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THE RIVENDELL READER • ISSUE 17 • 1999/FALL

WHEN KIDS BRUSHED WITH GLEEM AND PARENTS DRANK MJB

Pal Jeff just gave me a book—*All Sail Set*, a novel-based-in-truth, written for young boys (my guess) in 1936, by Armstrong Sperry. It's about the Flying Cloud, the revolutionary clipper ship, and its first ever trip, from New York to San Francisco, by way of Cape Horn (off the tip of South America).

I know shamefully little about clippers and boats and ships and marine/naval stuff in general, especially for someone who grew up in a home with framed paintings and lithographs of clippers, and a fine model of the Flying Cloud. My grandfather, who died before I was born, was a naval architect, and he must have liked ships, because he bought that model for \$300 during the depression. According to family legend, it was made by a man in Nova Scotia, and it looks as though it took five years, full time, to build. It was *the* heirloom in the family, and now it's mine. I'll bet one of you knows somebody who knows somebody who knows a grandchild or great grandchild of the builder, and if you can put us in touch, I'll give it back. If there are two or more grandchildren and they're dope fiends and start fighting over it, the deal's off. Personally, I have only pity for my brother and sister substance abusers (not to imply that we have that in common, which we don't), but I won't give them my ship. They'd just sell it or wreck it, I bet. They can contact me when their problems are behind them.

The first clipper ships were built in the Baltimore shipyards in the early 1820s, and were descendants of European trading ships. But clippers were faster, sleeker, and more beautiful, could sail into a wind at nearly full speed, and could steer around tiny harbors better than Euro-ships. The fast part mattered, because they were used for international commerce, and if you sail to China and load up with tea to bring back, if you spend too much time at sea, the tea won't fetch a premium. The maneuverability was important, because you had to fit in and get around those harbors.

The Flying Cloud was designed by Donald McKay, and was completed in the shipyards of Boston in 1851, the same year it first sailed. That was

about the time when steam engines started beating the clippers on long voyages, and the doomsayers were saying that sailing ships were on the way out, that steamships were the future. Donald McKay didn't go into a funk and throw up his hands, though. His previous ships, the *Great Republic*, *Lightening*, *Star of Empire*, and *Sovereign of the Seas*, were magnificent enough (I got a book about them, too, so I know), and everything he learned from them and more he put into the Flying Cloud. The Flying Cloud was svelte, more carved away and swooped than other clippers. Next to them, it looked fragile; yet it sliced through waves that would have other ships, even other clippers, rising and plunging; and it carried a full expanse of sails, so that even a little puffer could send it along. It epitomized all a clipper ought to be. And although McKay was the best ship designer of his time, many doubted the seemingly dainty Flying Cloud could weather even a mild storm, much less make it all the way to San Francisco to deliver supplies for the gold miners and boom towns. Actually, it endured storms that would have sunk slower ships, and still completed the New York to San Francisco trip in record time (89 days 21 hours), and set a new standard for sailing ships. A few years later it turned in another sub-90 hour trip. In one 24-hour period of that trip, it sailed 374 nautical miles, equivalent to 433 land miles. I don't know why the difference, because I'm still new at this ship stuff. I am enjoying it, though.

I LIKE BIKES THAT LOOK LIKE AND remind me of clipper ships. The curve in a drop bar or a Moustache handlebar reminds me of a windblown sail (even more so when the tape is white); the seat stays are the spanker; the fork, the flying jib; the cables are the rigging. On my own bike, I'm the anchor. Today's lugged frames have lots in common with clipper ships. Just as steam ships forced Donald McKay to design and build better, titanium, carbon fiber, and 2 1/2 pound aluminum sneering fat-thug frames are doing the same to steel tubing and lugged steel bicycle frames today. Steels are better than ever. Many of the best modern steels were developed primarily to

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THE RIVENDELL READER

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Note:

**Due to the volume, we can't answer
all email. We'll try.**

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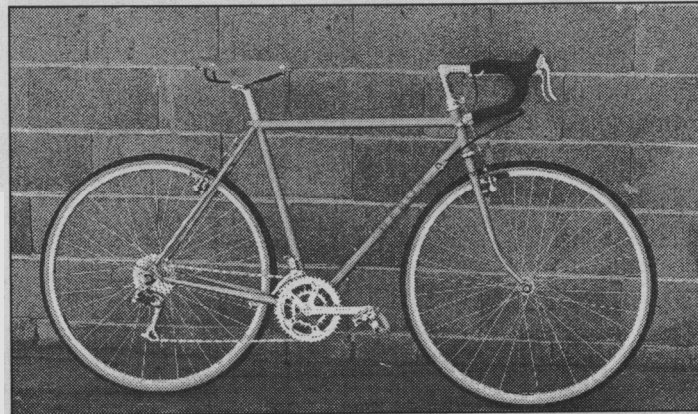
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OTHER GOOD GOODS FROM RIVENDELL

HERONS

HERONS AREN'T IN OUR CATALOGUE, AND WE HAVEN'T MENTIONED MUCH OF THEM IN ABOUT A YEAR AND A HALF, BUT THEY'RE STILL TRICKLING OUT AT THE SAME RATE AS EVER, AND MAKING A LOT OF PEOPLE HAPPY AS THEY GO.

A REMINDER: Herons are Rivendell-designed, Waterford-built silver-brazed, lugged, custom-designed Reynolds 531 tubed Road and Touring frames (one of each style).. They have Waterford-and-Rivendell-designed investment cast lugs, a beautiful and crafty Rivendell-designed flat fork crown, they fit and ride great, no detail in their design has been overlooked, and they cost in the low 700s. Herons are the perfect frame for anybody on a budget. Even rich people should own one or two, for fun or guests.



A customer's Heron Touring, with half-step gearing.

Rivendell-design. That means we specified the frame dimensions—the angles, main tube lengths, fork rake, top tube details, and wheel specs. They fit and ride like Rivendells, but cost less than half as much. Waterford silver-brazes them, so you know they'll hold out as long as you will, whether that's 20 years or 50. They're lugged, and the lugs are investment cast, strong, accurate, and will soon grace one of the months on our upcoming lug calendar. They're an intriguing mix of arcs, points, and swoops, and the combo looks good. And the price! What other lugged new frame can you get so cheap? Nothing this good. Maybe a quickie Italian, but this one's built with lots more care, and it shows.

In the past I've often called Herons, "blue collar classic workhorses," a description that some have found misleading, so I'll explain it. *Blue collar* just means not expensive. Not crude or crummy or greasy or grimy (not to imply that it ever does). *Classic* refers to the frame designs and appearances, and has a lot to do with the lugs and crown. *Workhorse* just means these frames are tough and don't need any babying. Made to ride, but they look good, too.

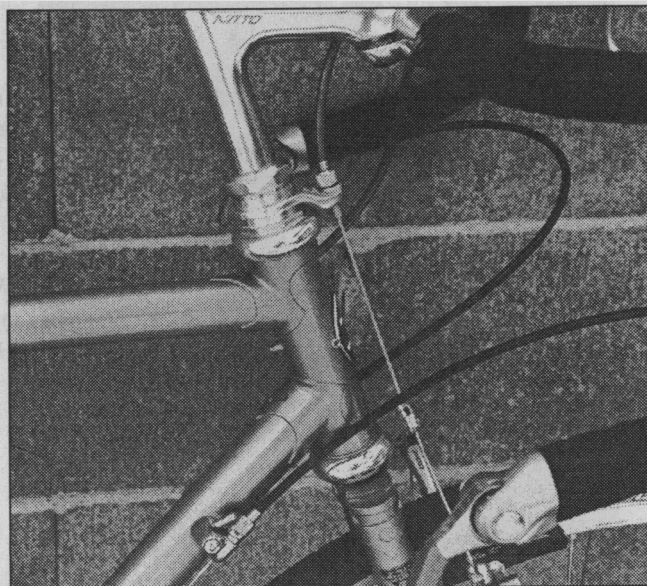
We've sold Herons to bike snobs who want one as a winter bike (known in the Pacific Northwest as a "wet

bike"). Many have written back telling us it rides better than their fanciest bike. It's probably better built, too. One fellow owns four Herons—two Road 54s, and two Touring 53s. He also owns a Rivendell.

Heron's have all the functional details we value in frames—good clearance for fat tires and fenders; low bottom brackets for good descending and turning; a slack seat tube angle, so you sit back comfortably and take the weight off your hands; and a relatively high handle-

bar position, for a comfortable position that doesn't stress out your back, neck, arms, neck, or hands.

It is theoretically possible to get all that in glued aluminum or carbon fiber, or tigged steel or aluminum, or even thermoplastics, but the reality is, nobody combines all that in a regular production frame of any material. Even if they did, a Heron would be a prettier package: Lugged, silver brazed, custom-designed Reynolds 531 tubing. Investment-cast, proprietary lugs and fork crown (with round blades, no less!). Waterford craftsmanship. Made in this country. Minimal decaling, so it doesn't look like you're indulging your children's sticker craze.

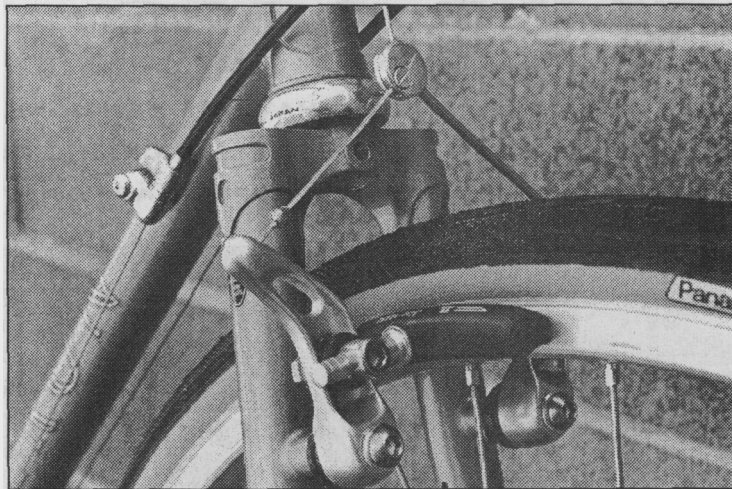


The lugs and crown are investment cast and pretty.

Most riders want more than one bike. If your current bike is crummy, you can get a Heron and automatically join the shrinking ranks of Riders Who Still Ride Classical Lugged Steel Frames. If you ever get a better bike, it won't be out of practical necessity, because a Heron is fantastic. And, if your current bike is whiz-bang but you don't feel comfortable riding it all year round, or it's not practical for a lot of your riding, then a Heron will plug in there perfectly.

In SLR camera terms, a Heron is a Pentax K1000. In rangefinder camera terms, it's a Konica Hexar Silver. In

medium format, it's a Pentax 67 (as opposed to the 6711). In car terms (I always hate such comparisons, but more people can relate to cars than to cameras), it's a Toyota Camry. If it were a watch, it would be a Hamilton Khaki. In other words, it's functionally as good as anything, affordable by a large number of riders, but not fancy enough for somebody who wants something totally fancy and made without any time or cost constraints.



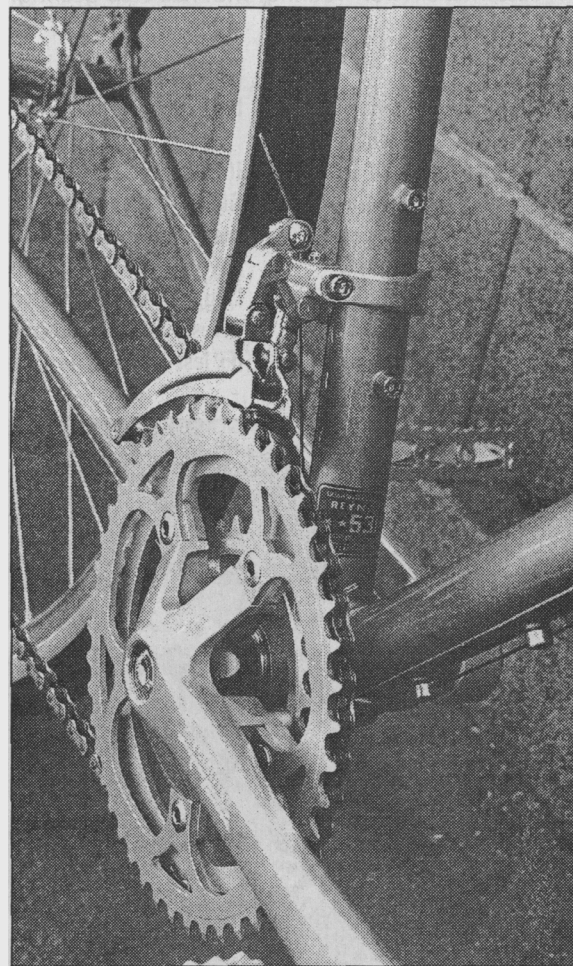
A closer look at the crown. Nice arch! Good clearance!

The Heron Road is a perfect, go-anywhere, ride-over-anything road bike. It weighs about 1202 more (per frame) than a typical aluminum frame, but you should lose that 1202 yourself, because there are more positives associated with shrinking your spare tire than thinning the already thin walls of a fine, lightweight bicycle frame.

Compared to a comparably priced aluminum or carbon-fiber frame, a lugged steel Heron looks ten times better and will likely last three to four times as long. If your normal road bike is typical of modern road bikes, and you can't fit fenders on it and are therefore up a creek when it rains, get a Heron and ride splash-free all winter. You'll probably remove the fenders when the clouds go away and continue riding it all year. It rides great.

The Heron Touring frame is the best-handling 700c wheeled touring frame I've ridden, and I've ridden lots of them. (The 53cm is for 26-inch wheels.) It's perfect for centuries, fully loaded or lightly loaded tours and camping rides, commuting, and riding anywhere you'd ride any road bike. The wheelbase is longer than that on a normal road bike, and the angles are shallower, so the ride is smoother, more muffled, more gentle, and really nice. It isn't the least bit sluggish, it's just easier to handle on bad roads, in strong winds, and after many miles and growing inattention.

Hérons cost less than Waterfords or real Rivendells, because they're made with less expensive materials, and there are labor shortcuts which are inappropriate for



Two of three sets of bottle bosses on the Heron Touring. That's the TA crank.

\$1200 to \$2000 frame, but are totally appropriate for a \$700, or even a \$1000 frame. Those shortcuts include:

1. No clear coat over the paint and decals. This isn't a big deal. The decals are made to be tougher than clear-coated decals, and the lack of a clear coat over the paint means the paint isn't quite as glossy. It still looks fine, and won't be a problem.

2. The bottle bosses don't have diamond reinforcements. That's okay, too. It's pretty well established that diamond reinforcements are purely aesthetic, and the lack of them doesn't detract; it just doesn't add. Many of the world's best frames don't have them, so denigrating a Heron on the basis of an absence of bottle boss reinforcement diamonds is like, you know, criticizing the local high school valedictorian/organic farmer/nursing home volunteer/track & gymnastic star because she can't hit even a 70 mph fastball.

3. The Reynolds 531 tubing costs less than 653, 853, 725, and other "super steels." But in these Marc Muller-specified gauges, they're still good for a good 100,000+ miles, for most people.

4. Herons come in stock sizes and colors and configurations. No options, don't even ask. Silver or blue. Both look good.

In a recent issue of Adventure Cycling magazine, John Schubert reviewed the Heron Touring bike. We'll send a copy of that review on request. It was positive, of course.

We show a few photos here, but there are more and better and color ones on the Heron website: www.heronbicycles.com.



HERON ORDER FORM



Name _____

Address _____ City _____ State _____ Zip _____

Day Phone () _____ Fax () _____ email _____

Age _____ Height _____ Weight _____ Pubic BONE height (PBH) in bare feet _____ In cycling shoes _____

PBH measuring tips: Get a pal, a thin book, and a metal tape. Hook the end of the tape over the edge of the book, and pull it up until it weaves through your tissue and strikes BONE. Have pal take the reading on the floor.

Saddle height on current bike, from center of bottom bracket to top of saddle: _____ cm (inches \times 2.54).

Saddle height measuring tips: Make sure the bike is vertical. Have Pal place the end of the tape/yardstick on the center of the crank (center of the dustcap, or if the dustcap is missing, on the center of the crank bolt). Measure to the top of the saddle, and have your eye level with the saddle when you read the measurement.

Years riding as an adult _____ Current favorite bike (model, size, comments) _____

Type of riding you will do on this bike: _____ Approx. yearly miles: _____

Typical tire: _____ Largest tire: _____ Percent time riding on that largest tire: _____

What style handlebars will you ride? Drops _____ Moustache _____ Both? _____ Other? _____

WHY DO YOU WANT A HERON? _____

Model(circle) **Road** **Touring** **Size (c-t):** Rivendell's choice _____ No. Please send a _____

COLORS
Silver or Blue.

DELIVERY

Generally about a week for frames, and up to 3 weeks for built-up bikes. Peter or Joe here can assemble them. Both do this on their own time, charge \$125, and you make arrangements with them separately (just call them up here). We have 90 frames in stock, and may not be getting any more this year, so order early for the best color and size selection.

PRICE: \$710 (ROAD); \$725 (TOURING) AND PAYMENT

Other: Bottom bracket: Phil Wood (to fit your cranks): \$135 installed. Want it? _____ (other bbs available; ask)
Headset: Tange Rollerball (we love it): \$50 installed. Want it? _____

Freight: UPS Ground is \$35 per frame, \$50 per complete bike. International, \$200. For faster methods, call.

Payment Enclosed: Visa or MasterCard: _____ expires ___/___/___

Rivendell Bicycle Works / Frame Dept.
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HOW TO BRAZE A LUG

BY JOE STARCK

When Rivendell's Pappilio lugs arrived in June, a project arose out of a conversation about joint clearances and brazing techniques.

