems wasteful to increase top tube length and have to slide the saddle forward. My Centurion touring bike with its 72 degrees seat tube seems to put my saddle too far back. Whatever, it is ridiculous to have to add hangers to saddles in order to carry a saddle bag, or to irritate the wheel suckers with a bag swinging to and fro hanging from the saddle frame.

You will notice I am ordering some Christophe toe clips. I have nothing against clipless pedals, but could never see the benefit of paying vast sums of money to still have a walk around like a wounded duck! Some years ago, I thought it would make sense if the lump was on the pedal and the hole was in the shoe. Then Shimano came out with their system. In 1993 I bought some shoes and pedals. Apart from my difficulty in getting clipped in, they seemed okay for a couple of hours, the sort of little ride a mountain bike might get taken on. When I went for 200kms one wet, cold March day, my feet were in agony. Those bulletproof shoes were too much for my knobby bunions, etc. I went back to clips where I could continue to spoil my feet with nice, soft, leather Italian shoes. Apparently, Carnac makes a good STI shoe with decent leather in the right places. I have some Carnac touring shoes and so know they make good stuff. But as I approach 70 and am regaining some mobility after going down with arthritis, I doubt it is worth spending a small fortune, the toe clips make more sense. Apart from that my 1960s vintage Campag pedals are probably going to outlast me.

Another problem is sprockets. I have about four Sun Tour New Winner 6/7 blocks. But the smaller sprockets, 15, 16, and 17, mostly, are worn and replacements are difficult to the point of impossible to get (smaller than that don't get so worn these days). Bigger than that last longer. Everything I read suggests that blocks come with a fixed set of sprockets. I tend to gear for whatever I am planning to do. Thus, if I am riding a popular 300km event hereabouts, I use quite close gears with a big jump to a lower than usual bottom gear for the one monster hill that comes at about 212kms. Or for RAM-ROD (Ride Around Mount Rainier in One Day), I would spread the gears out more evenly, say 50/34 x 13-32. I am currently riding 46/39 x 14, 15, 16, 17, 21, 25 = 86" through 41." The Centurion has a similar set up, but lower; 44/34 x 14, 16, 18, 21, 24, 28 = 85" through 33." The same chainrings served me well in Paris-Brest-Paris in 1991 with 13, 14, 15, 16, 17, 20, 24 = 90" through 38." So you see, I know about small chainrings.

In the mid-seventies I was living on top of a 500 foot hill and was only family cycling fit, but I was riding a 10 mile tt most Thursday evenings. My Falcon was equipped with the compulsory 52/42 chain-

rings and a 5 block. I could just about get up to home with the 42 x 24." But every week I wanted the 47 to replace the 42 with the straight block for the t). At the speed I was going I soon caught on to the fact life would be much easier if I replaced the 52 with the 47 and 47/42 became my standard from then on. After all, 52 x 14 was the gear Eddy Merckx used to get the hour record in 1972, what was an aging scrubber like me doing with a gear like that?

I notice with some concern your comments from the demise of cup and cone bottom brackets. The biggest disadvantage of cartridges is maintenance difficulties, they lull you into a false sense of security. In 1987 I had a Sun Tour (I think) cartridge in the bike I was planning on riding in that year's Paris-Brest-Paris. Before going to France, I stripped the bike down, cleaned everything, put on a new transmission, and even bought new wheels. The one thing I didn't touch was the BB. I figured it felt fine, turned smoothly and didn't wobble at all. It is a sealed unit so I thought it is all right.

In Paris I got the runs (it's the water you know) and started the event somewhat dehydrated. Wasn't progressing too well in the wind and rain. Then, at about 300kms I heard ominous cracking sounds coming from the BB. By 380kms the chain was falling off every time I changed gears. With my stomach and my bike, it was time to quit, one or the other I might have struggled on. I tried the bike mechanics but they had no way of dealing with a cartridge. The chainrings were flopping about all over the place as the cartridge was breaking up. Eventually, when I got back to UK, prior to flying home, I discovered my sealed unit bottom bracket was so well sealed the rain couldn't get out!

—Harold Bridge  
Port Coquitlam, BC

I've been wondering about your sizing methods. I know, from the Reader, that you like to size bikes a little bigger. I currently ride a 53 RB-1 with plenty of post showing, and I think you'd want to bump me up a size, but I feel stretched out already. That will diminish as my fitness improves, though—part of my yearly cycle. So whenever I look into a bike it is the top tube size that concerns me most. I prefer a 10cm stem (shorter stems feel too twitchy to me). Also, I like to bend a little more than you suggest, mostly because I like riding the hoods. I am curious about your thoughts.

Dennis, from email.

*If you're comfortable with the 53 and find yourself able to use the tops and the drops with nearly equal comfort, then it's a good size for you. Most riders, and not just unflexible old and slow ones, feel real good when the tops of the bars are within a couple cm of the top of the saddle, though, and it's hard for that to happen when you small-size a frame. Many riders fear going to a larger frame size because they see it has a longer top tube, and they're already stretching to reach the bars. What they don't realize (and we covered this in RR7) is that as handlebars come up higher, they also get easier to reach, almost regardless of the top tube length. In other words, if your saddle height is 71cm (center of bb to top of saddle) and you're on a 53cm frame with a 54.5 top tube and an 11cm stem, you may be more comfortable and less stretched out on a 56cm frame with a 56cm top tube and a 12cm stem. Strange and hard to conceive until you set up bikes this way and take the measurements; but true. A good way is to ask yourself is "how much lower than the top of the saddle do I want the handlebars?", then size the seat tube accordingly.*

## FREDDIE HOFFMAN UPDATE



In RR7 we reprinted a Bicycling story on Freddie Hoffman, the 38-year old, slightly developmentally slow cyclist who'd ridden at least 300,000 miles more than anybody else, ever. (A million miles plus at last count). We sold and are still selling Freddie T-shirts (long sleeve, all cotton, full cut, mock Ts) for \$25, with all the proceeds going to Freddie, and by last count we've raised more than \$500 for him. We have more shirts, they're very nice, please buy.

Those of you who read the Freddie issue will recall that he has a great admiration for astronauts, and wants to meet one some day.

Today, March 19, we got a phone call.

"Hello, my name's Jennifer McCarter. I work for NASA. A couple months ago, one of your subscribers, Deborah Simon, gave me a copy of RR7, with the story on Freddie Hoffman...does this ring a bell?"

"Oh, yes."

"Well, I sent it down to Florida and didn't think about it after that, and I just received a package with autographed photos of the astronauts. They were really impressed with Freddie, and NASA would like to invite him to a launch and have him meet the astronauts."

"Okay....."

So here's the deal: Let's pay Freddie's way there and provide his accommodations. Assuming he doesn't ride, which he very well might. Send money to Rivendell, c/o the Freddie Fund, and we'll see how much we come up with. Rivendell will kick in the first \$100 and make up the difference between what we get and what we need. Any excess will go to Freddie, so he can live high on the hog (apologies to vegans) while he's down there. This is separate from the shirt money. Checks preferred, made out to Rivendell, with FREDDIE FUND written prominently somewhere on the check.

Thanks, and let's go!



BY J.T. SPANOS

# THE GREYHOUND PERSPECTIVE

LAST YEAR OUT OF THE BLUE I RECEIVED A LETTER FROM MEMBER J.T. SPANOS. IT WASN'T A NORMAL LETTER; IT WAS ABOUT HIS DOG—A GREYHOUND NAMED JOE NAMATH. A FEW MONTHS AGO J.T. CALLED TO ORDER SOMETHING, AND JOE NAMATH CAME UP AGAIN, AND AFTER A FEW MINUTES IT STRUCK ME THAT J.T. AND J.N. HAD A SPECIAL RELATIONSHIP, AND I ASKED HIM TO SEND ME HIS ORIGINAL LETTER AGAIN. WELL, IT TURNS OUT J.T. WRITES ABOUT JOE NAMATH IN THE LOCAL BIKE CLUB NEWSLETTER, SO HE SENT ME SOME OF HIS PAST COLUMNS.—GRANT

## AN INTRODUCTION

**G**reyhounds are born to run and bred to chase. These dogs race for the pleasures of the gambling public and must succeed as their lives are truly dependent upon top three finishes. They perform solely for that pat on the back.

Retired racing greyhounds (i.e. those not killed) become the lost and forgotten 'other' participants of past races; the original also-rans. Although they possess high skills and relentless spirits, these members of the fastest breed of dogs on earth are just another kind of man's best friend. They are known, more popularly, as a fleet of buses.

As a cyclist, I am of similar design, I pedal for miles honing my spin and becoming more comfortable on the terrain (and some™times faster). Yet, I also live my cycling life as a perpetual participant© just out of camera view. But that is fine because I gain so much more from cycling. It is within the ride and because of the ride that I truly find myself. The ride becomes my inner spirit, my peace of mind.

My greyhound, Joe Namath, is also at peace in his mind when given the opportunity to run. I just realized that my best friend of four years needs his running as I need my cycling. The fact that no one will read our names in the newspapers or hand us roses atop the podium will never dampen our spirits. For it is the participation that eases our souls. Yes, we are at peace, my best friend and I.

## GREYHOUND NOTES:

*Greyhounds are the only canine mentioned specifically by name in the Bible (KJV: Proverbs 30:29©31).*

## THE GREYHOUND PERSPECTIVE

### #36: *The Good Feeling*

As I was out with my greyhound Joe Namath the other day, I realized that he was walking at a faster-than-normal pace. I assumed that he was just having a good day. But this pace he chose was 'differently' fast from that of previous walks.

Thinking about this later on, it dawned on me that we were walking on a portion of our training run course. Namath promptly shifted gears when we turned to that section of road. And off we went.