Grant asked, "When you braze a lug, like an upper head-tube lug, you feed the silver in at the top tube and it flows through the lug and comes out at the head tube, right?"

"Right," I said.

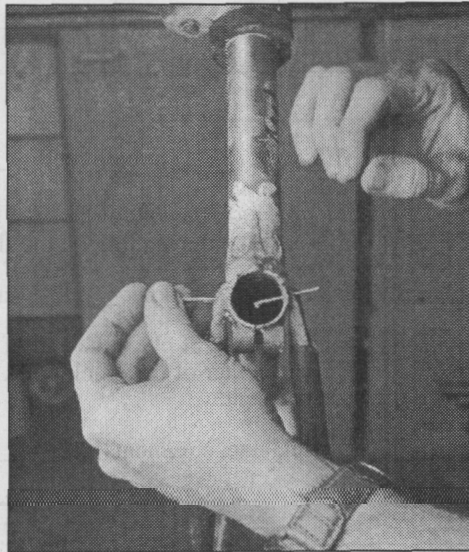
"How do you know that you've filled the lug? How do you know there isn't a big gap in the lug, like rolling out carpet and having it roll back up on itself behind your heels?"

It's an apt simile, and I was about to answer him in the manner most framebuilders would, with a flippant remark alluding to my years of brazing experience, hamming it up with some cocky combo of mall speak, surfer dude lingo and the SoCal "Trust me." What else could I say? After all, the only sure way to verify penetration is to go at a newly-built frame with a hacksaw.

So I capped our conversation about the new Rivendell lugs with, "I'll braze one up for you and you can cut it to bits with a hacksaw and you'll find a thin layer of silver running along the edge of every slice of the lug."

Revealing the fresh-cut innards of a brazed Rivendell serves several functions. Do the new lugs have the right clearances? Can Joe flow silver throughout the new top lug with its integrated head tube extension?—It's twice the distance to cover over the old lug—does that matter?

What should a brazed cut-away section look like? Years ago, a large manufacturer advertised a proprietary brazing process called "in-external" brazing, in which the company claimed to stand out from the rest by boasting that their joints had fillets on



Combining eastern medicine, western framebuilding, and magic, Joe pins the seat stays before brazing. Note the all-important floating right hand.

the inside of the tubes whereas other makers' didn't. This claim surprised me because, whether a builder is fillet-brazing or lug-brazing, a small fillet should form inside the joint naturally as a result of good brazing.

Fit, finish and design of a lug affect brazing, and although this exercise serves as a check on those elements of the new Rivendell lugs, the other aim here, other than to provide a cut-away section for Grant to send to the U.S. Patent Office regarding RBW's pending inside-outside brazing process, is to let others in on the craft of lugged framebuilding—Who doesn't like show-and-tell? So, let's braze.

The question I'm most often asked about brazing occurs whenever somebody sees me mixing up the blue stuff.

"What's that?"
"Flux."

"What's it for?"

"It protects the metal while I'm brazing, keeps the metal from oxidizing so that the brazing alloy will flow into the joint," I reply, as I brush it on the joint to be brazed.

"Oh," they say. And then they walk away and I'm never sure if they got the connection between flux and brazing, and I think it's because the stuff doesn't really look capable of "protecting" the metal from a 5000°F flame. But, the thing is, it changes during brazing.



A favorite, oft-used photo of Joe brazing a fork.

The fluxes most framebuilders use is made by The Gasflux Company—type B for brass, type U for silver—which means blue stuff for brass, white stuff for silver. They're both water-based pastes, the blue stuff is granular, like sherbet, the white is creamier, like really good ice cream. I scoop it from 5-pound pails into a pint-sized cup and add water for optimum consistency so

that it brushes on like a creamy

paste. (More about flux once we start heating it up.)

After I miter a frame's tubes and prep' the lugs for fit, form and cleanliness, the front half of the bike, the main triangle, is assembled and tacked in a frame fixture. I brush flux on the inside and outside of the lugs and bottom bracket as well as the ends of the tubes. Once assembled and fixtured, I braze three to four tacks on each lug. Tacks are little braze fillets holding the lug edge to the tube. These small tacks are sufficient to hold the main triangle together when I braze each individual lug.

I remove the main triangle from the tacking fixture and bring it over to the brazing area where the frame is held in a Park stand. I braze lugs while seated on a rolling desk chair. The frame is positioned so that the lug to be brazed is at about my chest height.

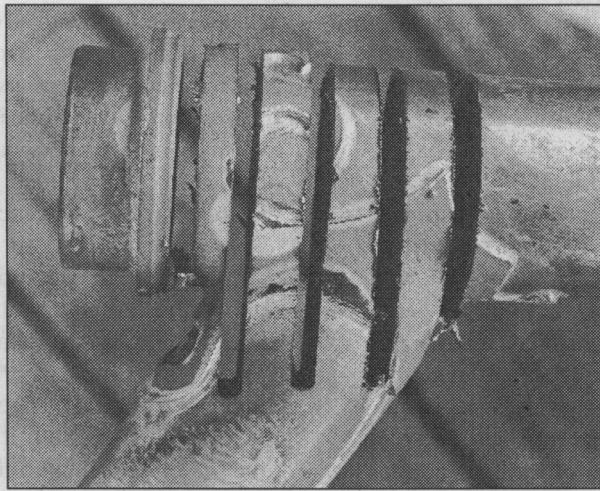
OK, we've got a tacked, fluxed frame, let's braze it.

There are three things you do with the torch when brazing a lug: Heat up the joint. Maintain joint temperature while adding brazing alloy. Clean up lug edges.

I use four torch-tip sizes, each for different joints on a frame. I use a #0 for braze-ons, #1 for dropouts, #2 for silver-brazing lugs and a #3 for brass-brazing lugs and silver or brass-brazing fork crowns. Each tip, from the smallest, #0, to the largest, #3, provides the correct flame size and intensity for each size frame joint.

For a top head lug, to be silver-brazed, I use a #2. I begin heating the lug holding the torch flame at a distance from the lug so that the cross section of the flame equals the lug area, which is about two to three inches from the torch-tip. I'll apply heat around the entire lug joint.

Fresh on the frame, as I said earlier, flux looks like sherbet or ice cream. With the first few passes of the



Joe cut up this joint to prove he was getting penetration. We were dearly hoping to find some voids so we could dock his pay; but no. See below.

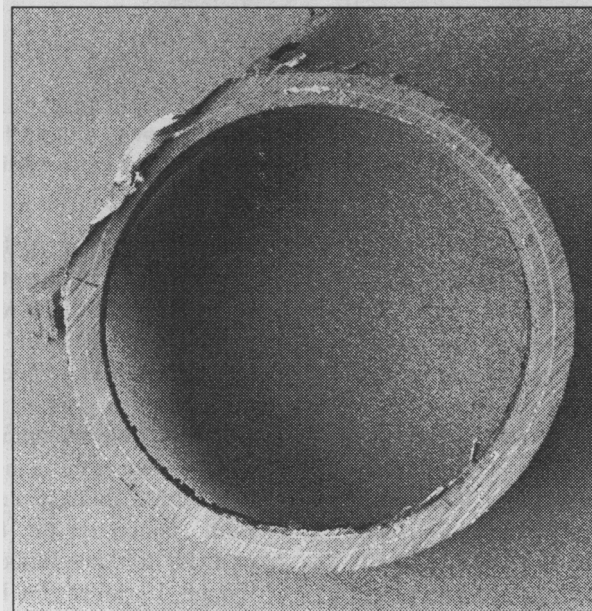
flame, the flux stiffens, like a meringue. With more heat the thickness of the flux diminishes and finally when ready to braze the flux is a thin, clear, glassy film; the joint looks as if you poured egg whites over it.

Visually, I'm watching the flux change as I apply heat. The flux provides my cue to begin adding silver.

OK, one more time, from ice cream to egg whites. The first application of the heat is for the flux. You want to be dainty with the flame so as not to blow chunks of the flux off, leaving the metal unprotected. Make a couple passes around the lug. When the flux begins to **make glassy** beads, you concentrate the heat on the one-third to one-half of the lug that will be brazed first. You draw

the torch closer to the lug, heating it faster. You heat the lug section up to a temperature about equal to the melting temperature of the brazing alloy. This is about 1200F for silver brazing with no color change in the lug, a couple hundred more degrees for brass brazing and the lug is hot cherry red.

The first task of the torch is now completed, you've heated the joint up to brazing temperature—ice cream, meringue, egg whites—it's time to "maintain joint temperature while adding brazing alloy."



If you look closely, you can see the ring of silver between the lug (outer metal) and the tube (inner). They all looked like this.

It's also a good time to tell you that the joint doesn't really need you and your human hands to become a brazed joint. OK, Rivendell lugs do because they're so ornate, but most simple, generic lugs can get by on robotics thanks to the power of capillary action. Large manufacturers of simple lugged frames use various automatic brazing processes, whereby the lug is heated up with multiple torch heads, and at the right moment, brass is wire-fed into the joint at one spot and flows all the way around and throughout the entire joint because of uniform heat and the capillary action of the joint.

Capillarity gets water to plants, aids blood to toes, is the sponge that mops up messes. As demonstrated in physics class, liquids rise up tubes with hair-like bores, called capillary tubes. A common exercise of capillar-

ity involves a dish of colored water and two plates of glass sandwiched together but separated slightly, at a hair's width say. Dip the glass in the water and watch it suck up the gap between the glass sheets. Now, imagine a few changes. Change the colored water into molten silver brazing alloy and change the glass sheets into sheets of steel heated to 1200F with the sought after .003-.005 inch gap, a hair's width say. Dip and suck, saw in two, and you'll see a shiny strand of silver running along the edge of the cuts.

Back to our egg whites, the flux is glassy, the lug is up to brazing temperature. Concentrating the flame on the lug, hover the torch a bit over the edge of the lug, the entry side, where your silver brazing rod is ready to melt onto the tube and into the joint. Depending on the size and complexity of the lug, you can "push" the rod into the joint, as it melts, like water through a garden hose all the while maintaining heat on the lug. When enough filler has flowed into the joint you move the torch to the exit side of the lug, back and forth a bit, from entry to exit until you see silver flow out of the exit side of the lug. The silver follows the heat. As the silver gets sucked into the joint, keep adding more until it peeps through the opposite edge. When you see that the silver has flowed through the joint you back the heat away from the exit side toward the entry side to see if

more silver will flow in, to make sure the "carpet hasn't rolled up on itself." Since the "exit" side is solidified you can either keep adding silver on the entry side and watch it cascade over the edge of the lug, all over, making a big mess of your lug, or you can make a smooth lateral move with the torch, bringing the silver with the heat, and braze the rest of the lug.

"Cleaning up the lug edges" with the torch doesn't occur separately, but concurrently with the brazing flow. "Clean" brazing means as you braze a section and move on, the section you've left behind is brazed with just the right amount of silver so that the lug edge is neither recessed nor filleted, otherwise, the recessed edge will require reheating and adding silver, the filleted edge will need filing.

When I have too much 'silver in a joint, usually in a window of the lug, I have a method to take care of the excess, which happens to be another demonstration of the power of heat and capillary action. During brazing, with the joint up to temperature and my window filled, damn it, I heat up a strand of fluxed one-quarter inch braided wire, dip it in the lug window and presto, it wicks up the excess silver.

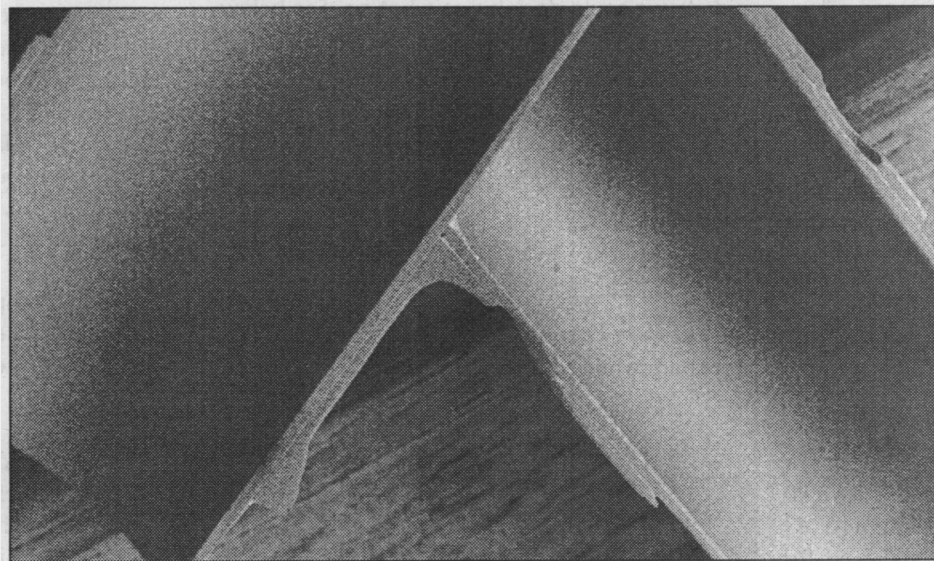
When the brazed main triangle has cooled, I soak it in water to remove the flux, allow it to dry, and then sandblast the lug joints prior to inspection and hand-finishing.

* * * * *

Since my test frame, Algernon, was to be dissected, I skipped the hand-finishing part. It's a test, an experiment, and when I think of experiments I think of rats, and when I think of rats I think of the laboratory rat, Algernon, as in *Flowers for Algernon*, a tale of personal growth and change wrought with

others' doubt and envy. Whew, whatever, the labels I affix to the tubes that show miter angles and tube cut lengths also show the customer's name, so I had to type something in there.

Holding Algernon firmly beneath the cut-off saw, I began to slice in two. A cut-off saw is otherwise called a chop saw; it cuts with a one-eighth inch by 14 inch circular abrasive disc at



A sliced head tube joint shows full penetration and even a slight fillet of silver on the inside of the tube. Look closely. Good work, again.

about 10,000rpm. As I sawed about midway through the bottom bracket I laughed to myself and thought, "Wouldn't it be funny if I grabbed the wrong frame to split in two? The thought reminded me of Grant's recount in the RR of his bike assembly screw-up that ended with him sawing the cranks off his bike. What a goof. I, on the other hand had just separated Algernon from the other two frames I had brazed that day, and so after sawing through the bottom bracket and up the seat and down tubes about seven inches I was kind of surprised to read Beth Hamon on the frame's label. I closed my eyes and cringed, felt my blood sink to the floor. Within moments though, I grinned, for I realized that I was then more curious than bummed, and all I could do was continue cutting in two to see how I'd done.



RIVENDELL FRAME ORDER FORM



Date submitted: ___ / ___ / ___

Name _____

Address _____ City _____ State _____ Zip _____

Day Phone () _____ Fax () _____ email _____

Age _____ Height _____ Weight _____ Pubic BONE height (PBH) in bare feet _____ In cycling shoes _____

PBH measuring tips: Get a pal, a thin book, and a metal tape. Hook the end of the tape over the edge of the book, and pull it up until it weaves through your tissue and strikes BONE. Have pal take the reading on the floor.

Saddle height on current bike, from center of bottom bracket to top of saddle: _____ cm (inches x 2.54).

Saddle height measuring tips: Make sure the bike is vertical. Have Pal place the end of the tape/yardstick on the center of the crank (center of the dustcap, or if the dustcap is missing, on the center of the crank bolt). Measure to the top of the saddle, and have your eye level with the saddle when you read the measurement.

Years riding as an adult _____ Current favorite bike (model, size, comments) _____

Type of riding you will do on this bike: _____ Approx. yearly miles: _____

Typical tire: _____ Largest tire: _____ Percent time riding on that thar largest tire: _____

What style handlebars will you ride? Drops _____ Moustache _____ Both? _____ Other? _____

WHY DO YOU WANT A RIVENDELL? _____

Model(circle) Road Std LongLow All-Rounder Size (c-t): Rivendell's choice _____ No. Please build a _____

COLORS

3 metallic blues: Light, medium, dark. **3 greens:** Grey-green; Coleman Stove; Dark Green (metallic). **Orange:** Burnt.

____ **Surprise me** (on or off our palette), but stay away from (list your fears): _____

When we get a deposit, we'll send out photos or color chips with your first receipt; then you have a month to decide. Or you can see them on our website: Rivendellbicycles.com. **If you pick without us sending chips (in other words, if you do it now), we'll take \$20 off the price of your frame.** If you later change, we'll silently add that \$20 back.

DELIVERY

With good luck, 2-3 months. With medium luck, **4-5** months. It shouldn't be longer than that, and at the time you order we'll give you our best estimate, which isn't a guarantee. Call anytime for updates. A Rivendell will probably last you the rest of your life, but if you need a bike fast, for a special ride or a high school reunion, this isn't the one.

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(note: Price includes prepping, anti-rusting inside the tubes, two water bottles, water bottle bolts, seat binder, and a cap.)

	1999 price	Y2K price?	
Road	\$1500.....	\$1750	
LongLow	\$1525	\$1775	A deposit locks in the price at time of deposit.
All-Rounder	\$1575	\$1800	

Other: Bottom bracket: Phil Wood (to fit your cranks): \$135 installed. Want it? _____ (other bbs available; ask)
Headset: Tange Rollerball (we love it): \$50 installed. Want it? _____

Deposit: \$300. Check or credit card. Balance before shipping. If you cancel after 60 days, we refund as Rivendell credit.

Layaway Plan: \$100 deposit locks the price, and you can then chip away at the balance month by month, or as you come up with the money. Refunds as credit. If you want to lay-away a frame, check here _____ and send us \$100.

Freight: UPS Ground is \$35 per frame, \$50 per complete bike. International, \$200. For faster methods, call.

Payment Enclosed: Visa or MasterCard: _____ expires ___ / ___ / ___

Your Signature: _____

Other comments?
Photocopy this and write
on the back, or submit a
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LOOK AT LUGS: CINELLI



Cino Cinelli was a bike racer-turned-businessman, and is famous for Cinelli frames, stems, and handlebars. It's pronounced *chin-elly*, like "Look at that chin on Elly!"

Some people are experts on all things Cinelli, but I'm not one of them. I've got other gigs, you might say, and the downside of that is that I may say something about these lugs that isn't entirely the whole story, and the next thing you know, there's a grantknowsjackaboutcinelli.com website, and I seem grumpy all the time for no apparent reason. So, I'll keep the text to a minimum here.

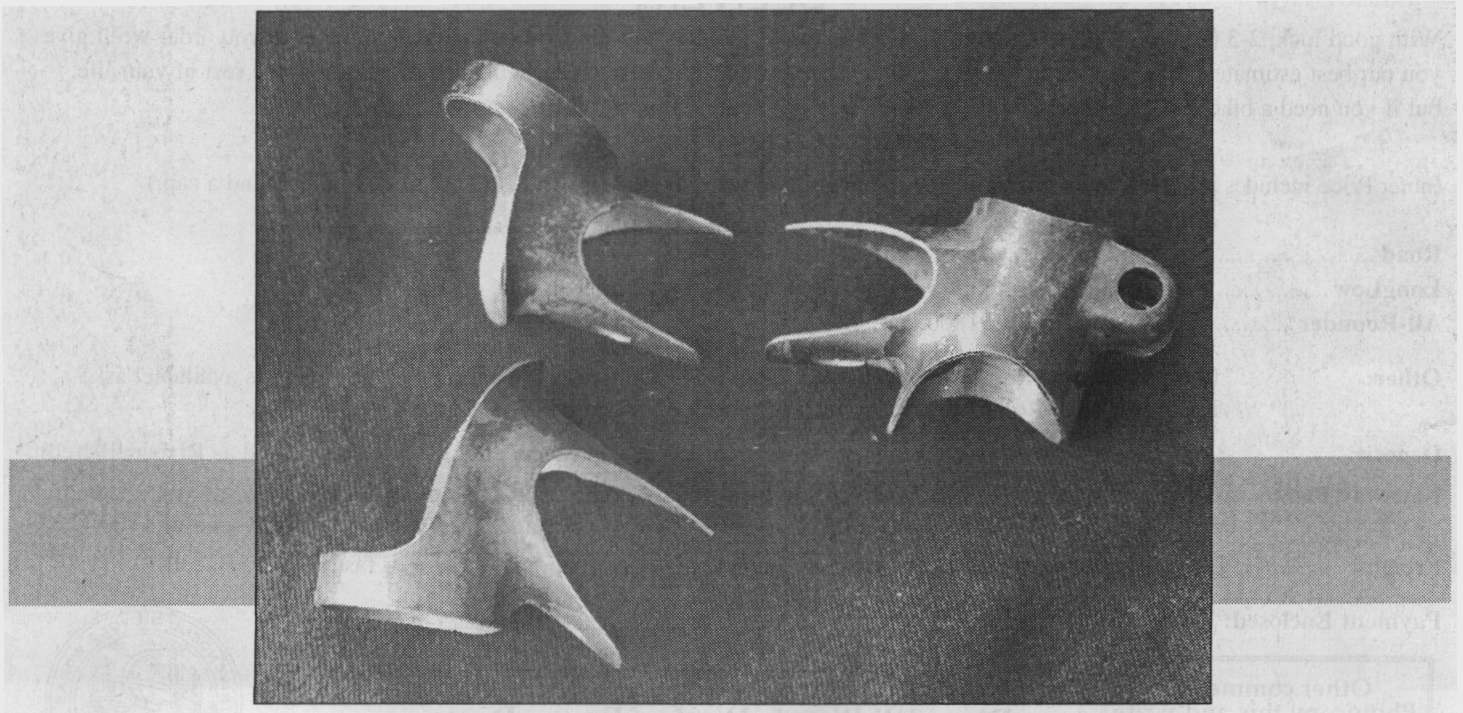
Over the years, Cinelli frames have used a variety of lugs; the ones shown here were aftermarket Cinelli-designed lugs, and at least the head lugs (or two lugs in the set of three) were indeed used on Cinelli frames. I don't think the seat lugs was, though, because one of the trademarks of a Cinelli frame (in the era of these lugs) was the unique Cinelli seat binder, which used a bolt through the seat stays (and this seat lug, which is clearly part of this set, is clearly not that style). This one has integral ears for the binder bolt, as did most lugs from the same era (the '70s).

The lugs are "stamped and welded," which means they're literally stamped from sheet metal, wrapped around tubular

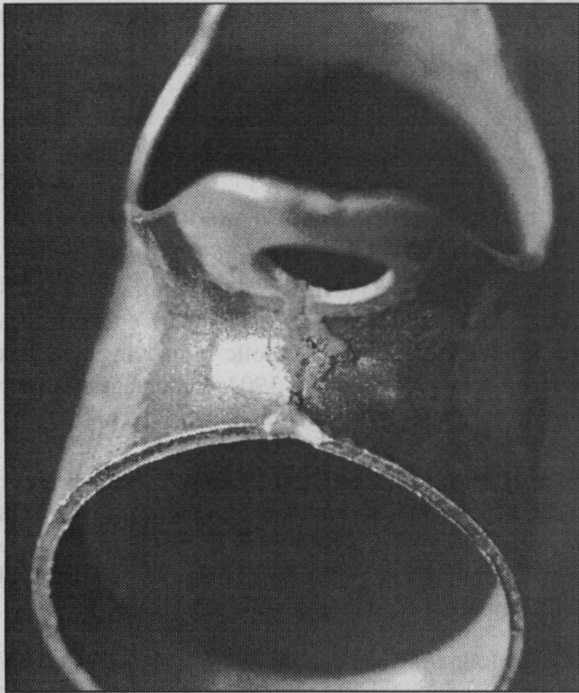
forms until they're about the right dimensions for frame tubing, then welded shut before they have a chance to spring back open. "Stamped" lugs and "pressed" lugs are the same thing.

Look at the distinct line at the point where the binder ear meets the seat lug body. It's clearly a result of the stamping process, and yet many investment cast lugs—which came after stamped lugs—have the same "seam" look cast into them. I never thought the seam was attractive, and to go out of your way to mimic it seems funny.

The thing I've most liked about these lugs is that they weren't typical Italian lugs. Typical Italian lugs had pointier points on the underside of the lugs, and these are rounder there, more like French lugs (although the spoons are more elongated). The thing I like second most about these lugs is the punched out holes. I liked them because they, too, are atypical of Italian lugs, and all others of the same vintage, too, for that matter. I used to imagine Sr. Cinelli saying something like, "I like circles, so put some in the lugs," but a far more likely scenario has him saying, "What's the easiest, fastest, most economical way to lighten these pups just a little bit?," and then someone grabbed a simple circle punch, and the rest is history.



A. A fine matched set.



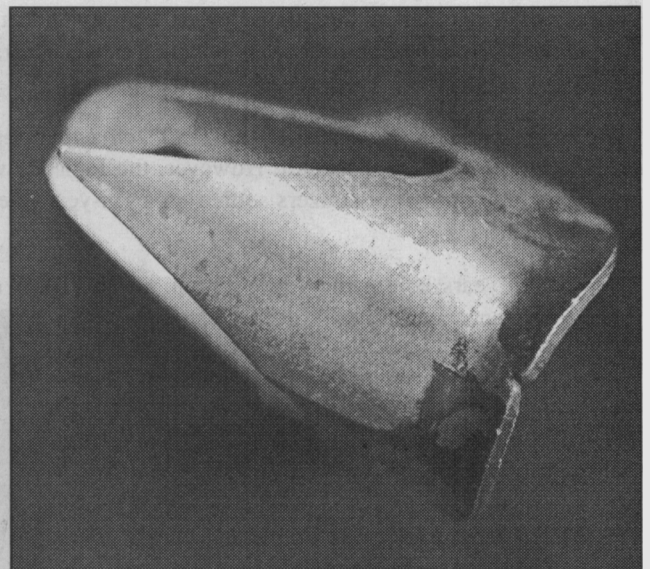
B. The welded seam is globby, but time and skill with a file can clean it up, and—and that's just the way it was.



C. Two more lugs that, by modern standards, are substantially substandard. There was one of these on each lug, and builders grew to hate them, since getting rid of the seam took time which could better be spent brazing or mitering—necessary work. Such crummy lugs did not result in crummy frames, though; just as excellent lugs don't by themselves don't make a good frame.



D. These are the rounded spoons on the undersides of each lug. Most Italian lugs have shorter tangs with sharper points; but this is a better design. The three holes were unusual for Italian lugs.



E. This picture shows another incomplete seam, and the factory polishing on the accessible portion. Some builders would modify the straight-sided point to something fancier, with concave sides. There's plenty of metal to work with, and a builder could round out the point, make the sides concave and pretty, or just leave them alone.



PARIS-BREST-PARIS



IN HISTORY

(LARGELY SYNOPSISIZED BY HENRY KINGMAN)

Bordeaux-Paris, at 572km, was first held in 1891 and was the first bicycle road race. Later that year, Pierre Giffard of *Le Petit Journal* put on the first edition of “Paris-Brestet retour,” as he called it. It means Paris-Brest and return, later changed to Paris-Brest-Paris, or PBP. Despite several changes in format, PBP remains the oldest ongoing long-distance cycling road event.

In an era when the diamond safety frame and pneumatic tires were taking over from high-wheelers with solid rubber tires, Paris-Brest was conceived as an “epreuve,” a test of the bicycle’s reliability for long-distance transportation. Giffard promoted the event through a series of editorials, signed with the nom de plume of “Jean-sans-Terre.” He wrote of self-sufficient riders carrying their own food and clothing. Riders would ride the same bicycle for the duration. Only French men were allowed to enter, and 207 showed.

The 1891 Paris-Brest saw dramatic racing action between Michelin’s Charles Terront and Dunlop’s Jiel-Laval. Terront ultimately prevailed, passing a snoozing Jiel-Laval unawares during the third night to finish in 71 hours 22 minutes. Both riders had a number of flats that took as long as an hour to repair, but still enjoyed an obvious advantage over riders on solid tires. Ultimately, 99 of the 207 finished.

The race was a media coup for *Le Petit Journal*, bringing significant circulation increases. However, the logistics were daunting enough that organizers settled on a ten-year interval between editions.

During the years before the 1901 edition, several other road races began, including Liege-Bastogne-Liege, Vienne-Berlin (582km), Rennes-Brest, Spa-Bastogne-Liege, Geneve-Berne, Milan-Turin (530km), Paris-Besancon (430km), Lyon-Paris-Lyon, and Paris-Roubaix. But they were all minor league compared to Paris-Brest.

The 1901 Paris-Brest was sponsored by *Le Petit Journal* and L’Auto-Velo, edited by none other than Henri Desgrange, the guy who started the Tour de France. For the first time, professionals were segregated from the “touriste-routier” group (in which a 65-year-old would ride, finishing in just over 200 hours). The two sponsoring newspapers organized an efficient telegraph system to relay results to their Paris presses, and the public, entranced, followed the exploits

of Maurice Garin, who won in just over 52 hours over 112 other professionals.

So many newspapers were sold, in fact, that Georges Lefebvre at L’Auto-Velo was inspired to present the idea of an even bigger, grander race, the Tour de France, to his editor, Henri Desgrange. Under Desgrange’s despotic organizing, the first Tour happened two years later, in 1903, with stages so long that it more closely resembled PBP than the modern Tour.

The next Paris-Brest was held in 1911, and saw the emergence of pack riding techniques rather than solo breaks. Five riders stayed together until nearly the last control, with Emile Georget finally pulling away from attack instigator Ernest Paul to finish in 50 hours and 13 minutes.

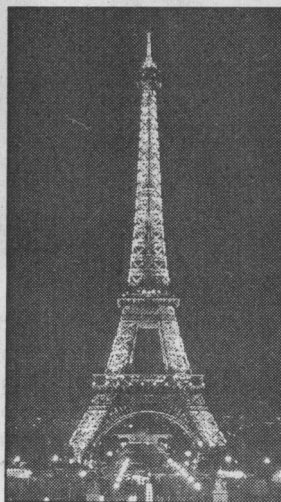
The 1921 tour, following close on WWI, was small, with only 43 professionals and 65 touriste-routiers. It was closely fought between Eugene Christophe and Lucien Mottiat, with Mottiat finally prevailing in 55 hours 7 minutes.

In 1931, the “touriste-routier” group was changed into two “randonneur” groups: the “allure libre” group, consisting of individuals riding by themselves, and the “audax” group consisting of groups of ten, riding together as a group but under the authority of a single leader who designated rest stops and gave all the orders. In French, the word “randonneur” means something like “rapid Rambler,” and is applied to skiing, walking, running, cycling, or any other kind of adventure travel. Both randonneur groups were limited to 90 hours for the first time.

In 1931, the first randonneurs finished in 68 hours 30 minutes.

A woman recorded only as Mademoiselle Vassard became the first solo female finisher, in 93 hours 25 minutes. Four women on mixed tandems also finished in 1931.

The 1931 professional event saw victory by Australian cycling great Hubert Opperman. Opperman broke nearly every record in cycling before retiring to become an important Australian politician. Oppy took the race with an incredible sprint on the finish velodrome after his long solo breakaway was neutralized just outside of Paris. His finishing time was a record, 49 hours 23 minutes, despite constant rain. His diet included 12 pounds of celery, which he thought to be an important energy source.



Oppy, in his 90s, spoke at the start of the centennial 1991 Paris-Brest-Paris, ending his short talk at the Paris Hotel de Ville with a GARGANTUAN pause for dramatic emphasis, and the quiet words, “Out from home, into the unknown — [another pause, even longer] — the only things worth winning are laughter and the love of friends.”

WWII postponed the 1941 PBP until 1948, when L’Equipe sponsored the event. Among the 52 pros to start, Albert Hendrickx proved strongest, winning in a sprint over fellow Belgian Francois Neuville.

Three years later, the 1951 event saw an amazing record time of 38 hours 55 minutes. This record is unlikely to fall. For one thing, this would be the last time PBP was raced by professionals. For another thing, “rustification” of the route, beginning around this time, brought rougher roads and many more hills to the course. Maurice Diot set this record. He won a sprint over breakaway companion Eduoard Muller after waiting for Muller to fix a puncture in Trappes, just 22 km from the finish.

Though listed on the professional calendar in 1956 and 1961, too few teams signed up to make the event happen. Nonetheless, the usual contingent of at least 100 randonneurs turned out for the usual ramble through Bretagne. And the randonneur division even featured the usual exciting racing, with Rene Herse-sponsored Roger Baumann winning over Espinasse and L’Heuillier in 52 hours 19 minutes.

PBP was held every five years between 1956 and 1975, with more and more participants riding and less and less media coverage. Former professional Hermann de Munck, an extremely short rider, got 5th in 66, first in 71, 75, 79 and 83. Actually, he was disqualified in 79, most believe unfairly. de Munck continues to place highly to this day, finishing the 1999 PBP in 99th place at the age of 60.

Simone Atie was the first woman to finish in 1971, at 79h38m. In 1975, Chantal de la Cruz and Nicole Chabriand lowered the winning women’s time to just 57 hours. In 1979, Suzy de Carvalho finished in 57h02m.

American Scott Dickson began his glory years by placing third in 1979, though at just less than 49 hours he was four hours behind the winners. In 1983 he again came third, this time by only one hour. He won his first PBP in 1987 by breaking away in Brest, aided by a strong tailwind and a few strong riders from the “touring” group, which that year started many hours before the “racing” group. Dickson also won in 1991 and in 1995.

Susan Notorangelo set a women’s record of 54 hours 40 minutes in 1983, but that record fell to American Melinda Lyon, of Boxford, Massachusetts in 1999. Melinda accomplished her remarkable time—53 hours and 11 minutes—without a support vehicle, a fact nowhere reported in the French or any other press, that I have seen.

While no longer a professional road race, PBP continues to attract highly competitive riders who stop at nothing to turn in the fastest times. Despite the event organizer’s insistence that it isn’t a race, PBP offers huge trophies and a certain degree of prestige to the first finishers in each division. The event’s popularity stands at an all-time high, with a cap of 3,500 participants placed for the first time in 1999. It seems likely that the event will continue to draw large numbers of international participants in the future.

Whereas once PBP was contested by a few great professional athletes as a demonstration of the bicycle’s potential, today the focus is on regular folks like you and me. Riding PBP is a chance to be a part of history, yes — all finishers names are set down in the great record book — but also to learn how to use the bike reliably for transportation, a skill just as useful today as it was 108 years ago when Paris-Brest et retour began.

—This article largely synopsised from Phil McCray’s article “PBP — 1891 to 1991,” from the 1989 *Journal of the International Randonneurs*. Those deeply interested in the history of Paris-Brest-Paris should look for the recently published book (in French) by Bernard Deon. His address is Chemin du Larris aux Cures; 89390 RAVIERES. The ISBN number is 2-9511584-0-8.



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HENRY KINGMAN, A FORMER EDITOR OF CALIFORNIA BICYCLIST MAGAZINE, NOW PRODUCES ZDNET'S LINUX HUB AT WWW.ZDNET.COM/ENTERPRISE/LINUX/. HE FIRST RODE PBP IN 1991, FINISHING IN 62 HOURS 25 MINUTES ON A BRIDGESTONE T-700. HE IS CARELESS AND RIDES HIS BICYCLE JUST ABOUT EVERY DAY.