Enlightened, it became evident that we, as NRVBC riders, perform in an identical manner. We each have our own favourite portions of pave in which we excellerate. For myself, it is those course profiles containing long, rolling, momentum©building patches of asphalt in which to time trial. While leisurely riding, I arrive upon my road. Get Ready! Get Aero! It's Hamma' Time! See ya!

Well the pedal pushers in this club are all strong within their own elements. Some ride mile after mile (after mile) while never tiring of their view of the New River Valley. Others just cannot find enough mountains to climb. Still yet, many members pedal to the beat of the Social Ride. And the sprinters? They are attacking all the county line primes. Our club is diverse and agreeably tolerant of its riders' strengths. On any given point along the road, some of us are hammering. Whether that translates into good speeds or good feelings makes no matter to us. We truly appreciate the effort.

And of Joe Namath? He spied a small critter and



J.N. left  
J.T. right

a-hammering we go. He must have found his section of road. I guess that is the reason for the town's lead law. Good rule, eh?

**GREYHOUND NOTES:**

*Greyhounds were considered the dogs of the nobility and at one time in England, it was forbidden for 'commoners' to even own a greyhound.*

**THE GREYHOUND PERSPECTIVE**

**#27: Minutes to Memories**

NRV Bicycle Club members are a group of people with a common interest—a strong passion for seeing America intimately on wheels. Each rider perceives his own strengths and weaknesses on the bike according to the profile of the particular course. Some riders struggle immensely in cold weather, for example, yet are not bothered at all by wind.

I do not consider myself a great climber but I do possess a great climber mentality; my effort will be strong. **So** how does one survive the climb? Or the miles? The wind and the weather? **Survival** is keyed by easing your head and removing thoughts of the trial (of the mountain) or the fatigue. On a club ride to Mountain Lake, I conversed with a fellow club rider and we were at the top with little known effort: The struggle was not perceived. I was simply on the mountain top soon enjoying the descent.

Greyhound racing is a combination of conditioned response and the dogs' inherent nature to outrun the prey. I have often wondered what is going through their minds. Their effort ensures their winning **so** the dogs cannot lose. Greyhounds race all out, ignoring pain and injury to finish the run. What are they thinking of? The rewards at the finish? Of the finish?

In my own time trials, I also ensure winning because of strong effort and participation. Regardless of the personal trials within the ride, one's physical abilities are not enough to succeed. It truly is the mind that allows performance at your best-effort level. Try to feed your head with music, possibly pedaling to the beat. Or envision yourself finishing first after a successful break. The bottom line is to re@focus to an event more pleasant to your mind than the struggle at hand. Soon your trial will pass. And that climb to Mountain Lake? It was not that difficult.

Clint Black: 'Ain't it funny how a melody, can bring back a memory. Take you to another place in time. Completely change your state of mind.'

**GREYHOUND NOTES:**

*The Greek Goddess Diana is usually pictured with a greyhound at her side.*

**THE GREYHOUND PERSPECTIVE**

**#45: Singing the Tarmac Blues**

It was a cold and rainy day. **You** know the kind. Not really raining but you still get wet. The temperatures were not terribly low but the air felt much, much chillier due to mist and wind. It was an annoyingly miserable day.

**So** I found myself in my local coffee house, caffeine-loading and questioning my existence as a true runner and cyclist. My training has dropped off due to darkness, climate changes, and motivation loss. But, after all, my race season has been on break since mid-November. Mentally, this time of year drags me down. It is dark, cold, rainy,...and I have more time on my hands (and weight on my bones) than I can stand. Complicating the picture, my job is outdoors and seasonal, virtually closing shop until February. Time to train? Ha! No way!

The last thing I truly want to do is go back outside. I thank our Lord daily for indoor trainers. But guilt has a funny way of moving one's butt out of doors. Do not get me wrong! I do take days off if I do not feel like training. And when I do get outside, I am all business; mentally at ease from overcoming my listlessness. Then, tomorrow arrives and my ordeal begins again. It is too cold! Too wet! **Too** something else! Do I go out or do I rest? Uhhhhhh!

Well I have the best motivational tool ever created—my greyhound Joe Namath. This dog-o-mine knows not of weather. He wants to run, period! With no excuses and without delay, Namath excitingly hurries me to change clothes and get moving. **So** outside we go, running on one of our favorite training routes. And like before, I train hard with no complaints. Rain? It is only water.

Is it not amazing what training partners can do. Their presence alone can stimulate your interest, turning what is miserable into that which is pleasurable. I think this is the essence of our NRV Bicycle Club and someone will always be riding. Remember that cold and somewhat rainy day? I went back outside and ran well. Aren't greyhounds wonderful?

**GREYHOUND NOTES:**

*In 1804, Australia issued a proclamation ordering the destruction of all dogs except greyhounds and sheepdogs.\*\*\**

**THE GREYHOUND PERSPECTIVE**

**#18: OEReactions and Reflexes**



The simplest of reflexes, such as the knee-jerk, are physical responses that are independent of conscious thought. In fact, these reflexive responses originate in the spinal cord. But other 'reflexes' arise from a more conscious effort. Due to training, responses to cues (specific stimuli) become reactionary. Over time/practice, reactions become so conditionally quick that these responses are essentially reflexive or habitual.

Greyhound races begin with gates opening as a bell sounds. The dogs are so conditioned to this portion of the event that the start is almost reflexive. While running my greyhound, Joe Namath on lead, the pace he chooses is that of a fast walk—a slow trot for me. But during the Stampede and Stroll, an owner and dog race, the greyhound showed me an exciting other side of himself. As the gun sounded, Namath burst through the pack of startled dogs and their owners at his race sprint pace, dragging me behind him. After four years off the track scene, he was still conditioned to react to the start; a 'reflexive' response he can not forget.

As cycling members of the NRVBC, we are somewhat conditioned as well; to sprint for the county line primes. When the green signs near, group riders position themselves in the pack awaiting the sprint. Upon witnessing an early break, I found myself unaware of the approaching prime. But a fellow rider mentioned 'county line' and instantly I was chasing, sprinting for the line. My effort was essentially reflexive—a conditioned response instilled in me via NRVBC.

Much of our cycling skills, from time trialing to bike handling, need to be practiced and sharpened to the point of reflex. The less conscious thought involved, the more efficient the skill will become. The time and energy conserved will allow quicker maneuvers to avoid the pitfalls of the road and increase your abilities; even for the county line primes.

#### GREYHOUND NOTES:

*On a flat surface, greyhounds can generate a top speed of about 45 mph. Try this on your bicycle!*

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#### GREYHOUND PERSPECTIVE

##### #72 *Just Thinking*

I was just thinking the other day about getting old. Not in the usual sense though. Not about age, per se, but rather 'old' as a state of being. This 'old' shows up in everyone in the form of rigidity and hardness. This is not, however, a negative reflection of one's self; just a routine to ensure more daily chores are accomplished. Lately, I have been

getting a lot more tasks completed throughout the day.

I was just thinking the other day about Eamonn Coghlan (41) upon breaking the Master's indoor mile record—the first sub<sup>TM</sup>four minute mile by a person over 40. He stated that most things were the same as when he was younger. It just took longer to recover from training and overcome minor aches and injuries. He also had to jockey his training around family responsibilities<sup>TM</sup>—a common occurrence for the over 40 as well as the over 30 crowd. Still, a 3:57 mile. Anyone could do it, in a way. I am sure I can.

I was just thinking the other day about a friend of mine: a person centered in a circle of one of those 'small world' things. Independent of each other, we had mutual friends, casual path crossings, and common interests. We share, I think, similar passions towards the people and places that are Blacksburg and the surrounding areas. Hey! I even voted for her for Homecoming Queen at VaTech. She won, naturally. She is warm and friendly and cheerful and.....and she could brighten anyone's dark days. A good person to be around. Thanks a lot L.

I was just thinking the other day about family and friends that have died and how much I could use their counsels right now. But moreso, what that one instance is that I remember them best by that mental movie of their lives with mine. With my Uncle George who just died before Christmas, I will remember playing tackle football in his front yard with him and his kids and my Dad and us kids. We are family. How we see their lives is by their specific actions and events which make them special. It is just too bad one's video collection has to grow in this way.

I was just thinking the other day about something that my sister Jayne commented on this past September. She said that my greyhound Joe Namath looked old, that his face was all white—not with his usual black muzzle. It did not bother me too much until I noticed it myself. Sometimes the obvious is very hidden until someone reveals it, upsetting one's security from then on.

I really cannot fathom me without Namath, my best friend. I am sure that I will always be in denial as he ages. I do notice him getting a little slower in some ways; slightly stiffer, you know? But that does not stop us from running. He will do fine as a Masters. His warmth and cheerfulness is enduring and endearing to my life. And I do not even own a VCR. I was just thinking the other day ..... that maybe it is time to stretch a bit.

**GREYHOUND NOTES:**

*For many, many years, the American make of car, the Lincoln, had a Greyhound as its hood ornament. Why? Possibly because President Abraham Lincoln had a Greyhound on his family coat of arms.*

**THE GREYHOUND PERSPECTIVE****#9: The Mind in Transition**

**As** athletes in our discipline, the winners are defined by their ability to hold back all other riders. They are, simply, the fastest for the day, not necessarily of all of the times. Winners are, then, those in front (defined sport, specifically). Everyone else is a loser (for the day?), the also-rans. Greyhounds are taught one lesson during their training: finish in front for each and every trial. Those who do (i.e. the front runners), win the big money. Or rather their owners do. The gamblers do. At the sound of the bell, the greyhounds run at full exertion to finish before the others. The dogs, all of them, get their congratulatory pats on the back and other praises for their efforts by their trainers/owners. That is what greyhounds run for. **So** you see, only the gamblers can lose. The dogs have all won.

The Triathletes' Creed: 'Just finish'!

The Nike slogan: 'Just do it'!

**As** cyclists, we need only to follow these guidelines. Create a mindset that tells of effort that details the trial. The feelings experienced upon the events' completion is your pat on the back. Hurray! You have won! Only the gamblers have lost. Only fools lose.

**GREYHOUND NOTES:**

*Greyhounds hunt by sight and are, therefore, classified as sight hounds. They possess clear vision for up to a half mile.*

**THE GREYHOUND PERSPECTIVE****#90: Memories and Memorials**

I sit alone in a late@night watering hole, sipping coffee out of Styrofoam. Not my favourite surroundings, mind you, but comfortable enough until my regular stops begin their 'students are back in town' schedules. This night is special, though. Really!

I have spent the better part of '96 recovering from injury which left me undertrained, out of my mind, and off the back. No matter! I still will partake in my favourite events, racing my best—whatever that is—at the time. Using the Radford (the P,P,S & D) Quadrathlon as a tune up, I went into Catawba and attacked the course during the Greater Roanoke Valley Biathlon.

I employed my genetically inherited work ethic as

usual and do you know what? I set another PR! Whoop de Doo! I did not medal though. Fourth by a few seconds. But **so** what! That is not why I race. I am never disappointed by placings and only occasionally upset over slower times. You see, you cannot control the weather or who shows up to race. What matters only is you and your feelings.

Flash forward. It is a sunny day. A day to reflect and recover. I take the greyhound to Longshop to run off lead. After a few minutes, Namath went sprint-crazy, playing with the horse that was also in the field. **It** was exciting watching them both running back and forth. Sprinting circles around the horse, the greyhound was having a ball. You could see it in his eyes. Was not tired a bit. He was in his own world; his particular zone.

It is that special night. I recall the weekend's events with positively warm feelings. How could I feel any different? I realized that all the training, all the preparation, all the planning was truly worth it because of the event itself. I love this, you know? I love the pressure. And the pre-race routines. The struggle within the event makes my day. And with all cheering, not knowing you from Adam, the finish can only bring a smile to your face. How could it not? But there is more to the story. This weekend was special mostly because all that attended could feel the man, Artie Levin, himself throughout the event. He **was** there from beginning to end, it only mattered to him that you participated. Not the medals. Not the times. Just the gathering of folks. Thanks a lot Artie. Thanks for the day. Thanks for the weekend. I was smiling and warm throughout. And **so was** the greyhound.

**GREYHOUND NOTES:**

*Greyhounds are NOT guard dogs. Being bred specifically to be even tempered and good natured, they are inherently well socialized.*

**THE GREYHOUND PERSPECTIVE****#63: My Winter In Hell**

Well I did it! I hurt my knee, Not bad. Just enough to keep me off the bike for a while. **It is bad!!** No bike! **When you** live in a world of cycling, the last thing you want to do is not be able to ride. But, hey, you can still read about it. You know, the Pros, Nationals, the World Cup.... Oh Great! It is winter and the magazine issues are few, thin, and only briefly cover cyclo-cross or the Six Days. **This is** not the time for small printings.

**So**, at the least, I can run. The knee does not ache while I run - go figure! I need to work on my running anyway. Hopefully, I can build up my run prowess and place higher in the biathlons. Yeah! That's it! .... Fine! **Just what I**

need. Snow, snow, and more snow! First I am off the bike and now I am off the road. Dandy! Well, I can still read about.... oh the hell with that! Swim? I really need to swim. I am not a good swimmer. Paul says I need to swim. I am a rock but no island. Swimming. Yeah! Good for the lungs. Good for the mind (like biking). Easy on the knee (not like biking).... Rats! It is bad for the wallet. So I guess it is a little rest and rehab. Oh Boy! While having so much time on my hands, I realized that my greyhound, Joe Namath, was in a similar predicament, though in one greatly exaggerated. Namath is inside all day long save when we train. Because of the weather, we have both been miserable. So what does he do? He must exercise and can only rely on me for this opportunity. Therefore, if I cannot or do not train, he suffers as well. Not very fair, huh?!

Granted that it takes time, but a new focus must be developed. Thus, I have become a walker. It is not what I want but it is better than sitting. When the snow melts, I will become a runner until the knee recovers. So, you see! When reality is pelting you with snowballs, a massive search must begin for that toe hold in the ice that leads towards the life you desire. Once found, latch on tight and start the climb towards achieving your goals @ your best times. For me, it is easy. I just turn around and the Greyhound is there. And a-walkin' and a-runnin' we go! I am sure I will be happier and you know Namath already is. Hey! The winter is not that had! Even if I cannot ride. God bless the greyhounds!

#### GREYHOUND NOTES:

*Greyhounds are the oldest purebred dogs dating back to the Pharaohs of Ancient Egypt. Paintings inside the tombs of the Great Pyramids depicted greyhounds.*

#### THE GREYHOUND PERSPECTIVE

##### #54: Life As An Ordinary

Let me tell you a story. Kind of a point of view really. Thus is the Perspective. My greyhound, Joe Namath, is a retired racer. A hound composed of a champion's DNA. The finest blood. And he is in the upper 99th percentile of the speed category in all of 'Canine World'. But he is not a champion, by definition. Namath won no races. Had no top finishes. Liked to run in the pack, I have been told.

When you see this greyhound, you see simply speed and strength. Sleek edges and defined lines tell the story. The greyhound's top speed allows him to be in the air 77% of the time while he runs. Talk about really flying! But Namath is not a champion. No sir. It is rather lonely out front and moreso off the back. He likes it in the pack just fine.

At the end of my third 'real' year of racing, I finally started to relax within the events' stages with a newly developed 'Sgt. Schultz' focus: I hear noothing. I see noothing. By internalizing my focus, my races became truly against the clock only. Concentrating on pedaling (or running), I am gaining speed by finding rhythm. You see, in the past I would be counting miles and minutes if I was feeling uncomfortable or if the wind was blowing too much or if ..... On the bike, I am now ignorant of such elements to the point where I just smile within my breaths. I am just happy to be in the event. On the bike or in the run, I am warm of mind just moving as fast as I can. And at the race's end, I can only recall how good it felt to be running or cycling. It is this feeling, not the times, that make my race successful.

But like Namath, I too, am no champion. Never won a race. Placed in my age group before, but never overall. Just a pack finisher I suppose. We have had our moments though, us greyhounds. Mentally, we are frontrunners. And we have led races soon to be overtaken by the gazelles. Yet we continue to push on in our own way, with our own style, on our own terms. After all, we are ourselves. Hey! You know? I was wrong! About Namath and I. By our point of view, we are champions. Just ordinary champions of the heart. What about you?

#### GREYHOUND NOTES:

*A law passed during the reign of King Canute stated, "No mean person may keep any Greyhounds." The law also stated that the destruction of a Greyhound should carry the same capital punishment as the murder of a man.*

#### THE GREYHOUND PERSPECTIVE

##### #99: Ritualistic Endeavors

I learned something the other day. Not a great surprise or any grand news mind you. Fact is, I learn something new each and every day. I make it a point to do so while living on my earth. But this is about Joe Namath, my greyhound. He is somewhat different. Again, not a surprise. I know his behavior is changing because of my life's changes. But he is down somewhat. Saddened eyes. Listless. Rightly bored.

I left some good friends at one job recently to begin work at another place of good people. Soon to be good friends I am sure. My tasks are performed under completely opposite environmental constraints. Name the situation. Call the chore. One is green the other is brown. Hopefully I am on the right road. Or at least the left. I have taken the south fork. If anything, it is warm.

Like Namath, I too, am out of sorts. Just fitting in.

Settling down. You know. Once I establish my routine, I will be all right. I am always all right. And this is the beginning of the point. I need to do things routinely, somewhat ritually. Do not think of routine as a synonym of rut. Not the same. No way. Ruts in life are formed by poor scheduling. Not so with routine. It is sort of 'thoughtless' in its performance. Defines habit to a (jay)tee.

You see by scheduling around chores and to stick to the plan, once missed-activities can now be performed. I am trying to run at lunch and commute to work by bicycle (ala Tim) each day. Every day. Monday through Friday. I vary not just the course but the pace. My interest does not wane. And the post-work exercise excuses are gone. Well, almost gone. I am a bit spent when I arrive home. Not much strength for social rides or runs with the greyhound. So lately, Namath has suffered being indoors all day. He

did not mind during the big rains though. Thank God. It is hard to run in the rain a second time in the same day. But I am settling in. Namath and I are getting into this routine. Our ritual? Get outside and run.

You can schedule yourself as well. Want to ride a bike? Ride before chores. After obligations. To and from work. It does not matter how long or how fast. Just get on your bike and ride already! It is your routine. Make it habit-forming. You will not let yourself down. It might seem a little odd at the beginning but you will survive. The greyhounds did. Both Namath and I. Do you have the will?

#### GREYHOUND NOTES:

*Many people who are allergic to dogs are NOT allergic to greyhounds due to their short, sleek coat and oily skin.*

END

#### WANT TO ADOPT A GREYHOUND?

Greyhound Pets of America is a volunteer organization which finds homes for ex-racers. The dogs are between 2 and 5 years old, 23 to 39-inches tall, and weigh 50 to 65 pounds. Besides J.T., another friend of mine has one, and he says after a short adjustment, "Bandit" grew into the most loyal, gentle, appreciative dog he's ever had, of many. Greyhound Pets of America. (619) 443-0940.