✦ HENRY'S PBP STORY ✦

I magine a 780-mile Critical Mass with 35,000 feet of climbing lasting 2-4 days and nights and you've got some sense of what it's like to ride P-B-P.

Held every four years, it's the biggest deal on the crowded European cyclotouring calendar.

It starts slowly, paced by a car and some motorcycles. Everyone sports their coolest cycling regalia. You see tricycles, tandem triples and quads, recumbents, single-speeds, high-wheelers... maybe a 1904 Pedersen from Holland.

Many ride Audax style, as a club. Big groups ride in matching clothes, arms entwined as they pass around enormous chocolate bars, occasionally snacking on same.

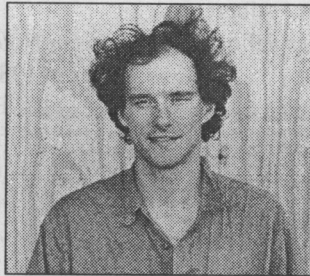
In all, there are 3,500 riders starting in four waves. At 8 p.m. you have about 1,000 riders who plan to go as fast as they can and finish in less than 80 hours. At 9:45 you have the tandems, HPVs and recumbents. At 10 p.m. you have nearly 2,000 people who, for the most part, look at P.B.P. as a fast tour. They stop for picnics and naps, take pictures and finish in 90 hours or less. Finally, at 5 a.m., you have the 84-hour group, a band of "tweeners who want to ride less at night.

Supporting all these riders are a series of "controles" where you can buy water and food, arrange for a timed nap, take a shower, work on your bike, check the whereabouts of your friends through MiniTel — a whole range of distractions from the bike. Stopping is mandatory, if only to get your ID card swiped and your road book stamped. You have to get it stamped.

Nearly everyone in the fast group is also supported by friends, family or club members who drive a separate but nearby route. The support-car route intersects the course at each of the controles, where access is allowed.

My goal was to ride the fast group without a car, yet finish well anyway.

The challenge is that controles are set up for large crowds, not for speed. You have to check in, run 100 yards to buy some water, and possibly go to a third location if you need food. Meanwhile, supported riders have handed bikes to crews to have the bottles



Henri, fresh off the plane, stopped by the plant before he even went home.

changed, swiped their cards, and set out on the road again, musette bags over shoulders.

I had an enormous Camelback H.A.W.G. with nearly five pounds of water/CarboPlex and another couple pounds of clothing, GU and MetaRX bars. This meant I only needed to do business at every second or third control. That, coupled with some (for me) fortuitous navigational errors by the lead pack, let me stay up with the Dickson group for the first third of the course.

Scott Dickson had won the previous three editions of PBP — this year, mixups over the course possibly involving a fake officials car took him out of the lead early on.

Riding with Dickson, a barrel-chested, corn-husker-voiced Iowan, was a big thrill for me, especially when he neutralized a break just before Loudeac. After watching six or seven French riders sneak off the front one by one, he made a series of sprints, riling everyone and exciting the pace. It was smarter than just chasing by himself.

Dickson, 48, just got his PhD in Geography, specializing in toxic cleanup of some kind. "I'll have to get a real job soon," he said.

When I bought water at Loudeac I finally lost the Dickson group, but there were enough stragglers that I had excellent company most of the time. Robert Grunzde, a forestry laborer in Arkansas who built his own bike, was amazing in the Bretagne hills. "They're not as steep as the Ozarks," he said.

A number of French riders adopted me at various points. They would hardly let me take a pull. Maybe they were being protective of the foreign guest. Or maybe they were just arrogant, I couldn't tell. Truly, the French are great riders.

The biggest lift on the way back was getting passed by Bob Fourney in the Lightning HPV. Bob's affability and wisdom — he won RAAM about three times, I think — always rub off when he passes you. Drafting the Lightning is difficult, but it was hilly enough around Tintineac that I hung for an hour or so.

It rained at dusk the second night, just long enough to put a full rainbow over the rising nearly full moon. Then the next morning a brief lightning storm rattled us on the way up some big hill. Nearing Mortgage au Perche, a tail wind and 35 degree tempera-

tures kept us baking up the steep climbs. Bless the people along the route with cold water and coffee. And whomever handed me that 1500ml bottle of citric soda at the controle.

I finally finished in just under **50** hours, with Robert Grundzle and three distinguished French riders with previous top-20 PBP finishes. We finished mid-40s. Dickson had finished 10th, many hours earlier.

As PBP is **108** years old, I was especially proud of using a very traditional bike, a lugged Rivendell frame with full fenders, generator lights, reliable Top Touring tires, six-speed freewheel with downtube friction shifting, non-aero levers and Brooks saddle.

One tradition I broke was not having a support vehicle, and while I was proud to be the first unsupported finisher, I also womed about seeming the aggressive, ugly American at the controles, goading volunteers into hustling on my behalf. At least I spoke French.

PBP is a lot of work to prepare for and ride, but the memories that last are sure to be good. If you go, my advice is 1) Brush up on your French; 2) *Go* a week early and ride from Brest in to Paris on the course so you'll have a chance to appreciate the striking skies and landscapes of Bretagne and Normandy, the picturesque villages, medieval chateaux, the exceptional cuisine of French restaurants, and the modest comforts of inexpensive country inns; 3) Before and after the ride, stay right in Paris, not in the suburbs, and eat street food in the Latin Quarter when possible, and, finally; 4) Skip the support car, unless of course you have friends, family or club members who really want to participate in the experience and drive a car in France! **END**

THIS IS AN AD we can't afford to run anywhere except smack dab here. **By** Halloween, it will be on our website, with a real photo; and others will follow. (Other ads, that is.)



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AN INTERVIEW WITH LON HALDEMAN

INTRODUCTION

As a bicycle rider, Lon Haldeman has the strength of a plowhorse, the endurance of goose, and the humility that guy on the Kung-Fu TV show. He wasn't the first ultra-distance rider in modern times, but back in the early '80s, when cycling in blossom, and new faces were showing up and doing amazing things on bicycles, Lon quietly appeared and snapped the big fancy distance records so convincingly that he was considered untouchable. What's more, he ate hamburgers and had meat on his bones where cyclists, especially distance cyclists, aren't supposed to—far from the “two vacuum cleaner bag lungs, one grapefruit-sized heart, and two dolphinlike thighs; with a few bones and sinew holding it all together” we've all come to expect of a champ cyclist. So even though he was and is stronger and faster and has more endurance than regular folks, he's physically more like us, and is therefore easier to relate to.

Lon married Susan Notorangelo, and long time cyclists know them as a couple, which they still are. They have a 12-year old daughter, Rebecca. Nice people, good couple, close family, and they ride bikes. Many of you suggested Lon as an interview subject, and it was my pleasure to do it, because I got to know him. One March, I hope to meet him in person.

LON HALDEMAN INTERVIEW

GP: How old are you? I'm guessing you're around 42.

Lon: **Forty-one. Born in 1957.**

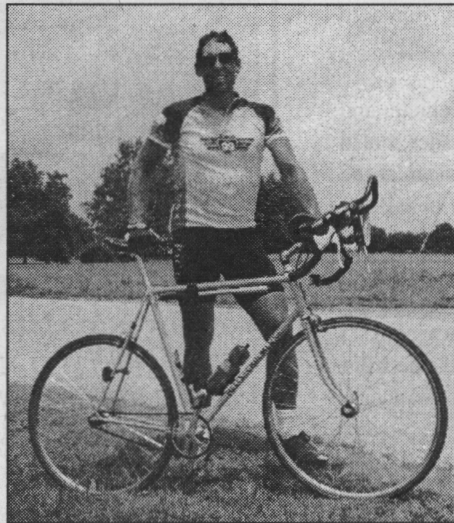
GP: OK. I want to use the right terminology and pronunciation in this interview. I don't want to sound like a rookie. So how do you pronounce “brevet”?

Lon: Well ... I say “bruh-vay,” but a lot of people say “bruh-vet.” Everybody seems to know what you mean, no matter how you say it.

GP: And when you talk about the events themselves, do you call them brevets? or randonnees? or qualifiers? or something else?

Lon: You could probably call them all of the above, but probably the most common is “brevets.”

GP: OK. What were you like as a kid and through adolescence, and do you remember your first bike? What other things did you like to do and how did you fit in with your friends? Did you like sports? Were you good at any of the sports? How did you develop your interest in bikes?



Lon, bike, & helmet hair.

Lon: Well, I liked basketball and football. I played those in junior high and high school. I started getting more serious into cycling when I was in junior high because I went out and did a really, really long ride and it was like 10 miles and I thought, “Gee, this is a really, really long ride.” And I guess for me it was a gradual progression because each time you did something new or further, you thought it was a really long ride. So it was, you know, the series of going to the next town and back and then it was going around the lake. When I finally did a 50 miler, I thought that was the furthest anybody could ride.

GP: How old were you?

Lon: I was in the 7th grade...so, about thirteen. I remember saving up my lawnmowing money and buying a \$69 AMF Scorcher 10-speed, and I thought that was a really, really good bike. I wore it out after about a thousand miles. The bottom bracket didn't last, and everything just kind of fell apart. I remember that year, because that summer I rode a thousand miles and I thought it was really a long way. Through high school I played sports, but I was also cycling in the summer to stay in shape for football.

GP: What did you play, and how seriously?

Lon: Basketball and football, and I was OK at football, I guess. I was All State as a quarterback my senior year and I had some offers to go to college ...

GP: What state? Where did you grow up?

Lon: Northern Illinois. But I really didn't have a lot of desire to continue with football. I didn't think I was good enough to do anything with it. I still liked competition, though, and I liked cycling, even if it was

just going out by myself and doing a long camping tour. I did **lots** of camping tours and things like that, and it was fun and challenging. **I** liked it. I eventually started doing some double centuries and then some triples which, you know, back in the **mid-70's**, not many people rode doubles and triples and 400 mile/24-hour rides, **so** it was considered odd then.

GP: Were you riding by yourself or with a group?

Lon: **No**, mostly on my own. **I** would ride over to the next town, 35 miles away, and do their club ride **or** breakfast ride or invitational ride, and then ride home. **I** was looking **for** people to ride with, but it was hard to find people who wanted to ride the longer miles.

GP: What was it about the long distances that you liked? **I** mean, there is a big difference between liking to ride a bike, like **I** do, and wanting to ride one 300 miles in a day, like you do.

Lon: Well, **I** liked exploring, going places. And the challenge, too. **So** one **of** the first 400 mile records, **start-**ed at Lake Superior at the northern tip of Wisconsin and rode back down to Illinois — about 407 miles— and **I** did it in about 23 hours on my 1-speed bike with an 82 inch gear. **I** liked doing **stuff** like that.

GP: Did you have any role models? Who were the distance riders of that time?

Lon: There weren't many distance riders **I** knew by name, but in 1978 John Marino did his first transcontinental record, and **I** thought oh yeah because that is something **I** had wanted to do.

GP: You had thought about riding across the country before that?

Lon: Yeah, and there were others before John, too. **I** believe Paul Cornish had done it in the early '70's and the Kvale brothers did it in about 14 days in the mid-late '70s. Because of limited resources and whatever **I** just couldn't do it, but finally in 1981 after **I** had done a bunch **of** other point-to-point records and things, **I** did the Double Transcontinental.

GP: When you heard about John Marino's ride across in 12 days did that seem do-able to you? **Is** that what you would have expected him to do?

Lon: Yeah. Well, there again —you see John was a real pioneer, and it's kind **of** like Roger Bannister, the first guy who broke the four minute mile. At the time it was an amazing thing to do and it was **so** inspiring,

and **I** wanted to go out and do it. If somebody had done it eight days, **I** would have said, "OK, well somebody did it in eight days, **I** guess that is do-able." So when **I** was ready for the Double Transcontinental, **I** thought, "OK, survive the first half of the trip, New York to L.A., and then try to break John Marino's record on the way back. So **I** knew less than 12 days would be a good target.

GP: What sort of support did you get?

Lon: Well, **I** had great support from my family, from my mom and dad and even my brother, because they went with me on the Double Transcontinental. Plus they had crewed for me on a bunch of other rides in the late '70s. So **I** was really fortunate. Plus **I** worked at a bike shop at the time, and it was about 45 miles



away. **I'd** ride to work, work seven hours, then ride home. So that worked out well. My employer was a good person and that probably was the best training **I** have ever had. Even after **I** was a professional **I** could train full-time. It was still never as good as having to go out and ride that 90 miles or so every day in all kinds of weather. So then if **I** had a regular job, **I** probably just wouldn't have the time to fit it in. **I** was consistently riding six days a week, then doing a double century on a Sunday. So **I** was getting a real good base of 600 to 800 miles a week, all summer long.

GP: Wow. That's a good month for me. What kind of bike were you riding then?

Lon: **I** had a 1976 model Schwinn Voyager. All the Dura-Ace components eventually kind of wore out so **I** just had the frame left and **I** had cannibalized it back down to a one-speed, so **I** didn't have to work on it.

GP: So you were doing all those miles on a one-speed?

Lon: Yeah, with about an 82 inch gear. I had 13x17 free-wheel, and each week I 'd move it one gear. I'd start off with 17 and the next week it would be the 16, then the 15, then the 14, then the 13. So by the end of the time, I was probably doing that commute on about a 95 inch gear. I was trying to increase my speed a few miles per hour each week.

GP: All flat riding?

Lon: More or less. It was just rolling farm country, no killer climbs. But that was my interval training, you know. Once a week you change the interval.

GP: So your first ride across country was the Double? What year?

Lon: In 1981. John Marino had done it in '78, '79 and '80. So he had already done it three times. He was successful on two of them. He had done it ... well actually in '78 it was 13 days, unsuccessful in '79, and then in '80 he did it 12 days.

GP: And on your first ride you weren't a professional then. Did you do it on that same Schwinn bike or?

Lon: No, actually I got a bike with gears.

GP: Was that a Specialized?

Lon: No, well, that was on the return trip. See, Specialized had helped me with sponsorship of some tires and materials and things, and this was still back in the days when I was just trying to get equipment for sponsorship, so it was pretty low budget thing that we did.

GP: So what did you ride on leg 1 of the trip?

Lon: It was a Trek, and I'm not even sure what model number it was but it was a pretty nice Trek, with Campy equipment. I also had a Astro-Daimler, which is still the bike I am riding today, but now it's a 1-speed. Then on my return trip, I had a Specialized, which I rode all the time. And that was a nice bike, too.

GP: Was it a special model they made for you?



Lon, seeing himself about to be attacked by an ABC guy, prepares his lemonade-in-the-eyes defense.

Lon: No, it was just a stock Allez. Because, I remember as we were going closer to Los Angeles to make the turnaround, our crew called up ahead to Specialized, talking about the bike, what gearing to get and things like that.

GP: There's a rumor that in all those miles you have never crashed. Have you heard that rumor?

Lon: Well, I guess depends what you define as a "crash."

GP: Well, when you're riding, then a part of you that is not supposed to touch the ground is on the ground.

Lon: Yeah...well, see in the '83 RAAM I actually snapped a crank on the night going into Atlantic City and my foot came down and I crashed. I was going up the hill so it was like a 10 mile an hour crash.

GP: Was there a backup crank?

Lon: Yeah. I mean there was a support car with me Probably the worst crash I ever had that could have been bad was—I was working with Bob Breedlove, training for the '92. It was '92 RAAM and we had got a new bike and he was driving but we were coming down the bluffs of the Mississippi River.

GP: Was he the racecar guy?

Lon: No. This is—

GP: -oh, that's Craig.

Lon: Yeah. Bob's from Iowa. But we blew out the front tire on this tandem, and we had these 26-inch little skinny tires, which were probably weren't supposed to use for tandems, but anyway...so Bob's driving and all a sudden the front end just starts shaking, shaking, shaking because he is down to the rim and I hear the rim on the pavement and all of a sudden we're going around this gradual corner and the thing slides out and we went down at 40-45 miles an hour and slid across the road, across the shoulder into the wet grass. I'm laying there thinking I must have just fractured my hip or something. I was afraid to move. We got up, I had torn my sock but besides that, nothing. And the bike didn't even have torn handlebar tape. So we got back on the bike and we had to fix it. I don't know how we fixed the tire, the tires got kind of chewed up, but anyway we basically rode in the rest of the day, you know. It could have been a bad crash, but at least I wasn't driving. Bob, I think, got the worst of it. He kind of hit his hip. He probably took all the force, so I didn't get hurt at all.

GP Craig would have been proud. Well the wet grass must have felt good though, after. . . .

Lon: Yeah, well I thought it was blood. I was on the ground thinking, "Oh no my leg is bleeding."

GP How many times have you ridden the across the country? How many times have you raced across it? And how about Susan? (Lon's wife, Susan Notorangelo, is another RAAM veteran, former record holder, megamiler.)

Lon: Well let's see. I think I have done it 45 times or so. Susan has raced across 7 times, I've raced it 14 times. We've done 30 between both of us on the trips. We do about 35 PAC Tour trips and out of those we get to ride about two-thirds. So I can't really count those as 100 percent, but, you know, we ride about two-thirds of those 30 PAC Tours, and then I have also been either RAAM officials and RAAM crew, and things like that another 7 times. So whatever that adds up to—fifty trips, maybe.

GP Back in the old days I remember reading that you used to train on hamburgers and fries. Do you still have that

diet or do you eat Science Diet now?