Adoptable Greyhounds are:

- good with children. They'd rather walk away than snap.
- good with cats
- friendly, affectionate
- not good watchdogs

They don't need as much space to run as you'd expect, but they do need some exercise. A long walk 3 to 4 days a week, with some intermittent sprints is good. They're sprinters, but they can learn to jog. They run well on pavement or trails. Also, they tend not to smell like dogs (not that there's anything wrong with that, but either you're into it or you aren't).

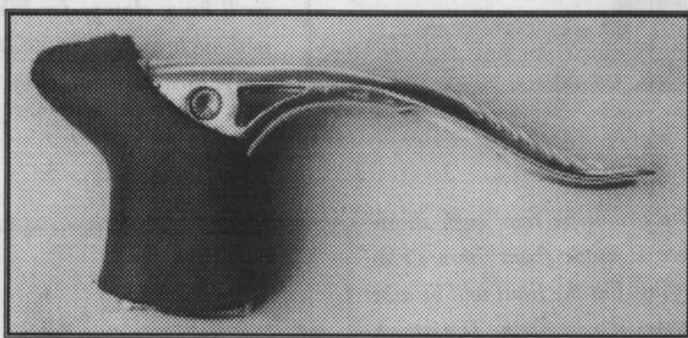
# PROJECT UPDATES

## 1. Herons.

It's looking like June before we'll have these Reynold 531 frames. We still plan to offer them for \$700. The lugs look great, the crown you can see somewhere else in this issue, and the decals and name plate (used to be "head badge") are coming along as well. Still just **two** styles at first—a road frame and a road touring frame. Two colors, as yet undecided, but there'll be a blue in there. No fixed gear frames, no cyclo-X frames, no All-Rounders yet.

## 2. Leather brake lever hoods.

I called Brooks and spoke with the fellow in charge, a nice guy named John McNaughton. Although George Flegg has had samples for some time, for some reason John hasn't seen any. He's getting together with George, and he agrees it would be a nice idea and a good way to recycle saddle scraps. If they need to make a new tool to make these, we'll buy the tool (or Ted will), in which case we ought to get an exclusive. A prototype made by Michigan custom knife-maker and Rivendell member Tim Zowada is shown below. Tim sells his customs for \$35 per pair, and can be reached at **616 348-5416**. His address is **4509 E. Bear River Road, Boyne Falls, MI 49713**.



## 3. Nitto/Rivendell racks.

Our favorite and most frustrating project is almost complete, with delivery in mid June. We're getting in about 15 of each, *so* if you want them, order NOW. We plan to stock this always and make them easy to buy, but don't count on that happening right away (plan ahead). The front system has three parts: A mini-front rack that can be used **solo**

(we're working on a cutie bag for it); lower u-struts that bolt to it; and lower bag frames (call them low riders). Currently they're configured for Rivendell All-Rounders, Mountains, and LongLows, but ought to work on any frame with the Gordon/ Rivendell low-rider position barrel bosses on the front of the fork blades, and a hole in a fork crown. We'll also offer them with clamps for the fork if your fork lacks the right braze-ons. We need to mess around with them and see how they do on other frames. Stay tuned. Price on the front system will be about **\$150**, and available early May. Get your orders in now, as each is made by hand.

The rear rack is pretty normal, and easier to fit on any old frame. We'll offer clamps for it, as well. Nitto generally makes its rears from 10mm tubing (about 3/8"). The one shown here is 7mm, but it looks too skinny, *so* the real ones will be 8mm. It'll be priced at **\$120**, with availability in early May. Get your orders in now if you want to get some **of** the first batch. You won't be buying prototypes—we've been through them for the last year, and the way they are now is final and good. Last minute pix on next page.

## 4. Handlebar bag for Moustache H'bars.

We've contacted a guy to help us design it. Nitto is another possibility. Target date is June 1, and wish us luck.

## 5. Reynolds Shoes.

The handmade, all-leather ones from England. We're trying to work out a better arrangement, one that nearly guar-





antees correct fits across the ocean AND doesn't kill our cash flow. Note: If you have an old order for Reynolds, contact us now. We just received a small shipment and lost the list of orderers (however, we will be able to tell if you DIDN'T order them.)

#### 7. B. 17 with Titanium rails.

Brooks doesn't want to do it unless we buy lots of them, and we can't. Maybe we'll ask for tubular CrMo rails.

#### 8. Pasela Tires with kevlar beads.

By the time this issue comes out we'll have the 26-inchers in stock. 31mm wide on a 22.5mm wide rim. About 245g. Treaded but not knobby (there may be a picture nearby). For a fast, tough, road tire it's hard to beat, and our price may be pretty good, **too**. It'll be in the flyer in this issue. Next we're getting some 700x27(actual) and 700x31(actual). But we can't do all at once.

#### 9. Ritchey's 700x28

is now labeled more accurately 700x25, and is now called a **Tom Slick**, and is now made in Korea, not Japan. When we heard about the change-o-country we were getting prepared to drop it, but the sample came in and—no problem. If you liked them before, and we did, you'll like them now, as we do. If Ritchey's price to us goes down, our price to you will, as well. Check the flyer.

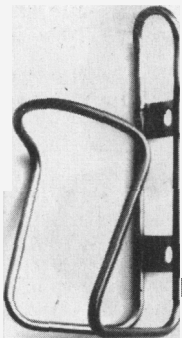
#### 10. The Carradice Courier bag is coming slowly still.

No progress since the last report. It'll be green, dark green.

#### 11. Stainless Steel bottle cage from Andrews Design Works!

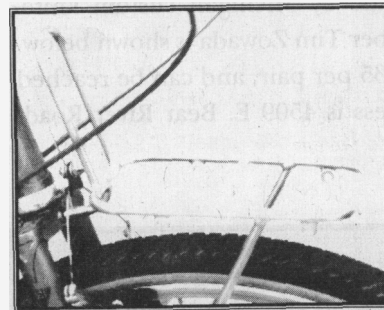
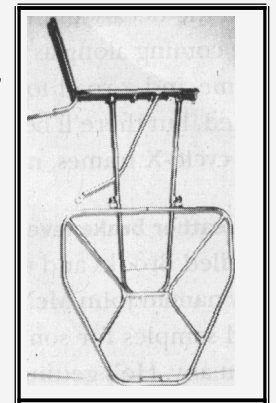
We don't carry this, but that doesn't make it any worse. It's a fantastic cage—beautiful, light, grips the bottle, what else matters? At **\$14** or *so* (standard retail) it's a bargain. We don't carry it because we have the *ALE* cages (chromed

steel), and, frankly, if we sold this one for just **two** dollars more, we're afraid nobody would buy the *ALE*s. The *ALE* cages actually fit the bottles better, and we have plenty in stock already—kind of a big deal. But this American-made, Ron Andrews-designed cages is good—one of the best cycling widgets to come from this country in the past many years. Andrews Design Works (303) 259-1946. Durango, CO.



## Pictures of Racks

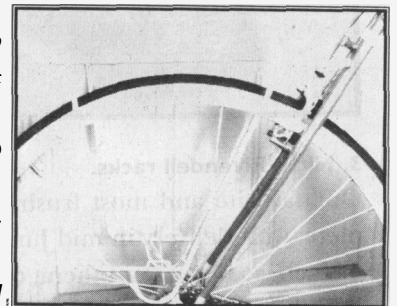
*This here fancy piece of bicycle machinery is our 3-piece front rack system. There's (1) a mini-front rack; (2) lower U-struts; and (3) the lower carrier itself. The whole schmear bolts together and packs flat for—for when you need to pack it flat! About \$175, and let us know soon if you want one. We're getting in 15 by mid June; more after that!*



*We'll offer the mini-front rack separately (\$70) or as part of the front rack system. It mounts to the standard Rivendell low-rider braze-ons and the fork crown, and we'll have clamps for bikes without braze-ons. Matching Carradice mini bag soon.*

*The prototype rear rack shown here is made from 7mm CrMo tubing, but the final will be a bit lap-, maybe 8mm. The attachment struts allow it to attach to virtually all seat-stay braze-ons; and we'll have clamps for braze-onless bikes, too.*

*Around \$120, and we're getting in 15 sets by mid-June. In time we'll be up to our ears in them, but for now, plan ahead if you want one.*





# PROGRESS REPORT

**IF YOU HAVEN'T READ THIS BEFORE: THE PROGRESS REPORT IS MY PERSONAL JOURNAL OF STARTING AND MAINTAINING THIS BUSINESS. I'M NOT A GOOD BUSINESSMAN, I GET FRUSTRATED, THINGS DON'T ALWAYS WORK OUT THE WAY I'D LIKE THEM TO, THERE ARE UGLY SURPRISES, AND SOMETIMES I JUST NEED TO VENT. YOU DON'T HAVE TO READ IT, BUT I HAVE TO WRITE IT, AND ENOUGH OF YOU HAVE TOLD ME YOU ENJOY READING IT (MANY OF YOU HAVE SMALL BUSINESSES OF YOUR OWN, AND CAN RELATE), THAT I'VE DECIDED TO KEEP IT PUBLIC. —GRANT**

## JAN 9.

Really slow, just two orders so far, and it's 2:20 pm, and one of them really came in yesterday, but we had to check with the fellow on something. Mail comes in an hour, so maybe it'll be good. Five orders would be nice, but yesterday only 3 came in the mail, so we'll see. We got the first round of the Heron nameplate art, and it's good. Chucks doing it, and now we have to see whether or not the nameplatemaker can do all that detail.

The lugged stems are slow in coming. I was hoping to have the designs final by Jan 1, but there are delays, so I'm taking other measures. Customs really stung us on the Sergal jerseys—36% import duty, plus UPS \$150 more in freight than last year's order, which was much heavier; so we have to investigate. I heard the import duty on leather shoes is something like 45 percent, which would explain why Sidi doesn't do leather anymore. We sent a couple bikes off to Bike Guide, and one we didn't even test ride first, which is really dumb. There are always little things to fiddle with.

## JANUARY 24.

This morning at around 4 am I was half awake and I couldn't remember what I did for a living, and I remember being worried. Then I woke up all the way and was still kind of concerned, but okay with it.

We had a slow hatch day yesterday—about \$300 is all, plus some checks, lots of \$15 ones and \$20 ones for memberships. Gary told me the Bicycling with the review is out and seems good, so that ought to help. Peter's telling me not to enter orders, and sometimes I think it's to help my carpal tunnel thing, sometimes I think it's so I don't screw any up, but mostly he says I should just work on the frame brochure and RRO. We're cutting back on some colors, just to keep things under control and simple. Nine colors will be fine, plenty, maybe even too many. In the Bstone days we spent way too much time on colors, and I didn't even have to vow not to let that happen here. Up to now it's been me doing it, and that sort of works, but I think I'll hand it off to Peter. We'll keep most of the ones we have already, maybe add another, but definitely we'll knock a few off, even if they're good colors.

I rode the prototype cyclo-crosshike up the trails on the backside of the mountain last weekend, and I can't believe how much I hate it. What a shame—a beautiful frame, a lousy ride. I'm glad I changed the geometry for the production models. I don't even want this bike around, and there are a couple other prototypes in the same boat. I don't want them in the country, even. I think I'll give them to BICAS, with the understanding that they'll go to somewhere in Mexico or central America.

## FEB 4.

We got RRS out a few days ago and things are picking up. Peter's telling me "just work on the Reader and

catalogue and frame brochure," so that's what I'm trying to do mostly. I got my Olympus back from the fixit place, so I'll be able to get more good photos. Nitto rack samples came in last week and they're—the front ones, anyway—are perfect in every way, hallelujah. The latest rear sample I asked for and got in 7mm rod, and it's kind of thin and elegant and wimpy—good for around town and local rides where you can call mom for help, but not for out in the boonies. I feel kind of dumb about that, and now I'll ask for it in 9 or 10mm. Really stout, a little heavy, but if you've got 35 to 50 pounds back there, does an extra half a pound in the rack matter? I hope not.

We had to borrow from the stem lug pool to make payroll, but we paid it back yesterday.

Two days ago a frame broke, dang. The seat stay just popped off the cluster, and the customer wants his money back, which he'll get, of course. I wish we could repair it. The failure was traced and explained to the full extent of how something like that can be, and I'm over it and confident for the future, but it just eats me, having that happen and losing someone's confidence. We'll repair the bike, make it good as new, then—I don't know. Maybe sell the frame cheaper, something. I wonder if I should even be writing this in here.

## FEB 7.

We're late paying Wford, really bad, about 12K past due for a month, so—so nothing, that's just had. I didn't know. We had a bad January and February is starting okay. Ted bought more stock—we sold it to him to raise stemlug tooling money, and now we'll drain a good chunk of it to pay Wford. He bought \$7,500 in stock, and I think we'll take \$2,500 out, and give Wford all of today's receipts, and then just chip away. I hate being late, but we're just broke.

I'm shooting pix for RR9 with my old OM-1 and they're turning out good.

The Nitto racks are looking good. I interviewed Michael Kone by phone yesterday, and we talked past the tape, so I messed up and have to go back. Shimano ordered another hike to show off parts on. The postal service is missing its promised pickups again. We have a scheduled daily Priority Mail pickup, it's supposed to be every day at five, and it's all metered mail, and they say they'll come get it but they don't, and I just can't stand it. I wish there were an alternative. Man, they're had. Our mail carrier is great, but she's been told not to pick up our big batches because the truck'll come for them, but then it doesn't, then I'm stuck. If I take them down at night it kills half an hour of family time, and the bulk package depository always gets jammed because they don't have a low enough spill area, so I stand there reaching in it looking like a lunatic thief but trying to unjam it, and it's impossible. So I get stuck with a mountain of boxes I can't do anything with but take

back home and hope I catch the Saturday carrier on time, because I can't just leave them out on the street. It's happened too many times, and I can't stand it anymore. I shouldn't—it shouldn't be an issue at all.

We're getting the Pabela 26-inch tire next month, and by all rights it ought to take over the world.

## FEB 8.

I'm starting to panic over what to write about in the RR. I can see how regular magazines focus on new product reviews and stuff like that, because there's a continuing supply of material. I think we'll have to start covering bike widgets or something. There are plenty of old ones, and that'll kind of be true to the theme, but man, I don't know how it can be so many pages so many times a year. I'd like to profile other small companies, here and in other countries. It's hard to do that long distance though. I'd like to interview Gilles Berthout, Nitto (Masa said he'd do it), ALE, Swobo, Stein, Kucharik, Phil, Robert Beckman, or do a long story on Waterford if people didn't think it was a selling thing in disguise. Marc has some little-known bike handling/geometry information I'd like to talk about when he's ready. I need a template for the company review story, so I'll work on that this weekend: There ought to be some kind of hike set-up or mechanical column, and more photos of how the frames are made, maybe profiles of the builders. A contest would be good, one every issue, but then we'd get mail and expect orders and they'd be contest entries, and that might be depressing on a slow week or month.

I really want the ballet shoe story and the shellac story, and I wish Marshall Fisher would write something again. Sheldon has a lot to say about a lot of stuff, maybe he could be a regular. We could do member profiles again, get John Segal in there. People like to see how other people set up their hikes, so there could be a column with photographs and specs of customers's hikes.

It all comes down to having a tight template and filling it in every month, something I meant to do from the start and haven't done yet.

A review of road triples would be good. How to convert a double to a triple, with cost thrown in there.

## FEB 9.

The first of the Heron dropouts were lost in the mail and they haven't made any new ones. The downtown decal art is a few days late, but that's not a big deal. The nameplate art is finished and looks perfect, but may be tricky to make. Peter wants us to sell of prototypes and duplicate frames/bikes, and so we'll put some in a flyer. We need to raise cash immediately, so it might be a good way to go.

**FEB. 13.**

Spencer quit today, not in a huff or anything (despite the two hour notice), on good terms with a welcome to work here pretty much at will, but it was time for him to do other things, get out in circulation more. He wasn't happy here. So we'll be needing someone else soon, part time, and I don't know what we'll do about that. Peter's pretty fast at things, so we'll be okay for a while. Mostly we need a shipper, but ideally the person would know about old stuff, be good on the phone, actually friendly, not a bs-er, not a boss-pleaser, reliable and able to work for \$\$ an hour. Maybe Joe.

**MARCH 4.**

We're having a great week, paying off bills, sending more to Waterford, getting plenty of orders. It's tough without Spencer, especially since Peter's doing pre-tax stuff, inventory valuation, things like that. The phones are going crazy, I'm left-hand mousing it and that slows things down a lot, but it's getting better. We got a Carradice order in today. We're out of pine tar soap and Brooks saddles again. The soap will be here tomorrow, and I don't know what it's going to take to keep the Brooks coming. We tell the importer "we need 20 this month, 20 next month, 20 every month" and it's not happening. We're also out of some of the A/R lugs, so until we get more in a few weeks we can't build A/R frames smaller than 56. The Heron Crown (also the LongLow crown) looks good, and we'll be ordering a mess of them. The LongLow dropouts are due in two weeks. Tension is building around the Heron project. I'm not positive that Wford will have the capacity to build them, but we'll see. I hope they can. I hope they do, but there are only 3 full time brazers there, and the Herons aren't going to be as automated as we'd all thought at one time. I've got to send the nameplate art in to get the badges made.

Peter says we have almost \$85K in inventory, plus another \$50K or so that's Ted's (on consignment to us). That's a drag, because inventory is counted like cash, and I just hope it doesn't mean we have to pay the government this year. As a subchapter S corp, I think that would mean I'd have to pay, me being the biggest shareholder.

We're out of catalogues and going to Portland in a couple of days, so we're having the printer run off another thousand in newsprint, real cheapies, but it's what we can afford for now. The next one will be out in a couple of months. Jeff will draw the cover photo. We got John S's stamp art yesterday and some time this year or next we'll have T-shirts or notecards or postcards made of it. I hope we can get permission to reprint the shellac story, but if we don't I'll just write something about shellac from it and a hook here and there. Not really a hook. The This Old House story has all we need, but it'd feel funny to sort of take facts from it and rewrite it myself. I wish they'd reply to my request.

We got permission to do the ballet shoe story, but it's only a short transcript, and they want \$200, and we can't afford that much for that little. I told them "we generally pay \$100 and even that's a bit much for us," and they came back with \$200. Then I said "too much" and they said "how about \$150?" and I just don't have the enthusiasm for it anymore.

**MARCH 6.**

We're ordering the Heron/LL crowns now. Business is good, email is overwhelming. Joe's been in and

helping tons, I'm shooting frame brochure pictures and they're coming out good enough. This weekend there's a show in Portland and we're out of catalogues so we ordered a thousand all in newsprint because it's cheaper, but small runs are still expensive. Feb sales seemed better than they were. Nitto is still the big pain, getting all the right stuff on time. Brooks is not so good either. At their request we did monthly projections several months ago, and we should have received 30 in Jan, 20 in Feb, but we got 20 in Jan, none in Feb, and we're out until April. I don't know what it takes short of an order for 500. We sell way more than any other dealer in the U.S., but it doesn't matter.