Lon: Well, I think it was a little bit overblo'wn, but see, at that time is there wasn't that much good stuff to eat. We were using Carnation Instant Breakfast, the original liquid diet, and we're drinking other protein drinks and stuff, but all that stuff tasted like wallpaper paste, so we ate what could be eaten and tolerated and got the calories. Sometimes, on these cross-country rides, I'd stop and sit down and have a whole spaghetti dinner and for breakfast have a whole pancake meal. We still had burgers and fries, but even now on these brevets, lots of riders stop for a cheeseburger in the afternoon. Just because it tastes good and seems to help people tolerate living off Gu this other stuff the rest of the day. But you know, the other extreme is when Pete Penseyres and I did the '87 Tandem record. We drank Ultra Energy, at that time the best liquid diet you could get, and I was taking in 12,000 calories a day; and probably only 300 to 400 calories a day ever came from anything else besides Ultra Energy. So that was very strict and very scientific. We had teams of doctors with us evaluating and everything, so. . .

GP: How often did you go No. 2?

Lon: Once a day, once in the morning and very—I mean, it's such a clean burn. I mean you take 10,000, 12,000 calories and there's no waste.

GP: You're a big guy for a cyclist so you're about 6'2" 200 pounds, something like that?

Lon: Let's see... over the years, I've gained 10 to 12 pounds. Back in the early days, I was 180 pounds and that is as a 20 year old so I was fairly lean. . .

GP: And how tall are you?

Lon: About 6'1" and then when I was racing with Pete, 10 years later, I was 192 pounds and still at 8 percent body fat. Now I'm 195 to 200. . . when I get up to 200, then I'm probably over 10 percent body fat. If I jump on the scale, I like to see something in the low 190s, which usually means I'm OK.

GP: What about your heart rate over the years? What did it used to be and what is it now when you are resting?

Lon: I've always had a very high resting pulse rate somewhere in the 50s and 60s. It is always high. People think, "Gee it should be in the 40s" or whatever, but it has never been that low. But I guess my power out-

put for specific heart rate has always been pretty comparable, I think. Somebody is pushing out **400** watts at 175 beats a minute, and I'm in there.

GP: What is PAC Tours? I know it's your company. **Is** it a full-time job? Do you and Susan both work at it? **Is** it what pays the bills? Do you have a day job? What are its prospects for the future?

Lon: Well, PAC Tour stands for Pacific Atlantic Cycling Tour and it got started after we had done RAAM (Race Across America) a bunch of times and we were on a tour with a bunch of other RAAM riders. Just kind of riding along with day packs on and stuff and I said, "Gee wouldn't it be neat if we could do a tour like this across the country and sleep in motels?" **So** that is why we set up the first tour and that was in 1985. It went **OK**, you know, it wasn't profitable, but we probably did it as more **or** a less a hobby, just something we organized and we did.

GP: How did you get customers or clients?

Lon: Well, we ran some classified ads in Bicycling magazine. And word of mouth. We started to attract other riders. Then once we did it a few times, we figured out what worked for pacing, routing, and accommodations. Then it started to become more of a full-time business. We had to spend more time doing it and work with people. **So** then as we got **40** and **50** people, it started to become more profitable.

GP: What were you doing for work before PAC Tours?

Lon: We were still racing, with sponsorships. I don't know what other riders and stuff were making at that time, but we were doing well enough to buy a house and keep ourselves on the road. We travelled about **200** days a year. I wasn't really looking at the money.

GP: What year again was this?

Lon: In **'80** we were racing professionally starting probably in **'82**. It was just event to event and having entry fees paid and having travel money and stuff. Then in the late '80s after we had a family, we had to get a serious about settling down and stuff, and that's when we started doing PAC Tours more. We said, "Well, okay, if we can make a few thousand dollars on one trip, maybe we can make more if we do two trips **or** three trips." We had the coaching experience, and we kept changing routes to keep things fresh, and us fresh, and even now, on any given trip, maybe half the riders are repeats from earlier trips.

GP: What kind of people are your typical customers? And how experienced are they? I think of tour-customers in general as new cyclists, but these tours of yours are so demanding. . .

Lon: Oh, for the most part there's a relationship between fitness, finances and time off work. You need all three. We get some very good riders. Most are professional people—doctors, lawyers, **or** successful self-employed people. They're between **35** and **55** years old, although over the years, it has actually gone up. When I used to be doing this as a **25** year old organizing these, I thought the **40** year-olds were old. Now that I'm **40**, I'm still one of the youngest people on the trip. Now there are a lot more **50** year-olds. In fact, we did a trip a couple years ago just for people over 50 and we had about **35** riders on that trip.

GP: Have do you qualify them for the ride? Have you ever said, "No."

Lon: Yeah. If somebody calls up and says they went out and did the Lemonade and Cookie Metric Century in 5 hours, I say, "Well, a PAC Tour isn't really a good thing for you, right now. **I'll** send you the training guidelines, spend maybe a summer doing the training and then let's talk again." The thing is, if somebody really knows what they're getting themselves into, if they've been a marathon runner and are used to physical activity for long periods of time, they can probably make the transition.

GP: How long are the days?

Lon: Well it depends on which trip. Our tour coming up next week it averages 175 miles a day. It is a 17 day transcontinental.

GP: How many days off?

Lon: None. None. We've done a **15-day, 200** mile a day trip. It's easier this year because of the heat of the desert stuff and the way the intervals of the motels worked out. And it was a new route, **so** we said, "Well instead of doing a **220** mile a day in the desert, we will make it a 150 mile **or** something." It 's the Elite Tour. It's pretty difficult, and if you do it and finish every mile, you actually qualify for RAAM. Another trip we'll do this year is the Oregon Trails Trip. It's still hard, 135 miles a day, but it's more history oriented, **so** we cut back the miles. In the past we have done a Route **66** tour, 100 miles a day—still a lot, but we go to museums and diners and cafes and mess around

GP: How many riders per trip, typically?

Lon: Between **25** and **55**.

GP: How do they get along? Does it end up being a supportive group like, "We're all in this together," or are they competitive? Do they make this into their personal RAAM?

Lon: **No**. I would say it's year after year we are amazed at how **good** the people are. I think that is what keeps it **interesting for us and why we are able to do it at all**. We get into really high stress situations. We have been caught in snow storms, hurricanes, floods and all this stuff and those are the times when people handle it the best. So, yeah, the people have been great.

GP: How did you meet Susan, and was she riding a lot before you met her or . . . ?

Lon: She didn't start riding until she was **27** years old, and the only reason she started riding was because she went back to school, back to college to get an accounting degree (she already had a nursing degree), and she was riding the four miles to school on a Schwinn LeTour, commuting eight miles round trip. She saw an ad for an event called the Bicycle Across Missouri (back and forth), which is 540 miles. She thought since she was commuting eight miles a day, she could do this 540 mile ride. They gave you two and a half days to do it. So she entered and I did it, too. I rode it as fast as I could and I did it in 33 hours or something, and Susan did it in 60 hours. I really didn't meet her during that ride, but we started corresponding by letters and stuff for almost six months before we met each other. The funny thing was that she had a boyfriend at the time. I guess that kind of fizzled out. Then she actually came up and she crewed with me on the Double Transcontinental record. That was pretty high stress as far as just get-

ting along goes. **So** it was probably a **good** test to really find out how people handle situations, and we figured, "Well, if we can handle this, we can probably get along under most other situations."

GP: **So** you eventually got married?

Lon: In **'83**, yes.

GP: You have one child?

Lon: **Yes**. Rebecca, our daughter, just turned **12** Friday. She has already been across country about **15** times, but isn't going with us on this next run. She has summer school and music concerts and stuff.

GP: How do you and Susan handle the parenting and **all** this other stuff? It seems like a crammed schedule. I'm surprised you even have time for an interview!

Lon: Well, I don't know. It's one of those things because I enjoy it. I don't consider it really work. I don't look at the time clock and there is always something to do, but it is always different. **So** you might spend time at the computer **for** several hours and then have to **go** out and re-grease a trailer axle. And then you've got to **go** work on bikes and build wheels and then you come back in and put together an advertising page. **..something ..** **so** it is really diverse **so**, you know, in some ways you can work long hours and it really **doesn't seem like you are putting in that much time**.



Lon, RAAM, and his ever-present **30** oz. tumbler. Back in the heyday of Skid Lid (the helmet).

GP: What would be your dream job? And **how** long do you think you can keep doing this, and if you weren't doing this, what would you be doing?

Lon: There are other things that **I** probably could do, but it's not something **I** think about the time. One **of** the things I am doing right now is—we are reconditioning an old fire house downtown and I am making the molding, rosette blocks and all the finish trim carpentry and **I** probably could do that as a regular job.

I enjoy doing that a little bit, but I guess my dream job would still probably come down to something like PAC Tours. I like scouting new routes, especially. I'll do a route scout, and sometimes it doesn't work at all and I have a whole notebook full of notes and I just put that on the shelf and come back to it some other year. I usually have several trips like that every year.

GP: How much brevet riding do you do? What is the breakup—PAC Tours and brevets? And also: You're pretty tuned in to the brevet scene, and I'm not, so why do you think they've gotten so popular lately, and what kind of people do them? Are they former racers or athletes or normal cyclists who just bike to ride a lot but don't like the atmosphere of racing or . . .

Lon: There's a good mix of people, all of that. We just did this brevet week, where you ride a 200k, 300k, 400k, and 600k all in the same week. As far as people doing it, there were some really good racers there. Track racers from the Northbrook Track, riders who specialize in match sprints and miss-and-out races, but they like to come in and do these. They ask, "Gee, what do we eat? How do we pace ourselves?" And all of this kind of stuff because the longest rides they ever do are 50 mile training rides. So those kind of guys are even coming and doing it. The other extreme there are grandmothers. You wouldn't think that they even ride a bike, but they come out and do it. And there is probably the middle ground of people who have been riding for maybe five years, averaging 5,000 miles a year and have good full-time jobs, but they are 40 or 50 years old. A pretty good mix. Lots of triathletes, too.

GP: Around the turn of the century it was fashionable to ride 100 miles. Do you have any plans to put on a ride for the next turn of the century?

Lon: Well, this is a pretty busy year already. Susan and I are now the directors of RAAM, so we are putting that on now in addition to doing PAC Tours. Then in July we have a trip that goes from Florida up the Appalachian Mountains to Maine. That's a 20-day trip. In September we have a coast-to-coast transcontinental from the Los Angeles Area up to Colorado, then finishing in South Carolina.

GP: Wow. Do you ride with a club at all or if there no time for that, do you . . .?

Lon: Not so much now. We are on the road 150 days a year now. I am still a member of the clubs and things, but I don't get to ride with them as much as I would like.

GP: Well some of these other questions I think I could probably answer them myself, but I'll throw them out there anyway. When you ride with other people you don't know, do they ever try to impress you, or beat you, and how do you handle that? Cycling journalists sometimes used to have that thing happen where they go riding with people and it becomes a Race the Celebrity kind of thing.

Lon: Right, yeah, well... you get that. I mean...I go on a ride with my Rebecca on the Tandem and there are always a few people who think, "Oh gee, now I can beat Lon up the hill." But most people are pretty nice about it.

GP: Compared to you at your fastest, or fittest—what percentage are you now?

Lon: I hope I am as fast as I ever was. But, the thing is, in the early '80s late '70s I might I could go out and solo an 8:40 double century, but when I got 500 miles into a Transcontinental, I was hurting so bad, I was only going 12 miles an hour. As I got older, I might only be able to solo a 9-1/2 hour Double Century, but a 1,000 into a cross country race I was still cruising along OK. I cruise better now. Some of it's diet, some it's experience, and all those factors. So "fitness" is hard to define sometimes. I guess if I'm just looking at my best 100 mile time or 200 mile times, I'm probably slower but I think I'm a lot more durable. I used to die of foot problems, hand problems, saddle problems and all that stuff and now I've got that worked out so it's not an issue. So probably I'm faster because I'm not dealing with those things, at least.

GP: About 18 years ago *Bicycling!* had a little side bar to an article about how you prepare a Brooks Saddle. The key ingredient was used motor oil and I think of the next issue or maybe one after that somebody wrote in and said it is full of poisons or something. But first what about the used motor oil and second do you still ride a Brooks and if you do how do you treat them? Talk about the used motor oil . . .

Lon: There was some confusion there. I said, "I used motor oil." I didn't say used motor oil. There's a difference.

GP: Oh. Well, for all of these years whenever I have thought of Lon Haldeman, within two seconds I think of you eating all those hamburgers and soaking your saddles in used motor oil.

Lon: Yeah, it was like 10W30, you know. Actually how that came about was being able to take a saddle—

when I used to work with Brooks all the time. I talked to their engineers—and they would make their pre-softened models, and their idea is that you're breaking down the fibers quickly enough that it becomes comfortable. But they say you've got to be careful that you don't break it down to just a floppy rag, and the rivets tear out and things like that. But on our southern tour a couple of years ago, I broke in 20 Brooks saddles in 20 days. I would soak them in hot water the night before. I would oil them that morning. I would oil them throughout the day and ride them for a day, and by the end of the day they were soft enough to give to somebody else to ride the next day, and they'd be fine.

GP: Well, go through that procedure. Everyone has an opinion about how to treat leather in general. Brooks has its stance and then. . . I have read so many things and people are always asking us. I don't do anything to them. I put a little bit of Proofide on them and that's it.

Lon: **For** a cross country saddle some of the best ones I've had are the ones where you get that adjusting bolt in the front and it's almost all the way out. I mean it is stretched out an inch and a half. It's somewhat of a taunt hammock but it still flexes pretty well. You can slide back and forth. You can scoot way to the back, you can slide to the nose, and it's a nice, nice fit. Some of those saddles have probably 50,000 miles on them, and they are not falling apart

GP: They have 50,000 miles on them after all that stuff you put them through?

Lon: Yeah. Eventually they get too stretched out. As for the models, I like the B.17. Not the B.17 narrow, but the wider (normal) one. The saddle I'm riding now was on somebody else's bike and they dropped it off the roof of the car at 60 miles an hour. That saddle is all scuffed up pretty bad, but I took a file and filed it all smooth again and it's a great seat.

GP: You know, I'm glad to hear that you still ride Brooks and that you like the B-17 because that is the only saddle we sell and I was kind of afraid to bring up saddles thinking, "Aw, he's not riding Brooks anymore, he is on some, you know, some plastic kind of saddle" and I wouldn't have edited that out, but I am a little bit relieved and happy to hear that.

Lon: Well I've got a water cooler here full of saddles and they are neat saddles. Those new Specialized saddles and some mountain bike saddles and all that stuff. We take them on our trips as lenders. There must be 20 different types, and when some people have saddle

BREAKING IN A BROOKS

by Lon Haldeman

1. Soak the saddle in a pail of warm water for 15 minutes.
2. Remove the saddle from water and dry it with a towel. (At this time, the English relax and drink the warm brown water as tea.)
3. Knead and flex the saddle with your hands until the leather is pliable. Bare feet also work well.
4. While the leather is still warm, apply a heavy coating of oil to the top and bottom of the saddle. A clear shoe oil or mineral oil is fine.
5. After 15 minutes, reapply another coat of oil. Put on an old pair of shorts and ride for an hour, while the leather is still soft. Ride the saddle you're working on. During your ride, the leather will begin to dry and mold to your shape.
6. After your ride, reapply another coat of oil. If the leather is soft and sagging between the rails, tighten the nose tension bolt a little.
7. Oil the saddle and ride it at least 15 minutes every day. If the leather still seems too hard, repeat step #1 by placing a warm wet towel on the saddle for 15 minutes before you oil and ride it.
8. After 100 miles, the saddle should be feeling broken in. Oil the saddle once a week with leather oil. Use a waterproof saddle cover to preserve the leather quality once the saddle is fitted to your liking.

Editors Note: Lon has more miles on a Brooks than anybody alive (since Freddie Hoffman doesn't ride one. Freddie, if you're reading this and want one, we'll send you one for free. Any model. We'll send you a Brooks catalogue). Nevertheless, the Brooks folks will read this and cringe and wail and curl up on the floor and bite and stab pillows; this goes against every recommendation they've ever given. Our Rivendell stance is decidedly wishy-washy. Who should know better than Lon? Who should know better than Brooks? You're on your own!

—Grant

problems on the tour, we start going through the pile and they try different ones. Interestingly, one of the most popular saddles year after year is this kind of perforated, cushy, mushy saddle that somebody gave us because they broke their titanium rail and they went to Wal-Mart and they bought this \$8 saddle, they used it for a day and then they gave it to us.

GP: Wow.

Lon: I don't tell anybody that it's an \$8 saddle, but it's kind of funny.

GP: How many and what kinds of bikes do you currently own? Do companies give you bikes?

Lon: Personally, probably 15 or 20, but how many of them do I ride? I have a 1983 Cycle Pro Mountain Bike, one of the first mountain bikes ever imported in the United States. That is my shopping and my post office bike. I ride it every day down to the post office. The other bike I have is my single speed, Austro Daimler that I used in the '81 Double Transcontinental and that is the single speed and that's set up with . . .

GP: It's just a standard, lugged steel frame?

Lon: Yeah. It has a 42t chainring, it's got a cassette wheel on it, but it just has a 15 tooth freewheel cog.

GP: Let's talk about brevet bikes. In your opinion and strictly from a functional point of view, what are the minimum requirements? And what would be a perfect one? And do you have a perfect one for the fancy events? And if you don't, why not?

Lon: I guess a perfect bike . . . for the brevet type of stuff, considering that a lot of the riding is unsupported...it's got to be a bike that can be easily maintained with a set of Allen wrenches or something. I tend to stay away from really high tech equipment that you cannot service well on the road. For example, wheels that don't have exposed spoke nipples. So if you break a spoke in the middle of the night, can you true it up in the dark or do you have to take the tire off and use a recessed socket wrench to true the wheel? So most of my brevet-type bikes are utilitarian: 32-spoke wheels maybe, Ultegra components . . . Depending on the weight of the rider and stuff. If you are a really lightweight rider, you can get by with some light stuff, but for most people just the standard bikes seem to be fine. Reliability without overkill. Without making it too heavy.