I'm worried about supply of the Nitto racks. If Nitto is so slow with normal stuff, what'll it be like with these hand-made, fillet-brazed racks? I think Nitto is busy doing stuff for Japanese models. It must be. Should we even expect them to be able to make the lugged stems, and if they don't, who? Waterford can certainly build them, but plating them is the issue, and Nitto does all that already. Maybe some to Nitto, some to Waterford—assuming Waterford is interested.

**MARCH 10.**

Our best day in a long time. We got two frame orders, and Joe was here and shipped a lot. We hatched about \$3,400, and our total deposit (a few frame payoffs included) was \$4,950 or so. We have enough in the account now for this week's bills and payroll, and we'll be able to send Wford at least \$3,000. Also, we found some SunTour Cyclone aero brake levers, which is good since we're almost out of the Superbe non-aeros. I'm the happiest here I've ever been, which is another way of saying I'm the least worried. Work's always fun, but I'm just not too worried about anything right now.

**MARCH 11.**

We didn't ship much today, but we had a few good checks come in, and we still managed a \$1,400 batch. If we could have weeks like this for another two months we'd be doing great. Mary says we can send Wford maybe as much as \$4,000 this week. One minor hummer, could be a major one, is that Wford is concerned about our new models and increased number of sizes, and I suspect they think the whole Rivendell deal is getting too complicated. Originally the idea was that we'd order frames in batches of four or five, but that's impractical, we've never done it, and...and now we have to have a meeting and discuss things. Tubing prices have gone up, and I fear our prices are going to have to go up, too, and that means the selling cost. I'd planned on increasing the base price to \$1,100 on April 1, but I was hoping the \$50 increase would help us actually make money on the frames, not just keep even. Anyway, we'll talk about it tomorrow and I'll either be relieved or bummed, but either way it's got to happen. We can't be a burden to Wford. If we had to take our frames somewhere else, I don't know where that would be, and I'd rather not think about it.

Mary just called and said the accountant is done with the taxes, and the bad news is we lost \$23,000. The good news is that it was due mostly to tooling amortization, so it's mostly on paper. Before Peter heard that last hit, he was sort of unhappy about it, and I was too—if we can't make money with fairly low overhead on \$500 thousand in sales, we're doing some real dumb stuff. But the tooling explains it.

I've been too busy with orders to work on the Reader or catalogue. Meghan will come by Friday to show me

how the catalogue is shaping up, and it'll be good to see. We need a cover illustration. George is too expensive for our budget, but he's so good. We'll go with something Jeff draws, I think. He's getting to be pretty good himself.

**MARCH 13.**

A lousy day—tons of things went wrong and sales were the lowest we've had in a month and a half. We need to get the Reader out, we need to get renewals and new members, we need to get the Heron project off the ground. I was hoping to get the shellac story in this issue, but it's not happening, so maybe the next one, and maybe I'll just write it myself, though I'm trying to do less of that these days.

**ST. PATRICK'S DAY.**

Jeff and I had a good ride yesterday, some of it in the rain. The mountain is as green as it ever gets. Meghan comes by tomorrow to pick up RR9 stuff for layout. It seems like such a hodgepodge right now. Peter says "just make it a quarterly" or something like that, and that'll take some pressure off. Meghan will also have the first version of the catalogue, and I'll start working on the frame brochure. I think I have all the photos for it, and they're decent, good enough, not had. okay.

**MARCH 31.**

We hired somebody today without even getting his name. We know him as the Pizza Guy, because he owns Diahlo Pizza. He has a law degree from Afghanistan, but fled the wars to live here. He's 45, married, father of two, and the pizza business isn't very good anymore (though his are the best around). So he'll ship and do odd chores around here, filling in for Joe when he's not here, and they can ship in tandem when he is. I'll find out his name soon. He starts in two days.

**APRIL 3.**

His name is Aziz Mohan. He's doing well. He runs a lot—about 6-10 miles a day, 6 days a week. We'll get him on a bike and see how that goes. He's a wonderful guy and seems to really appreciate the work.

We're behind on shipping, but hope to be caught up by the end of the week. Frame sales are okay, too, but not what I'd like. Maybe 3 frames a week. The frame brochure will help.

Mountain Bike magazine reviewed a mountain bike and called it an All-Rounder. It's not a disaster, but I was hoping a mountain hike review might help sales there. Maybe sometime next year.

# Q & A

**Dear Editor:**

**I recently bought a newly new Bridgestone RB-1 and I need to find out what length spindle to use. It has a 126mm rear spacing, I want to use a Superbe Pro double with a Shimano HG7 cassette. I have both a Superbe Pro 109 spindle and a Sugino Mighty 114. Which or neither?**

—Daniel Carty  
Kalispell, MT

**A:** Both will work. At various times the Superbe Pro crank came with a 109 or a 112mm spindle, and the Sugino Mighty taper is correct-enough for it, so either, really. I'd go with the one that gives you the lowest Q, which we know is the 109. The chainline will be fine.

⚡ by some miracle you have a front derailleur that doesn't pull the chain inward far enough to shift to the small ring, then either change front derailleurs or spindles.

We now have a Phil spindle for the Superbe Pro crank, and it's a 116. It sticks in the hole deeper, though, so you don't suffer from the wide-Q blues.

**Editor:**

**My bike came with Mavic Reflex rims and 700x22 tires (actual width) and I want to ride fatter tires. My shop says I can't put anything bigger than a 28 on these rims...**

—Harry S.

Mavic says the same thing, but Pal Jeff has, ridden 700x35s on the Mavic Open 4 CD rim (nearly identical to the Reflex), and I've ridden fat Continental 700x37 knobbies on the same rims, and no problems. I'm not going to suggest anything contrary to Mavic's recommendations, but I can't in good conscience tell you Z honestly think it won't work, because Z honestly think it will. With the fatter tires, keep the pressure lower—maybe no higher than 85psi. No use rolling around on big light rocks, anyway.

**Editor:**

**I have 40cm handlebars on my current bike, but I want new bars. All my friends suggest wider ones, but if I go by the universally accepted method of getting handlebars as wide as my shoulders, I'm back with 40's. What do you suggest?**

—Alan R

Most people prefer wider bars once they've tried them, but if you're happy with the 40's, no need to switch. ⚡ if you want to by a new bar, keep in mind (because nobody will tell you) that bars v a y a whole lot in reach (how far they curve forward of the stem clamp). Nitto #185s have a reach of 82mm (same as Cinelli #64), 3ttt bars are up around 95. Some others go to 105mm. The reach has no affect on you next-to-the-stem position, but it has a big affect when you rest on the hoods. Also, when you grab the hoods on a wider bar has the same affect as shortening your arms—you have to lean forward more to get at them. It's a small amount,

probably not worth dying over if you're going from 40 to 42, but think about it anyway. As for the shoulder-width rule: Ignore it. One more thing: Wider bars help you resist pedaling forces better, and that's especially noticeable with high-Q cranks. The wider your pedal stance, the wider the bars should be. Something like that.

—G

**Editor: I have a Carradice Lowsaddle Longflap, and it's really close to dragging on my rear road wheel (my frame is a 20.5"). Sometimes, if I pack it wrong, it does drag, and that's a, you know, drag...**

Sue F.  
Port Jarvis, NY

It should be called the Medium Saddle Longflap, because it's always so close-to-touching with truly low saddles. We don't have a good answer, but here's the random noise we can make on that topic: **A)** A Brooks saddle with loops will carry the bag higher than a plastic saddle with an adapter. **B)** We have various prototypes of a different style adapter in the works, but as usual, they're taking forever. Things like saddlebag adapters generally fall on the bottom of whosever totem pole they're on, but we're still plugging away. **C)** There's a Head-something brand seat-post mounted rear fender-thing that may work okay for this use. We'll get a sample and let you know. It's about \$18. **C)** Park used to make a "rear bag support" and we'll ask if they can resurrect it. It mounted on the seat stays and did the job really well, I hear.

You can always put a strap or a belt or something around the bag. It's not the wonderful solution, but it solves the problem.

—G

**Editor:**

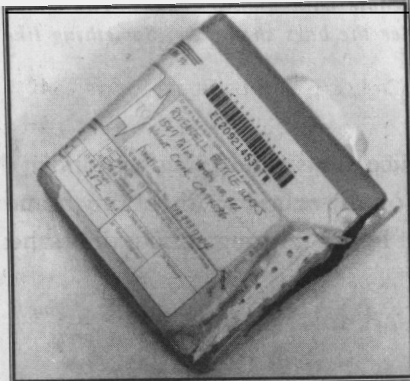
**I have lots of old wheels, and I just replaced a worn out SunTour freewheel with a 7-speed Sachs freewheel from you, and the chain seems too close to the dropout now. I'd even go so far as to say it doesn't even fit...**

Frank Nelson  
New York

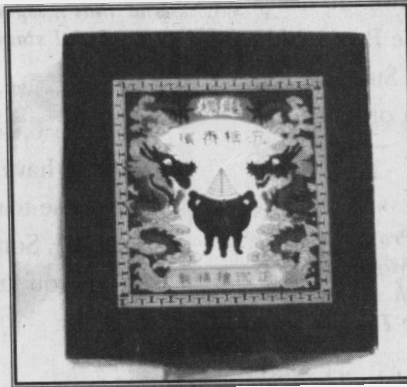
Here's the deal: OLDer 7-speed compatible rear hubs have 36.5mm of freewheel space (between the locknut and the wall on the hub inboard of the threads). NEW Sachs 7-speed freewheel are happiest with a minimum of 38mm. You can redish your rear wheel to create more space for the freewheel, but you weaken the wheel by doing that, so don't. ⚡ it's not quite rubbing, be relieved and kind of live with it. **If you buy a new threaded rear hub, make sure it has 38mm of freewheel spacing IF you want to use Sachs 7-speed freewheels; and since those are the only ones around, it's a good idea.**

—G

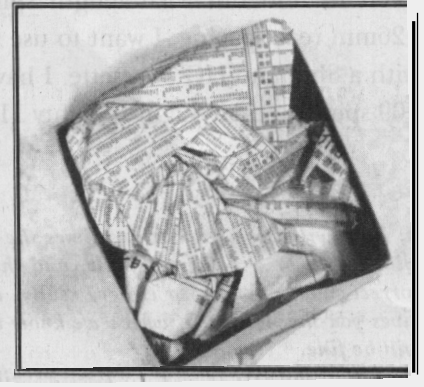
# OPENING THE MAIL



The final LongLow/Heron fork crowns have just arrived. This is sort of like being there actually.



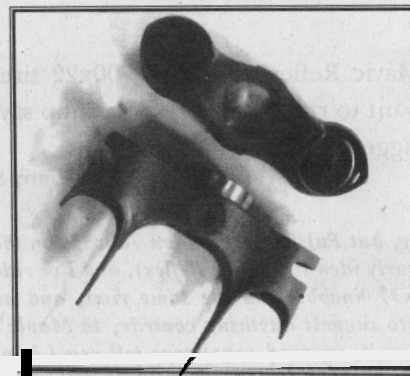
This black and white photo does no justice to the crimson box with yellow border, green dragon, blue puffs of smoke....



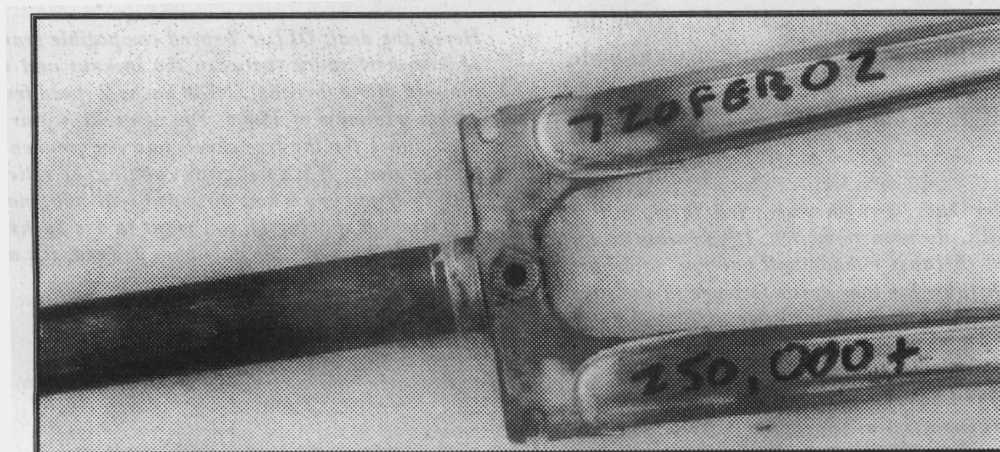
Phyew! It smells like some kind of voodoo spice (not that there's anything wrong with that).



Two?! We expected four.



They look perfect. They weigh about 145g, and complete forks weigh about 1.3-1.7lb, depending on the length of the steer tube.



This is the first prototype fork. It was fatigue-tested to the ISO standards for ferros forks (99lb of front and back force, 50,000 cycles to pass), and it withstood five times that before the test was stopped. This isn't a statistically significant sampling, but this result is nothing to get morose about, either. More tests will follow.



# SPRING FLYER

*To help get us through the poor cash-flow season.*

## SPECIALES & NORMALES

### Dia-Compe NGC 450B Centerpull brakes

#### The Best Centerpull Brakes Ever Made—\$60/set, no levers

Yes, we know centerpulls went out with walnuts and oranges in Christmas stockings, but you can think of them as the original U-brake, or not. We also aren't blind to the fact that Ed Scott (of Scott/Mathauser) hates them. However, there is a centerpull contingent out there who remain true to the design, who like it for its clearance, mechanical advantage, and classic looks, and if you belong to that club, horse out your wallet now, because these here are the fanciest ones ever made, and these are the last of them on earth.

They're silver anodized, with ball bearings in the pivots. For through-bolt frames (not allen).

### Boomerangs—\$18

Made in Berkeley or Boulder of wood that came from Finland. Boomerangs—the toy of Spring—are addicting, and since you've known about them your whole life, why go through your whole life without having thrown and caught one? All you need is an open field, and away you go. We have models for lefties and righties, and you have to say which you are. We have short, medium, and long range models, and you have to say which you want ("Left medium" for instance).

### Backyard boomerangs—\$10

These are plastic three-arm style boomerangs that are perfect for parking lots at lunch, since they can land on cars and not hurt them. For righties only, because that's what's available.

### Stems and Bars!—Buy any bar/stem combination and get five large red Rivendell waterbottles!

Silver handlebars are sort of on the outs, and grooveless handlebars definitely endangered. We sell only silver grooveless bars, and our selection is too huge for comfort, so we'd like you to buy some. A note about grooveless bars: They're just as good or better for aero-routing brake cables as grooved bars are. You get a ridge, but the ride is something to grab, never gets in the way, is not an irritant, and doesn't look funny. All stems listed below have 26mm clamps, and all the bars match them. Bar widths are measured center to center.

### Stem: Nitto Technomic Deluxe, 7cm through 13cm—\$40

A tall 180mm quill, classic 72-degree angle, cold forged extension, nose-in-the-wind clamp (like Cinelli 1/A or Nitto Pearl). If your current stem is Cinelli or 3ttt and your bars are still too low, this stem will let you raise the bars another 2+ inches. Remember, as you raise the bars, the stem actually comes back toward you. A nice stem that looks at home on any nice frame.

### Stem II: Nitto Pearl, 8cm through 13cm—\$45

The prettiest cold-forged aluminum stem ever, with a level of finish unmatched by anything out of Italy, Czechoslovakia, or even the Ukraine. The quill is 150mm—15mm longer than 3ttt/Cinelli—and it tightens with a cone. Just so you know: The model (Pearl) and the length are forged into the right side of the stem. This used to bum me out, now I like it. The classiest aluminum stem out there.

### Stem III: Nitto Young III, 9cm through 12cm—\$22

A cheap way to get the bars higher and still have a good looking bike. The quill is 160mm (an inch taller than normal). This stem is gravity cast (read about it in the catalogue), not cold-forged, and the level of finish is below that of the others we sell, but still above, say, an SR stem (not that we have anything against those). A good retrofit stem for a bike you don't want to throw tons-o-money at yourself.

### Bars!

#### Nitto Deep Drop Mod #175—\$37

Same bend as the 3ttt Merckx, and a favorite among the large-hand folk. We have way too many in stock, in all normal widths (40-42-44).

#### Nitto Medium Drop Mod #185—\$37

Same bend as Cinelli #64, and Grant's favorite. (Peter rides deep drops.) If you've lived your whole adult life with deep drops, but you find yourself hardly ever down there on the drop portion, make every ride better with a pair-o-these. 40-42-44 widths.

**Nitto Criterium bend Mod#155—\$29**

We're dropping the price on this one because nobody ever buys it. Maybe one a month. People who ride them think regular "square" style bends are for wimps, and they brag about how easy it is to slide your hand from the tops to the hoods. Also good for criterium racing, sprinting, and cyclo-cross. **40-42-44.** (If you bought one in the last month at the old price, tell us and we'll send you a coupon worth **\$8** toward a future order.)

**Nitto Moustache H'bar in both 25.4 and 26mm clamps—\$50**

Our most popular bar, and a good number of the people who have one have **two** or three. Lots of hand positions, quick access to the brakes, comfort, good looks, and it's heat treated **2014** aluminum for extra strength.

**Wool sox—\$9**

Smart **Wool** is the brand, and these are its cycling **sox**. They're actually just **80** percent wool, the rest nylon, but everyone who rides them raves about them, including us. You won't wear them out. You can wear them **two** or more rides in a row if you must, and they won't stink. They soak up sweat and don't promote blisters. They make fat legs look skinny. M-L-XL. Please know your **sox** size, or tell us your shoe size and we'll **fix** you up right.

**Manila Rope! By popular demand!**

Few things bring back childhood memories as the smell of manila rope. I remember my dad warning me "manila's the good stuff, don't get sisal," and he being an ex-Navy guy: we always had the good stuff around. He told me they used heavy manila to tie up huge ships to the dock, because even 3/4-inch steel cable snapped at the task, and nylon lasted just days. Manila resists rotting and salt water, and is about 25 percent stronger than sisal. Last summer my dad went on a fishing trip, and saw a guy sitting in his truck, which **was** balance on top of a rock. Another guy there had a truck, but neither of them had a rope, and that's about as helpless as it gets. My dad took out thirty feet of 5/8-inch manila, tied it around the boulder and to the other guy's truck. The rope stretched to "about a quarter of an inch, it looked like," but the rock moved, and the guy got away. Pal Jeff has used it to haul logs from creeks, and says "Sure it stretches. You can get a good tug on it, then stop the car, and the rope will pull the log out all by itself." I like the small stuff for tying around a Nelson Longflap to keep a heavy load off the tire. Anybody can find a use for rope, **so** keep some around.

Manila comes from the Philippines, capital unknown. Botanically speaking, it's related to the banana.

3116-inch. Carry two 3-foot sections and a 5-footer in your saddlebag or panniers and you'll be ready for most cycling-related emergencies. **405lb** test. **\$.07** per foot. We'll tape the ends to stop fraying, but you need to wrap them with beeswaxed twine.