GP: When you ride a frame, do you feel frame flex and does it bother you? What are your thoughts on that?

Lon: People say, "Gee, I want a really stiff bike" but if it's really stiff and it's jarring, it's too stiff. I like a bike that lots of riders would consider soft. I'm a 200 pound rider and I don't like it so soft that the front

derailleur rubs when you climb a hill, but I still like the front end soft, and something that really floats down the road.

GP: Do people give you bikes?

Lon: More or less. Yeah. I don't know when the last time is I really bought a bike. A lot of it is because {with all the riding I do} they think of it as testing and stuff.

GP: What do you value in a frame? Free bikes aside . . .

Lon: I appreciate good metal working, Ornate lugs and nice craftsmanship. I spend a lot of time working with wood, so I appreciate craftsmanship. But I also appreciate utilitarianism. Is it there for a purpose or for show? And a lot of times when we would get bikes made for RAAM, I would have them painted black or something that they could easily be touched up with Rustoleum, because we have broken things on RAAM, and had to get them fixed at a muffler shop somewhere. So they come back with brazing splatter all over them and then we just . . . you spray them with spray paint. Then it looks brand new again. I understand the bike's a tool, but I guess I also . . . I do like nice equipment.

GP: Is it true that you have nearly perfect recall for all the roads and routes you've ridden? Somebody asked me to ask you. I don't have any basis for asking. Is that some reputation that you have or . . .

Lon: I think so, but there's a reason for it. I've scouted the routes, I've recorded it into a tape recorder so I had to actually say it, then I also had to go to the computer and type it, and then I had to go and proofread it off the route card. So when somebody will ask me, "OK what's our route across Tennessee?" I can usually tell them. I have a good memory, but it's also because I've studied it so much.

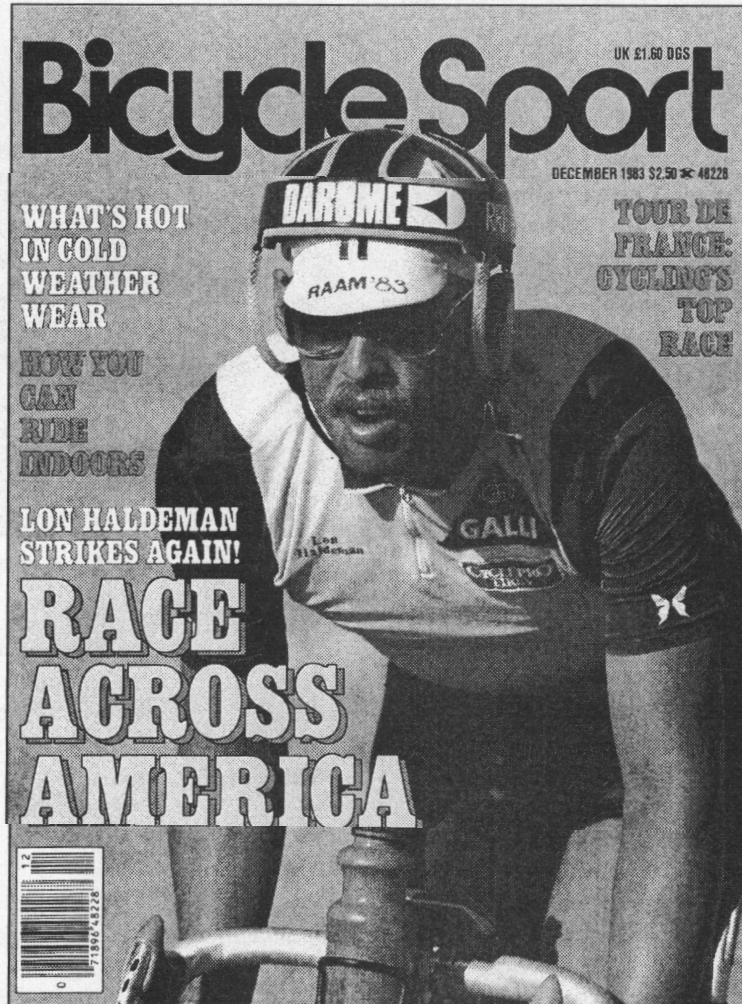
GP: Do you think ultra marathon rides will ever see a return to the days when RAAM was on television and big time racers like Jonathan Boyer competed?

Lon: I hope so. As the new Race Director of RAAM, that's one of my goals. I guess it is to make it an everyday, common event and I want to get more exposure to it, and increase its grassroots appeal. Maybe it won't even be through cycling magazines because if you cannot get them interested, you know, I don't know who would be interested. I'll concentrate on local newspapers. You know, it's a neat event and I wish it would get some better coverage. The thing is the

racers have actually been better in recent years as far as the competitiveness, the degree of riders, the times are better.

GP: You have a reputation among people who know, and I've spoken to a several people who've been on PAC Tours and, well, everyone says, "He's such a nice guy." You have a really good phone voice and a really good sort of peaceful, really likeable way of talking. People reading this interview will miss out on it. I've really enjoyed talking to you on the phone, and you just have a certain way of talking I don't think I could describe it to anybody. Do you ever get mad at people? What are you like? Are you really just a really, nice guy and what **sort** of thing ticks you off? Talk about that.

Lon: Oh, I don't know. I guess I don't get mad at too many people, but that's probably why Susan and I can get along **so** well is because we can get into some pretty stressful arguments and we can dump on each other pretty good. Then we know that we are still working towards the same focus and stuff. But if I had to have those same discussions with somebody else, we probably would get really mad at each other and hold a grudge. **So** that's probably why it has worked out well. As far as getting mad in general, I don't know I guess I'm pretty lucky that I don't have to deal with a lot of jerk people and that gets back to working with PAC Tour people. They want to be there. And I'll be the first one to tell them, I say, "Are you willing to do the training. ..here's the training routine. If you can't do the training **or** don't want to do the training, don't come on the tour. Go do something else." And because of that I think the people we're getting in the first place have such a good mental commitment to do what they're going to do, it makes



it easy for us. **So** why do you need to get mad? Because you're already working with real positive people and as long as they've got that positive attitude, it's really contagious. And **so** it's contagious among the group and it certainly rubs **off** on me because I've been able to be around **so** many successful people, you know, successful business people and everything else and I try to learn from them. **So** it's neat that way.

GP: Do you do a lot of interviews?

Lon: No. Not many interviews at all, really.

GP: How long do you think you can keep up PAC Tours? Is the prospect of maintaining this mileage daunting? What do you see yourself doing in the future?

Lon: I think as long as it's fun, that's the deciding factor. Somebody asked me the same thing when I was racing full-time, you know, riding 25,000 miles a year and doing these brutal races, I said I'll do it as long as it's fun. I guess I've been real lucky, kind of like Forrest Gump type, in that I've been in good situations at the right time and things have worked out and I've been able to just go with the flow and find a way to make it work. Maybe that's why I still like mowing lawns, just like Forrest Gump.

GP: I just got a new lawn mower. Well, I'm out of questions. Is there anything else that you want to say. Have you even heard about Rivendell? Have you seen a Reader? Do you know where this **is** going to show up? I can send you some back issues and stuff.

Lon: Yeah, I'd like to see that. I'm trying to think ..I think I've seen a newsletter. Is it like a 6 pager, 10 pager or something?

GP: Yeah, it's usually about 40. I'll send you one. Thanks for the time, Lon. **END**

Gallery



JEANNIE BARNETT'S RIVENDELL ROAD STANDARD

Seat postNitto one-bolt
 HeadsetUltegra
 Stem.....Cinelli
 HandlebarNitto Dream (176/40)
 SaddlePerformance
 Brake LeversUltegra
 BrakesUltegra
 Shift leversUltegra bar-end
 Front Der..Shimano Deore XT
 Rear DerShimano Deore XT
 Crank, RingsRitchey 50x40x28

Bottom Bracket ...Phil
 Wheels.....MA2 32H on Phil hubs
 Tires..Panaracer Cat Pro
 PedalsMKS Nuevo Keirin

Rider profile: Jeannie

Ht66 inches
 Wt 112
 Age 42
 Years riding
 as an adult24

JEANNIE'S COMMENTS

I started bicycling because we didn't have pasture space for a horse. Elmer, the ten-speed Motobecane, explored the foothills of the Blue Mountains of southeastern Washington, packed army surplus camping gear in the San Juan Islands, and plied the Burke-Gilman trail in Seattle with a cargo of geology books, rocks, and a mandolin. Vesuvius, the Schwinn Cimmaron, expanded the navigable terrain of southern California, cruised the oil fields around Bakersfield, and assaulted the spectacular passes of the southern Sierra Nevada. After accidentally stumbling into the Horrible Hundred of the Lighthouse Century, Vesuvius quickly recognized the material and social benefits of supported events and intrepidly took on the skinny-tired roadies, progressing from centuries to

Markleeville Death Ride to double centuries before retiring from the paved road circuit last year. Pegasus, the much-anticipated Rivendell road bike, was still stretching its cables and preening its paint when it landed in Europe for a month of sampling the classic climbs of the French Alps and clambering over idyllic cow paths in the Swiss Alps. Altitude adjustment continued on the local peaks and valleys of northern California, in forays to the Sierras and Owens Valley, and on a challenging eight-day 1200-mile trek in the Colorado Rockies this July. A recent hometown visit found pasture space even more limited, but Pegasus the flying horse enjoyed a stellar gallop to the old climbing tree, the frog pond, and the first pine tree in the foothills of the Blues.

JEANNIE, CONTINUED...

I wandered into Rivendell command central in Walnut Creek looking for handlebars and left a few weeks later with Grant kneeling over a sheet of butcher paper sketching the tubing specs for my Rivendell road bike. A sparkling light blue frame had caught my eye, and a test ride on one of Grant's bikes sold me on the comfortable position, low center of gravity, and predictable handling. I had been searching for a comfortable, durable, efficient, and beautiful road bike, one geared for lightly-loaded touring and long-distance investigative cycling in remote and mountainous regions. The Rivendell seemed eager to oblige.

I was privileged to receive an in-person bike fit, which consisted of a few measurements and Grant watching me circle the parking lot ("The experts can tell a good fit just by looking", I've later been told.) The size and fit were perfect for my riding style, and in over a year of riding, I've made only minor adjustments to the heights of handlebars and saddle. The slack seat tube angle achieves a balanced position over the pedals, alleviating knee pains and numb hands experienced on other bikes in the small frame sizes.

Years of riding a vintage mountain bike with friction thumb shifters, beartrap pedals, and battleship-grade steel wheels instilled a distrust of anything "integrated", "ergo", or "deep-dish," and a previous ill-fitting and unnamed road bike confirmed a dislike of mediocre gadgetry. Stem shifters seemed like a good idea, hearkening back to the good old ten-speed days, and Grant managed to locate a pair of beautiful Hurets. They looked swell on the bike, but didn't feel *so* great on the knees in out-of-saddle climbs, *so* were replaced with Ultegra bar-end shifters with indexed and friction modes.

The bike is geared for the steep climbs of northern California, with 28-40-50 on the front and 13-32 seven-speed on the back. And yes, that little chainring has been frequently showcased, on rides such as the infamous Terrible Two and on the ridiculously steep cow paths of the Swiss Alps. For the equally steep descents, I switched from single-pivot brakes to the new dual-pivot (non-STI) Ultegra brakes, which are smooth and effective and have a comfortable reach for small hands. For pot-holes, railroad tracks, and gravel roads, the 32-spoke MA-2 wheels with 26 mm Panaracer tires run at 95 psi are comfortable and durable.

Although clips-and-straps are part of the prescribed retro **look**, my real reason for eschewing clipless pedals is periodic tendonitis, ability to shift fore and aft on the pedals to eliminate hot spots, and lack of a neural connection between brain and ankle for unclipping.

The Nitto handlebars are a favorite, with comfortable hand positions on the tops and a shallow drop that allows easy reach to a more aerodynamic position. More impressive to Grant, it

seems, is the faded, shredded, and grimy handlebar tape, recording the sweat of many miles.

For light touring and extended day trips, the Nitto mini-rack supports a good-sized seat pack (my first one was an Arctic Zone lunch box from Target, \$9.95), and can be supplemented with bungee cords for more bulky gear. With judicious selection of accessories, I'm set for just about anything in-between a criterium and fully loaded tour.

Cheers, Jeanie

GRANT'S COMMENTS:
RIDING WITH JEANNIE.

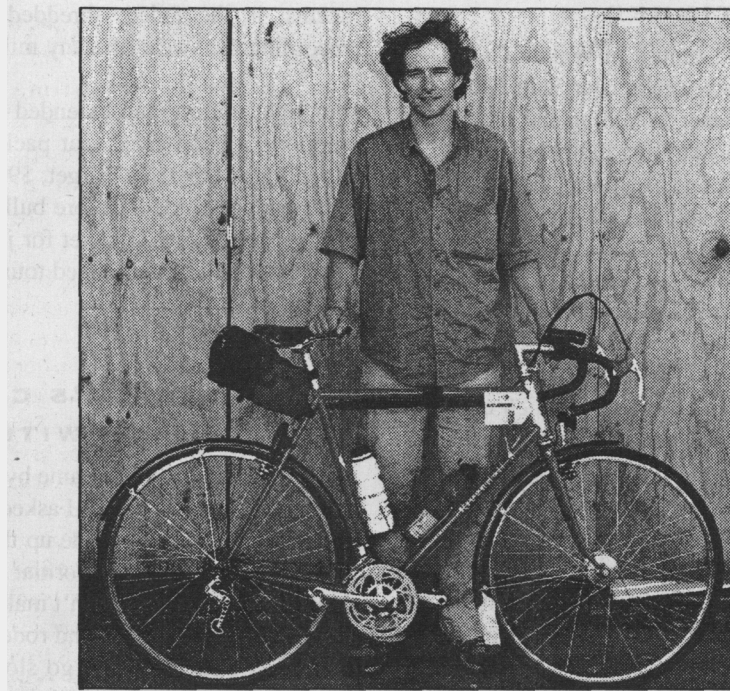
Two weeks ago Jeannie came by to pick up something, and one thing lead to another, and I asked her to join me and Pal Jeff on **our** scheduled evening ride **up** the mountain. The weather was hot and muggy (for California: 90-degrees, maybe 20 percent humidity), and Jeff couldn't make it. Jeannie and I met near the bottom of the mountain and rode toward the gate at the official **start**. Jeff and I talk and go slow here; but Jeannie set a fast pace, and as we approached the gate, the unofficial start of the climb, I said,

"You know, Jeannie, sometimes during the summer, we (all of us Rivendell guys) like to.. sort of, occasionally, sometimes, actually, you might say, time ourselves from the gate to the junction. Do you want to? We don't have to race it **or** anything, but it might be fun to just note the time, for the heck of it."

"You want to time it? Okay, sure!" she said, and started her stopwatch at the gate. I didn't have a watch on, figuring for a slow, social ride. We took off fast-ish, but not a real sprint, but within three minutes she was chatting **as** I was gasping, and after about 16 minutes I said, "Don't let me hold you back, Jeannie—just go, but keep the clock running for me *so* I know my time." Then she left, and I didn't see her until the top. My best this year is 35:15, but this time I rode 37:15, which is still pretty good. Jeannie rode a 36:10, but that was her second ride of the day, and the first half of the ride, she was just riding my pace. Now I've got my new bike, though, and next time, I guarantee she'll beat me by less than a minute. No more taking it easy on the girl.

— Grant

If you have a Rivendell or Heron you'd like immortalized, send a good photograph (simple background, and you can be in it), with the specifications listed here. We'll choose the bikes by random drawing, unless the photograph is bad, in which case we'll pick another. If the picture is good, we may put these on the Rivendell and Heron websites, as well, with attribution (Name, state only, not your address or home phone). You don't have to be as super-fit as Henry and Jeannie. We want regular people in here, too. Detail and overall shots desirable.



HENRY KINGMAN'S LONG LOW

Seat postSunTour XC
 HeadsetTange Sekei
 Stem...Nitto Pearl
 HandlebarNitto Dream 44
 SaddleBrooks Swift
 Brake LeversSunTour Superbe
 BrakesShimano Deore XT ('85)
 Shift leversSunTour Sprint, DT
 F. DerSunTour Alpha 5000
 R. DerShimano Crane (Dura-Ace level touring)
 Crank, rings..TA Zephyr 172.5 52 x 44 x 26
 Bottom bracket ...Phil Wood
 WheelsMavic MA2. Phil; Sun CR 18 rear (36H)

Tires..Continental Top Touring 700x32
 PedalsShimano Ultegra clipless
 Bar-end plugsVelox!

Rider Profile: Henry is a fit, wiry, dolphin-thighed, vacuum-cleaner bag-lunged long-distance RAAM veteran. He's ridden in and crewed on many ultra-marathon-type cycling events.

Ht:72 inches

Wt:170 lbs.

Age:34

Years riding as an adult: **12**

RIDER COMMENTS: 60CM LONG LOW

The first road bike I've owned that fits, all previous ones having been too small. Heavier than my TSX/Campy bike, it's also faster because I can relax going hard. The steering took getting used to — slow **for** my taste, like my 80s Peugeot. But I didn't notice it after the third ride. The bike **is** best in rolling hills, forgiving sloppy body English and letting you use your back without excessive side-to-side flopping. I guess that's the low BB. The long chain stays are nice climbing steep hills, because you can power from the back of the saddle and the front wheel still has some weight on it. Racing teams use short stays to draft each other better, I think. You have to think about the low BB at first. I chose small pedals, and I've touched but never scraped. I've never used the grandpa gear but it saves me if I drop the chain. The gears are 44x52 and 12-26. I'm not a parts snob, but even I have to gush about the Shimano Crane derailleur. Nice!

The Schmidt's Original generator hub should be ubiquitous within five years. It's the best thing in bicycling since pneumatic tires. With a 3w bulb it's brighter than an 8-watt Night Rider and you can't tell it's on. The only weakness is the special tools required to change the bearings, though I haven't dealt with that yet. After only 8K miles, no need. Bluemels fenders are lighter but not as sturdy as ESGEs. The wheels are sturdy, 36-spokes, hand-built. Wheel weight is tremendously overrated. Sturdy wheels let you descend with conviction. Top Tourings last twice as long as anything else and are plenty light **for** fast riding. The Brooks Swallow is smaller than other Brooks and very thick, **so** it should stay tight and **firm** longer. But my favorite parts on this bike are definitely the Velox deluxe rubber bar plugs, in green. Trick!

—Henry

INTERBIKE TRADE SHOW NOTES

EVERY YEAR THE BIG BIKE INDUSTRY SHOW, WHERE MANUFACTURERS AND DISTRIBUTORS SHOW THEIR NEW STUFF, IS HELD IN SEPTEMBER. WE DISPLAYED A FEW BIKES AND TIRES THERE AS PART OF THE CALIFORNIA BICYCLE PRODUCTS GROUP, A 20-OR-SO YEAR OLD ORGANIZATION CONSISTING OF PHIL WOOD, ALBERT EISENTRAUT, STEIN TOOLS, SYCIP (BIKES), BICYCLE RESEARCH (TOOLS), LINDCRAFT RACKS (FOR BIKE DISPLAY IN SHOPS), AND FINALLY, US. FOLLOWING IS A SHORT REPORT ON WHAT WE FOUND TO BE NOTEWORTHY.

CAMPY HAS A 10-SPEED CASSETTE NOW, and it was the talk of the show. It needs a new chain and a new chain tool, and the chain tool doesn't yet exist. Even the generally pro-more dealer crowd seemed a bit weary and dis-amazed by it. It will be interesting to see if the media *can* continue to gush over it. Shimano is still Mired in Nine, but it's no secret that they've been working on electronics, and if you think Shimano will let the year 2000 come and go without a shifting revolution, you don't know Shimano at all.

Another Talk-of-Show thing was **Cannondale's one-legged fork** blade, for a weird look and faster wheel changes. Expect to read about this in all the big mags, if you read them.. .

We had a small corner of a booth there, and showed a Heron frame, a Rivendell frame, and three Rivendell bikes—Henry Kingman's, mine, and the 55cm A/R we're selling in this issue's Flyer. We have zero plans absolutely to sell Rivendells through dealers, but are working on a way, maybe, to do that with Herons and a new secret cheaper version of an All-Rounder, and we were there to collect business cards from interested dealers. If any of you are dealers, and interested, send us your card, too. Our bikes looked out of place there—like Amish folk at Disneyland.. .

SHIMANO HAS WHEELS NOW. They have hardly any spokes, and the spokes aren't laced normally, and if you just can't get enough 'mano on your bike, now maybe you can! Shimano is also introducing Airlines, an air-powered shifting system which "uses the power of compressed air to bang home shifts instantly at the press of a lever." Touted benefits include the "total elimination of frayed cables forever," according to one fan. I think that fan may have been overreacting to frayed cables. End-caps eliminate the ones at the end of the cable, and as far as the hidden ones inside brake levers go, well, I've had one in 27 years, and that was a 10-year old cable on a bike I rode a lot and never looked at.. .

SRAM HAS A GIRL-BASED NEW AD CAMPAIGN. I am not opposed to that, but it seems like the kind of thing you'd expect to see from a foreign company who doesn't know how sensitive we 'mericans *can* be when it comes to stuff like that.. .

XTRACYCLE, is a small, new, neat company with an add-on cargo-carrying thigamajig that replaces the bike's rear wheel and can haul up to 200 pounds. It's just under \$400, and makes you want to live in a place that required one. We're probably going to get one soon, for hi-bulk post-office runs. A story will follow in RR 19.

WE HAD A GOOD MEETING WITH TERRY BILL AND EMMA OF REYNOLDS, AND NICK SANDERS AND CHARLIE PERSONS WITH BROOKS. We may get some new tubes from Reynolds; and a natural-leather version of the B.17 Ti from Brooks.. .We also met with **Toyo** of Japan, and the newer-budget A/R may be built there. Dontchadare squawk about a Japanese-made bike. Toyo is a small company, 30 years old, and has

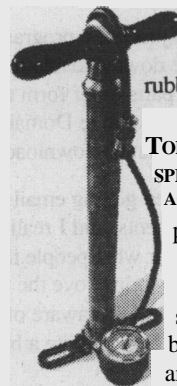
built more than 50,000 frames. Until 10 years ago, its entire production was lugged, and in Japan, Toyo has a fantastic reputation. I asked Masa, my friend from Bstone (who was there at the show, too) where Toyo stacked up on a scale to 10, with (for example) Rivendell as a 10. He said 8, and that bears out what I've seen. Toyo brought a couple of prototypes, unpainted, and both Joe Starck and Tim Isaac (who were also there) complimented them. We have several details to nail, but we will, and I feel as though we're in good hands there.. .**Nitto** was there as well, and the smallest thing in its booth was the most exciting to us, given that we'd seem most of the other stuff. It's a 0.3mm shot-blasted, heat-treated stainless steel shim to make 25.4 handlebars fit into 26mm stems. It is unthinkable that such a shim hasn't existed to now. Yes, I know about shim stock, and they can be cut, but Nitto's are neat-o and perfect, just what you'd expect. **Joe Starck** liked the Nitto folding stands a lot. We have a few here, and will offer them in RR18, for about \$45. For holding your bike upright whilst you work on it. Unlike most such devices, this is beautifully built from nickel plated tubular **CrMo**, not a dark hunk of injection molded plastic. Also, it and frees up the rear wheel, so you can run through the gears and stuff. Another fine Nitto product.

MKS HAS A PEDAL AXLE THAT ALLOWS YOU TO REMOVE THE PEDALS IN A SECOND, without a pedal wrench. It's a good thing for folding bikes and bikes you have to take onto commuter trains, where sticking-out pedals can jab the pretty women in their stocking-clad legs; but it does make the pedals stick out more, and anything that makes your feet go farther apart when you pedal can't be all good. I'm not saying it's all bad, but you've got to need folding pedals to love it. Maybe you just reposition your feet on it, and you can still get your foot next to the crank. MKS offers it as an option on most of its pedals.

COLUMBUS AND REYNOLDS ARE heavy into aluminum and aluminium respectively, and Reynolds has titanium, too. Columbus's new super tube is Foco, sometimes called Thermoacrom. It's steel, but they're being careful not to call it steel in the advertisements. We had a medium meeting with Columbus, and a good one with Reynolds.

PANARACER IS DISCONTINUING THE CAT. PRO TIRE, dang, but its replacement, the Stradius, is the same size and similar enough. Panaracer sez: No more quirky variants for you, Rivendell. Just buy what we make, and that means blue rubber, black sidewalls, whatever. So next year, it may be impossible to buy a black rubber tire with a skinwall. Holy cow.

TOPEAK—YOU KNOW THAT COMPANY THAT SEEMS TO HAVE SPRUNG UP FROM NOWHERE AND IS REDESIGNING EVERY BICYCLE ACCESSORY ON THE UNIVERSE?—well, they got the Classic 2000 pump, which you'll surely read about in the real mags, and it's a 37-pound monster made of solid brass and wood, and has an oil-filled gauge, and will cost a lot-lot-lot, like I forget, but something like \$175. I'm usually not a fan of contrived "retro," but if that's what this one is, they've at least done a great job and won me over. I'm too poor for it myself, and my old Silca



and newer Var pumps be working fine, but if I were pumpleless and they all cost the same, this is the one I'd snag up in a second.. .

BIANCHI SHOWED A 1915 MILITARY BIKE, AND THE BIKE FAUSTO COPPI RODE IN 1953 OR SO. It is just stunning and beautiful, and is exactly how I hope the Rivendells of today look in 2075. Proof that beauty and quality and details age well and lose nothing for all the wear they suffer. I know our bikes are better in every respect, and I know our bikes are gorgeous, but squirt me full of truth serum and ask me, "What was the prettiest bike at the show?" and I'd blurt out "Fausto's Bianchi" before you even finished asking the question. It gets much of it from age alone. The cloth tape is worn to shroud-of-Turin thinness; the bars are plugged with cork, the faded celeste covers only about 80 percent of the frame, with the metal showing underneath. The cranks are steel, low-Q, with pretty chainrings; the saddle is leather and scarred up and large-riveted; the Ambrosio stem has that pretty, round, knobular clamp that stems used to come with but don't anymore. The lugs **are** as nice as any I've seen, including ours; the fork has slender tips, and will influence future Rivendells. The tire casings were shot, but what do you expect? Thankfully, nobody has seen fit to restore it. I'm all for restorations on bikes that are intended to be ridden, but this one's been retired for good, and deserves to be left alone.

PHIL has some small-bodied hubs for BMX, and were our next door neighbors there, and we talked about a small-bodied hub for us, too, and the sentiment was strongly in favor of it. But now I'm having second thoughts. A thin-bodied Phil is like a fat-bodied Campy in some ways. "Classic" is a title earned after so many years of fundamentally unchanged style, and whether a thin-bodied Phil is "fundamentally unchanged" just because the finish and color and graphics are unchanged—well, I don't know. It's like a Caddy without fins, a digital Leica, an aluminum DeRosa, a ballistics cloth Duluth pack. This one we'll have to think about.. .

SRAM IS DEFINITELY DE-EMPHASIZING FREEWHEELS, but the Italian trade show is next week, and a guy who used to work for the Italian trade commission is going to contact Marchisio for us and see what can happen there. Meanwhile, we have some Sachs left, and SunRace, and cheap Shimanos, and they're all good.. .

RITCHEY'S ZERO SYSTEM WHEELS ARE KIND OF neat. Tom is widely acknowledged as the smartest guy in the bike industry, and when he comes out with something that seems wacky at first, as this does, it at least deserves a serious look and lecture. Zero wheels have tiny, abnormal spoke holes in the rims, and the nipple threads on upside down, this

using the mushroomy head as support against the rim. Automatic machines can't yet deal with these nipples, but wheelbuilding people have no problem and don't hate them. Tom says this new way saves weight because you don't need rim eyelets; and the spokes stay tensioned better, and so the wheel stays truer; and the balanced spoke tension due to the OCR (off center rim) design—well, you know—it reduces dish and all, and adds strength. Tom's riding a 24 rear x 20 front wheel now, and he's 175lbs. He's sending us a rear wheel to try, that being the most doubtful one, and it'll probably work fine. For the record, I still believe it's impossible to go wrong with an MA2 on any good hub, but anyway, this is the newest news at Ritchey.. .

THE MOST INTERESTING BOOTH, I thought, was the **Selle** something (Royale or San Marco) booth, where they had an Italian girl graduate student on site, letting you try out different saddles, with a special thin pad sat on top was hooked up to a computer, which read and showed and recorded the pressure points. This thing was funded by the saddle maker, and there was a pile of various branded saddles there. This woman says everybody's penis artery (although I don't believe she actually said it that way) flows a unique course, meaning that it ain't necessarily straight down the middle, where the holey saddle folks suggest and hope that it is. Furthermore, she says, when it sort of takes a Rio Grande-like path between testicals and urethra, the saddles with the holes make things worse, because the edges of the holes increase pressure, and if they're on top of your artery, the pressure on it is much increased. The computer verified this, too. Peter, who rides a Turbo, couldn't borrow a Turbo to try, but **he** did put on a B.17, and it scored a strong A+ for him. He's too stubborn to switch, though, and dared me to test my beloved Brooks. **So**, I rode a couple of different saddles, and the Brooks—a rock-hard brand new one—came out way on top for me, too; verifying what I already knew. A Flight was bad for both Peter and me. It wasn't painful, but the computer showed very little pressure underneath the sit bones, with most of it right down the middle.

SALSA RECENTLY WAS BOUGHT BY QUALITY BICYCLE PARTS, and manufacturing was moved from Petaluma to Minnesota. **So** the old Salsa guys have regrouped under the name of "Soulcraft" and started their own new brand of frames, at least. Maybe quick-release skewers, too, but at least frames.. . **Continental** has a nice new 26x1.3 tire. It's sort of a slick. Speaking of slick tires, one thing that always happens at trade shows, is that the companies always spray Armor-All on the treads to make them look shiny. They all do it—every booth. Then you read the signs about how they have this super new grippy tread compound, and you rub your finger on the tire to feel it, and it's all slippery. What are they thinking?

PETER'S WEB UPDATE

Since the last reader it does not look like much has been done to the web site. That is not exactly true. I have been working on it, but on improvements that have not been uploaded. I am working on adding an on-line frame order form. We would like people to have the convenience of filling out the frame order form on-line instead of having to mail or fax a paper copy. The form page is done, but the back end scripting is not complete. **So**, if the form was up on the site, it would be filled out, but the information wouldn't go anywhere. **So**, once the back end

scripting is done, I will upload the form.

We also just got a program (Adobe Acrobat) to create downloadable forms. We will convert the parts order form and the frame order form into Portable Domain Format (PDF) so that they can be downloaded off the site.

I have been getting email with suggestions for improvements, and I really appreciate it. I like to hear what people think, and what ideas they have to improve the site. Some of the suggestions I am aware of and already working on. There is quite a bit we would like to

do, but it all takes time and money, which are both in short supply around Rivendell. I have a list though, and I prioritize what needs to be done. As time goes on many of the improvements people mentioned will be incorporated.

Thanks, and I hope you like the progress of the site.

-Peter



NEWS AND MISCELLANEOUS —

MAVIC DISCONTINUES MA2

It was bound to happen, since this was the last of the pure, simple, sound designs left in its lineup (which in the past 5 years has been plucked clean of the classics that made Mavic, including the Mod. 3, probably the best touring rim ever made, and the Mod 4, probably the best “if my wheel fails, the indigenous fellows chasing me shalt eateth me for din-din” rim). Mavic’s tubular line has already been purged of its faultless models, namely the GEL 280 and 330, and the SSC. Yes, there have been improvements in rim technology, but they come with tradeoffs. The rim shapes (or cross sections) that offer the most lateral strength and the least weight, and accept the widest range of tires—are more or less wide and rectangular, not narrow and V-shaped. Mavic’s own data has proved this, and yet it’s the wide rectangular jobs that got the adze, and the MA2 is the last of them to go. I don’t want to whine about this, because I hate the label “retro-grouch,” and this is the kind of thing that plays right into that. But how can somebody know this and see it and not say anything? It is not Human Rights or Rain Forest, but sometimes we get to pretend bicycles matter, and in bicycle matters, this is a big deal. Mavic still remains at the top of the rim-building heap, and they have to do what they think is right to stay alive and sell rims in a changing market. But, it’s never celebration time when an established classic gets canned. As far as why I hate “retro-grouch”: Because it’s used as an explanation, and it’s not, it’s just a label masquerading as an explanation. In other words, somebody is not bummed about the demise of the MA2 because he’s is a retro-grouch. Somebody is called a retro-grouch because one is bummed. In this case, how can a bike-loving person not be bummed?

CARRADICE’S FABRIC STINKS, BUT IS BETTER THAN EVER OTHERWISE

Carradice’s new cotton fabric stinks—literally. They get it from Scotland (cabers-tossing country). Anyway, Carradice assures us the fabric is even more durable and waterproof than its no-longer-available stuff (which smelled great); and also that the smell goes away after the bag has aired for a while. I hung one up on the tree in the backyard for a month, and the smell got about 80% better over that time. Some of you have reported that it smells good! Well, one, anyway.

RIVENDELL CALENDARS

For years we’ve wanted to do a calendar, but haven’t had the time or loot. Now we have the time, and we’ve rounded up the lugs, and we still don’t exactly have the loot, but are hoping to break even on it.

Our collection of lugs spans almost 70 years, at least 6 countries, and 5 manufacturing techniques. Member and Rivendell rider Marc Elliot is shooting the pictures, which makes me jealous, because I love cameras and photography and lugs, and this combines all those things, but in the interest of a better calen-

dar (reminiscent of Bstone’s Endangered Species calendar shot by Bob Schenker), I had to bow out of this. Dang..It’ll be a 24-month calendar in the real, honest sense, not the normal dishonest one. To see a dishonest calendar, go to dishonestcalendars.com, but if your search engine can’t find that, just go to a nonvirtual place where calendars are sold and peek at one that claims to be a 16-monther. The first page has Sept. Oct. Nov. Dec. miniaturized and without the kitten pictures or the New Yorker cartoons, and the squares are so small you can’t write on them. The makers are covered in court, but it’s a cheating thing to do. Anyway, our 24-month lug calendar will have 24 same-sized pictures of lugs. If we throw in shrunken months before the thing gets started, those won’t count.

We’re printing 1,000 calendars. Price is \$16 + California tax if that’s where you live, plus \$4 normal shipping (per calendar order, not per calendar. In other words, if you order three, shipping is still \$4), and from now until December 15, they’ll be shipped separate from any other order, since we don’t actually have them yet. It’s a black-and-white calendar with pages roughly 8”x10”. That means, the photo is 8x10 and the calendar part is also 8x10. Larger calendars cost too much, but the images are still huge and sharp, and we’re hoping to make this worth while. Please buy one, and no, it would NOT make a fine gift for any cyclist you know. Most wouldn’t know what they were looking at.