1/4-inch. When 3/16 isn't quite enough. 560 lb test. .09 per foot. As above.

5/8-inch. **Sold** in 50-foot coils only. Keep it in your car trunk and someday help the hapless. **\$25** per 50-foot coil.

**NEW WILLOW CHAINRING SIZES**

For 130 bolt circle cranks (modern Road except Campy):

**50t** and **49t**.—**\$23** Free yourself from the bonds of those big nasty 53t rings, make all your rear cogs more usable, and improve front shifting imperceptibly at the same time. On a 700c wheel, **50x13** is a 103+ inch gear, a 49x13 is almost 102—both plenty high for everything except racing and training-for-racing riding. And you can always get a 12 if you like. For tripling a road double with a 39t ring, it's imperative that you **get** the middle ring-to-upper ring spread the same or smaller than the middle-ring-to-granny spread while keeping the total front tooth spread no more than **25t**, and **less** than that'll help the shifting. Sort that all out if you like, but what it boils down to is this: Forget good shifting on a 53 x 39 x granny, but you'll get good shifting on a 50/49 x 39 x granny. Silver with the Willow "w" cut out.

**461 Triplizer for 130bcd (std road)—\$50**

This 46t triplizer ring has extra metal in the right places **so** you can bolt on any 74mm bolt circle chainring. If you know what half-step gearing is (we may have a story in this issue, but it may be the next one), then you'll know the value of a 46T ring. A nice **50 x 46 x** granny combination on a wide-spread freewheel is probably the smartest way to gear a touring bike or any wide-range road triple. One of them, **anyway**.

**For 135 bolt circle (New Campy): 51t — \$24**

There are tons of Campy road cranks out there with 53T rings, and if you have one and find yourself not really using the smaller cogs all that much, make yourself much happier with this **51**. **By** popular demand. You'll be lucky to find a 135x51 anywhere else, and when you do it'll probably cost twice as much.

**For 74mm bolt circle diameter (std mtn granny)—32t & 34t—\$17**

These rings make possible lots of interesting and smart gearings. Sometimes those 20something rings are just too small; sometimes something in the low to mid 30s is perfect. Hard to find these sizes in bike shops, which is why we have them. Even most road double-ring front derailleurs are rated to 16t or less, **so** a 50 x 46 x 34 works and shifts great.

**SunTour Cyclone non-aero brake levers—\$23**

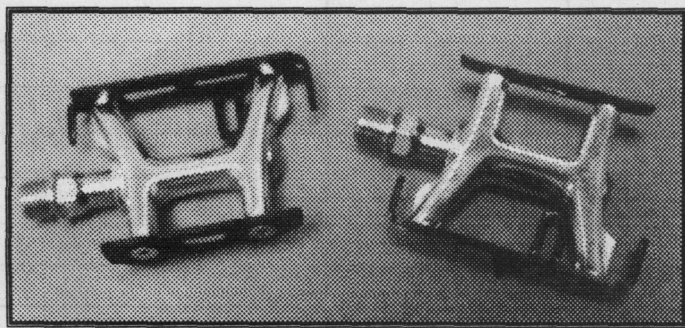
The non-aero Superbe Pros are dwindling fast and won't make it into the next catalogue, even, but we just found a small pile of these, a great alternative. As aero levers go, they're **stylish**, light (lighter than the Superbes, even, but nobody can figure out why), well made, and



fit your hand just fine: and at \$50 a pair in 1997, they're a great value. We have just 90 pair, and I expect these to be gone in a few months. Cosmetically they're about 85 percent as nice as the Superbes, functionally they're 105 percent. (The cable holder ends stick out more and are easier to grab.) As you know, most high quality brake levers these days cost twice as much, weigh about 30% more, and all because they come with attached shifters which don't make a whole lot of sense if you want to ride bar-end shifters or downtubers. These Cyclones are naturally a fine match for our Cyclone sidepulls, which as of this issue now cost a whopping \$38 per pair. Add a \$5 set of SunTour's best "hardliner" cable housing and you get a super brake-set for just \$66.

#### MKS RX-I Pedals—\$85

Top quality track-style pedals made for Japanese track racers, MKS made the Superbe Pro pedals, and these are almost identical. CrMo spindles, replaceable cage, sealed cartridge bearings, just 290g/pr.



#### SunTour Cyclone Sidepull brakes—\$38 per bike

If you've been with us a while, I know what you're thinking—how in the name of all that's holy can they (notice how I get Peter into this?) raise the price a whole \$10 on what used to be a \$28 set of brakes? It's as easy as a stroke of a key, but it's necessary, too. We have a good stash of these sidepulls, but there is virtually nothing out there on the horizon once these are gone, and a slightly higher price just keeps the heavy duty stashers at bay. A screaming deal still. Short reach (40 to 50mm), but on a Rivendell they clear tires up to 700x35. (In other words, if the bridges and fork are just right, no problem). Easy to set up and center. With both a rubber barrel adjuster and a micro-adjusting quick-release—two wonderful features that you don't find anymore on anybody's modern brakes.

#### Infant's Helmets—\$18

In yellowish, blue, or purple. Made in Florida, where little ones wear them like pith helmets to keep sunny at bay. ANSI and Snell approved, as safe as helmets costing ten times as much. Please state your first and second color choices, and if your child is of an age where he/she will squawk at a "wrong color, then this helmet's too

small for him or her, anyway. Fits up to 3 years old.

#### Carradice Saddle Bonnet—\$14

You put it on your saddle to keep it dry in the rain. Riding a wet saddle wrecks it, so this is a good thing to get. Made at our request, but if we didn't ask for it someone else would have, eventually. The neat thing about this one is that it accomodates a B.17 saddle with a Carradice saddlebag. Black nasty nylon.

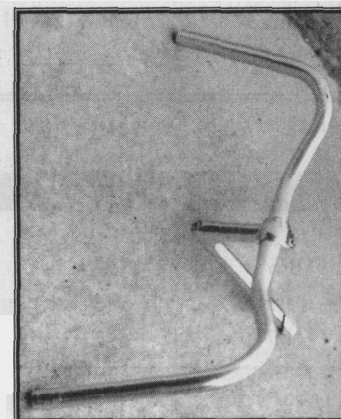
#### Panaracer Pasela Tires 26 x 30mm wide (actual)—\$26 each

Panaracer is a Japanese tire company, and one of its models, the Pasela, comes close to being our favorite tire. Even in its normal wire-bead form it is unusually light for the volume of air it holds, but now, just-for-us-if-you-can-believe-it, they're making the same tires with a kevlar bead, which reduces the weight another 60 to 70g per tire, which means these tires here are the lightest chubby tires out there. Eventually we'll have some other sizes too, but for now it's just this very nice 26-incher. It's about as wide as a Ritchey Crossbite 1.1, but more roady. A good fast tire with sufficient volume for loaded touring and bad roads, but it's not a dog on the road (apologies to greyhounds). These are good, sturdy tires, too. Long wear, reasonably tough casings, nothing scary about them. They corner about 90 percent as well as an Avocet slick, and if the missing 10 percent scares you, it shouldn't. If you want the liveliest, cushiest ride and really nice cornering, get these.

#### Priest Handlebar

On one of the back pages of the Guinness Bicycling Book there's a photo of a 92-year old French priest astride his bike and holding onto the most beautiful handlebars you've ever seen. In 1992 when I worked at Bridgestone I wanted to duplicate that bar (which I was referring to as the "Priest bar," and I showed the Bstone engineers the photo) for one of our bike models; and I also wanted to make a new bar. Through a lack of communication, the two bars got their names switched on the blueprint. At which point it made more sense to just talk the new language so as not to confuse things further. Well, the real Priest bar never got made, but the bar labeled "Priest Handlebar" did get made, and graced the Bstone BUB and XO-3 one year. Later, it made the Hsin Lung catalogue (H.L. is the maker) as the NR 13-AL. It's the prettiest and best-feeling three-speed-style bar out there. Aluminum. Clamp diameter is 25.4, bar diameter is 22.2, so it fits mountain bike brake levers and shifters.

Width: 54cm Weight 352g



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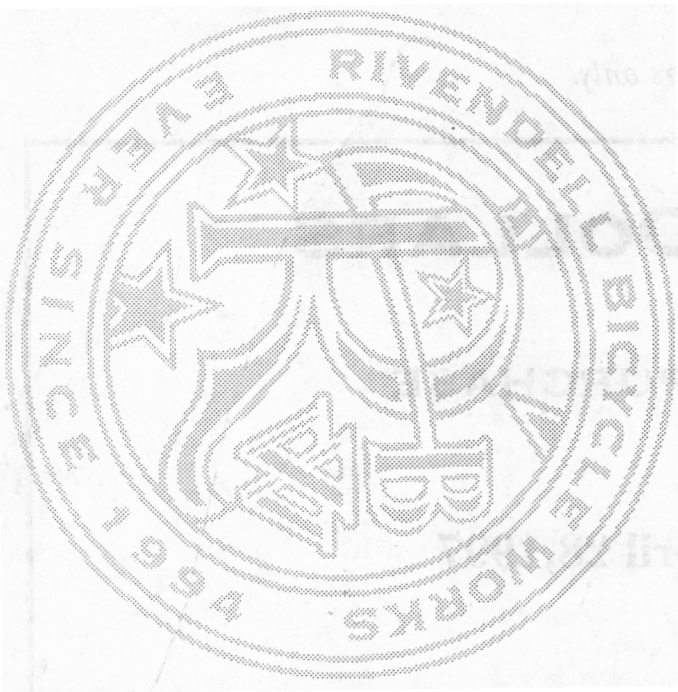


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