STEM UPDATE

Aug 9. This past week we got the final tubes and lugs in, and they’re off to Match to turn into stems. Then to the plater, then to us, then we make sure they fit, then we test a few more to be extra sure they’re the strongest stems out there, and then we fill the stem futures orders, to the people who bought them cheap (\$100) before we even knew for sure we were going to have them. final pictures on the web: rivendellbicycles.com. Click on the button that says LUGGED STEM.

Aug 26. Hmmmm. A customer who has lots of experience with chrome says the only good chrome is Japanese, and warns about any plating elsewhere. I know Nitto’s plating is super, but now that I think about it, all the other plated things I’ve seen get pitted, and I dasn’t want that for our stems. So I called Chris Kelly to ask about the plating-looking powder coating he puts on Takeoffs, and he said it’s “near chrome” (that’s the name), and so we’ll pursue that a bit. Dang—I one third of the way wish this stem project hadn’t gotten started. We’ll get some plated and spray them with salt, etc, too.

Aug. 28. I got samples, been spraying for two days now, and rust is showing up in the edges of the lug, where moisture collects. Will try the same with powder-coating.

MAVIC SSC ROAD GROUP

Mavic 11. Mavic was bought by Salomon (ski folk) last year or

two years ago or so, and the whole USA Salomon-Mavic group was living under one roof in Massachusetts, until sometime this fall, I believe...but the non-boring news here is that Mavic is reintroducing its top SSC road group. I hope it succeeds, because we all need success, but if you're looking for something like the old SSC group, the classic one that Greg Lemond and Sean Kelly rode, forget it. The new one has the Mektronic electronic shifting system, and all the main parts are powder-coated black, for that "we've got some new guys calling the shots here, and the past makes them queasy" look. The bottom bracket is splined, like Shimano's newest. Splined bottom brackets are yet another thing that nobody asked for, but Shimano does it because they wouldn't be Shimano if they didn't. But then everybody, starting with Mavic, follows Shimano, and the next thing you know, we have a new standard that nobody asked for and is certainly no better than the old one, but (to talk like Chris Kostman), at least it introduces interbrand incompatibility where before none existed. I believe and am willing to carve it in sandstone, that Shimano introduced integrated mountain bike brake-and-shift levers in 1987 or so, because they were losing so much spec to Dia Compe and others who had 2-finger levers when they didn't. So to make sure that didn't happen again, they integrated them, so if you wanted Shimano's shifting-everybody did—you had to get their brake levers, too.

RITCHEY SWITCHES

Ritchey finally switched its mountain bike headsets to 1 1/8-inches, after it became too much of a pain to get sussy forks with 1-inch steerers.

CHAINS 98.6 PERCENT EFFICIENT

An August 19, 1999 press release from The Office of News and Information at Johns Hopkins University reconfirmed that a bike chain is up to an astounding 98.6 percent efficient. Shimano funded the study, which confirmed earlier reports that, as crude as it seems to be on the surface, the chain is a great way to move those sprockets and wheels. Other revelations from this study include:

1. The higher the chain tension, the less energy lost. This contradicts what I've heard before. In the '80s, we time trialists were told to use the maximum chain the bike could accept, to reduce friction. So, astute/gullible time trialists such as me showed up at big events with longish, floppyish chains.

2. The researchers concluded that one of the functions of grease or oil is to take up space between the links, so that grit can't get in there. In this lab test, which took place in unreal-worldly sanitary conditions, unlubricated chains scored as high as greasy ones. When lubrication was used, they found no difference between, grease, oil, and wax. And, when they tested a crummy-gritty chain, efficiency was still "a respectable 81 percent." It's hard for me to relate to those numbers. I can see how 98.6 percent would be good, but 81 don't seem so great. Maybe

it's good compared to energy efficiencies in non-chain transmissions.

3. Larger sprockets and freewheel cogs are more efficient because they bend the chain less. The less bending, the more efficient. It would shock us all if Shimano dropped compact drive trains now.

NITTO NEWS

Nitto Projects in the works: Still want a front rack, both a stand-alone high rider style, and a stand-alone low-rider. Have samples of the low-rider, it works great, but doesn't yet accommodate both narrow forks (like on a road bike) and wide ones (mountainy), and we aren't going to sell it until it does. We met with Nitto at the Sept 11 trade show in Las Vegas, and made some progress. By the time you read this, we'll have a sample.

DULUTH NEWS

Duluth bags in the works: A small front bag for the Nitto Mini rack, and a trunk-style bag for the Nitto Saddlebag support/small rear rack. Duluth is slow but good. We'd go with Carradice, but our communications with them haven't been going well, and that fabric has to stop smelling so bad.

LOWER-COST ALL-ROUNDER?

The results of the survey in RR16—Are you interested in a lower-cost All-Rounder style frame or bike?—show that, at least among respondents, the answer is yes. So we're working on something like that. Frame or bike. Lugged, of course, and by the time you read this we'll have a sample, and with some luck it might even be up on the web site, www.rivendellbicycles.com. Not sure whether it'll have paint on it, but with or without, it is hard-yet-virtual evidence that something's in the works. By the end of September we should have a couple prototype Heron-like All-Rounders made in Japan by Toyo. Toyo also makes Ritchey frames, and its quality is a couple big notches above name-brand Japanese production bikes. They do lugs particularly well, and have an excellent reputation in Japan. The prototypes will be made with our existing All-Rounder crowns, and Eisho (brand) stamped lugs. Eisho makes good lugs. I've been to the factory, seen them being made, and have plenty of experience with them on some of the better Bstones. It's possible we'll cast up some lugs for these frames, but right now we're too poor. We hope to have this frame in production by December, 1999, but Spring '00 is more likely. Sept 18. We got them. They look fine, and we met with Toyo recently and the project is moving ahead. Maybe early 2000 delivery.

SIDI SHOES

Those SIDI shoes are going fast, and we're out of most sizes. We've ordered the final batch, for October delivery, but aren't giving up after that. At the Interbike show in Las Vegas, we'll try to rally dealer support for such a shoe, and if we can get emotional commitments from enough dealers, maybe SIDI



will reconsider canning it. Don't have a formal plan on how to go about that yet, but we'll work on it. If you are a dealer and can sell 20 or more pair per year and would like to sell these shoes, drop us a postcard with your name, contact number, and all that. If you know of a shop that might be interested, show them this and ask them to get in touch.

DIA-COMPE BAR-END SHIFTER CONVERSION

Dia-Compe has come through with its bar-end plugs that allow you to convert any old downtube shifter to a bar-end shifter. They're \$22, then you buy the downtube shifters. They're in the Flyer in this issue. These are exciting, a victory, and we have plans for several other incredibly practical parts that plain aren't available.

REWARD

I will pay \$100 to any member who happens to be a toothbrush designer for one of the bigger toothbrush companies (Oral B, Colgate, Crest), or who can arrange such an interview. The interview can be anonymous, the questions will be blunt, and the answers must be thorough and honest. It won't be mean or anything like that; I just want to know what the meetings are like, how far in advance they plan the changes, if they have a quota for the year, and so forth. I'll bet no more than 2-degrees of separation are between us, so....let's go! On a related note, I am a sucker for every new toothbrush that comes down the pike. I take good care of my teeth, etc., but I pretty much don't exactly-if-you-know-what-I-mean look forward to brushing, and the variety helps out.

GRANT'S NEW BIKE (THIS IS NOT A CAPTION)

After 18 months of bumping myself to give customers cuts, I just got my LongLow. It's in the fake ad. Jeff came over at night to help me, and it didn't take all that long. I put a gouge in the fork crown when I was assembling it, but Kate came to the rescue with her blue fingernail polish. Maybe we should rename it the XO-1. Every manufacturer needs an XO-1.

XO 1™ FROM TREK?

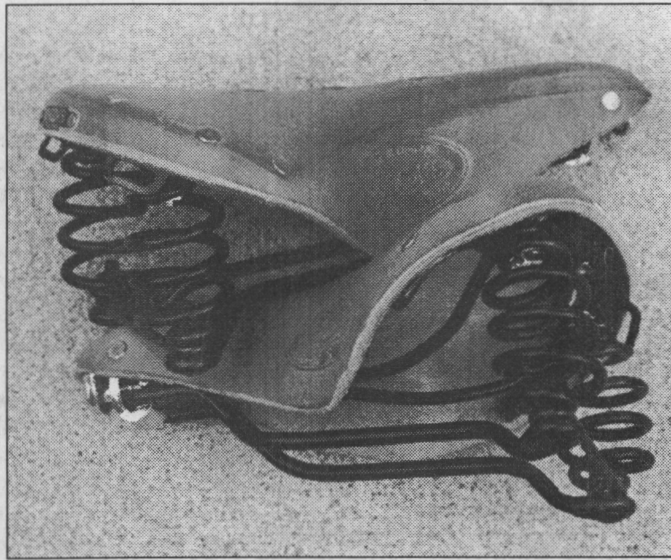
Trek has named a new model, the XO 1™ (no hyphen, but with the ™). On one level, I don't give a hoot, because it's only a name, after all, and although I named it, I don't think the name is super fantastic, and it isn't *mine*. But the XO-1 was a specific and a special bike, and Trek must know that even though it's no longer made, it has a strong following. Naming a bike the XO 1™ makes it seem like they're trying too hard to capture some sales and goodness from something that's gone and wasn't theirs to begin with. Maybe they contacted Bstone Japan and okayed it with them, in which case I should just butt my nose out of it, but I really, really, really doubt that. If I'm wrong, I'll hear about it and apologize in the next issue.

NO MORE DISCOVER CARDS:

About a month ago we signed up with Discover, after it assured us the billing wouldn't be as heinously complicated as American Express's. Well, it's just the same, and my wife is the bookkeeper, and she's smart, but it makes her job much harder, and they did fib. So we're back to Visa and MasterCard only. If Discover changes its ways, we'll try again. END.

WIDGET REVIEW:

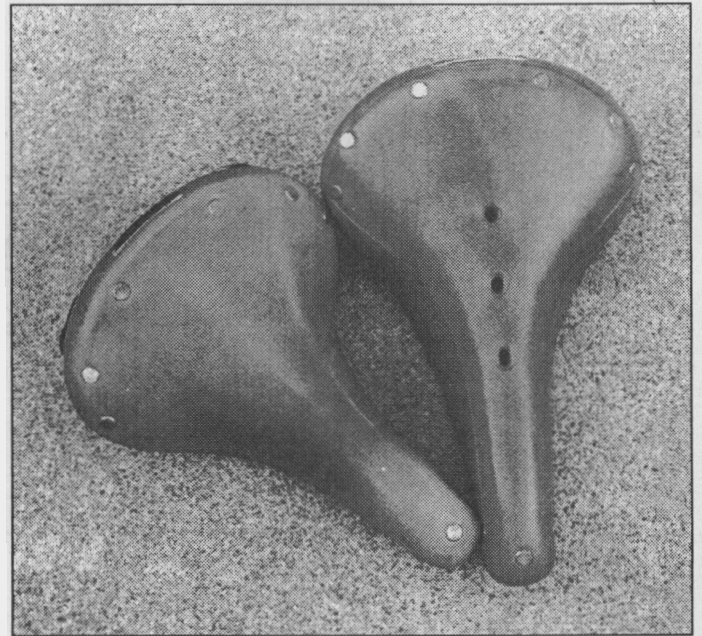
BROOKS FLYER SADDLE



Coil springs, saddlebag loops, and two models,

Top: Men's

Bottom: Women's



Top view of both men's and women's. The women's has a shorter nose, but is otherwise identical.

This new Brooks model, the **Flyer**, is exactly the saddle I've thought for years (two) that Brooks should make. There are two Flyers, for girls and boys. The boy's is listed as 172mm wide—two millimeters wider than a B.17—but it's hard to measure that 2mm. It's the same 260mm long. The girl's is listed as 177, but the sample I got was 170mm. I don't know what to make of that, but I promise I measured thrice.

Both have springs, like the narrower Conquest. And, unlike the wider, venerable, but hassle-to-deal with B.72, which requires either a cheap style post or a hen's-toothlike Breeze seat sandwich, this one mounts right on a garden variety seat post with no hassle at all. The next thing you know, you're sitting on a supportive hunk of cowhide with coil springs underneath it, and it doesn't get tons better than that.

I have a B.72 on a Heron touring bike I ride a lot, and I took it off to put on this one. The B.72 is more suited to vertical riding; this one's better for regular riding. If you like your B.17, but think a little bounciness would help over longer miles or rougher roads, the Flyer ought to do it. Or, if you like the springiness of the B.72, but the width bugs you because you

don't ride as upright as Margaret Hamilton did, then this Flyer will do you.

To some extent, it is undeniably true that everyone's bottom is different, but the men's model has all the features a really comfortable, yet not too professorlike, saddle needs: Enough width, enough springs, and a higher back than middle.

I am a head over heels Brooks fan. I like the company, the people, and the saddles, and this looks to me like the smartest new design they've had in a couple of decades. Perfect for a mountain bike or an upright commuter, or even a regular old touring bike. Specs below. It probably won't be a regular offering (our Brooks bills are high enough, and blah blah...), but we got in a batch to sell in this month's Flyer. Honey brown leather, \$68.

Updated Review

The springs seem to increase the break-in time. I'm not sure about this, but the Flyer I've been riding **took** a little longer to break in than does a B.17. Maybe it's just cut from a different cow; maybe it's the springs not letting my sit bones dig in. It's happening, though, and I'm liking it. —Grant

LETTERS

WE CAN'T PRINT ALL LETTERS OR ALL CONTRIBUTIONS, AND BUT IF YOU SEND IN A STORY AND IT DOESN'T FIT IN THE READER TEMPLATE, WE MAY RUN IT IN THE LETTERS COLUMN. I WANT OUR LETTERS COLUMN TO BE INTERESTING AND VARIED, AND THE LETTERS DON'T HAVE TO PERTAIN TO ANYTHING IN PARTICULAR. EMAIL LETTERS TO RIVGP@EARTHLINK.NET — GRANT

SHIMMY ON A NISHIKI

One of my bikes is a mid-80s Nishiki Prestige with Tange #2 tubing. It's a solid, no-nonsense sport bike (with eyelets) that I am trying to adapt to loaded touring. The problem—and I found this out during a 400-mile solo tour last fall—is that when this bike is loaded front and rear it shimmies like a washer on spin cycle. (Less weight on the rear largely diminishes the problem.)

That the frame is not ideally suited to a loaded tour is obvious. Still, touring is something I do only a handful of days a year and I do not want to buy another bike (apologies to Rivendell). So, my question: Besides the obvious things like reducing my load and using lowriders, do you think there are certain “shimmy-free” zones on a frame where weight can be carried with less side effects? For instance, the bottom bracket (especially a low one) seems to be a fairly stable place, so why not find a way to store heavy items like tools under the downtube? If the bottom bracket is a bike's sweet spot for gravity, then I'd like to get as much packed near it as possible.

Maybe I'm hopelessly optimistic. It's just a thought. The bike's not perfect, but I think its shortcomings can be minimized. If anyone knows any tricks, I'd love to hear them.

—Jeff Euber, Rochester, Vermont

Dear Jeff, I'm going to guess. First, a few things about your bike that might have something to do with the shimmy, and then some possible solutions. All this is assuming your frame is aligned, and the headset is adjusted. The Tange #2 tubing is pretty light, and not suited to carrying touring loads, and its flexing may trigger the shimmy. Sometimes shimmy gets triggered, and once it starts, it's hard to stop. The top tube is one-inch in diameter, which is small by modern standards, but by itself not a big deal, since millions of miles have been toured with one-inch top tubes. The walls are 0.9mm x 0.6mm x 0.9mm—Tange's version of light Columbus SL light racing tubes. Those thin-nesses combined with the comparatively small diameter tubes aren't helping matters. Geometry also matters. “Trail” is an aspect of frame geometry that

affects how a bike handles, and particularly how it handles at high speeds, over rough ground, and while heavily loaded. It is derived from a combination of head tube angle and fork rake and front tire radius, and back when your bike was built, many frames didn't have enough of it (trail). For a given amount of fork rake, the slacker the head tube angle (72 degrees is slacker than 73 degrees, etc.), the more the trail. Or, for a given head tube angle, the less fork rake, the more trail. Bikes for loaded touring generally do well with about 65mm of trail, although other factors affect it, too (like the size of the tire's contact patch with the ground, and the air pressure in the tire). Bikes made when your bike was made often had too much fork rake for the head tube angle, resulting in too little trail. Since trail is a function of head tube angle and fork rake, you have to mess with this area, and that just requires some tricks. The least invasive thing you can do is ride a fatter front wheel than rear wheel. That will lift the front end of the bike, slackening the head tube angle and increasing trail. Ideally you'd still ride a 700x35 or equivalent in back, and then a 700x37 or 45 in front. If in order to ride a bigger front tire you have to ride a 700x25 in the rear (because your frame can fit only up to a 700x32 in front), then this is no solution. The next thing you can do is straighten the forks some. Take it to a shop where the mechanic has some grey hair and is comfortable straightening forks, and ask him to reduce the rake by 6-8mm. Some shops won't do it for you, and I don't blame them, since forks are serious business, and if you get it a wreck, they're in the loop now whether or not the fork had anything to do with it. The point is, reducing the fork rake will increase trail, and more trail = less shimmy (generally). As a more expensive measure, get a new, longer fork that'll accept a fatter tire AND has less rake. Most shops can order one for you, but they hate to do it because they don't want to order the wrong thing and get stuck with an unsellable fork, and they also don't want to be in the liability loop, in case you crash with your new fork and your wife blames it

on the fork, while you, unable to speak, don't come to their defense. To store tools under the downtube, mount a third water bottle there (hose clamps, whatever), and put them into a water bottle. Modifying water bottles to make them tool carriers is simple surgery, it just requires some experimentation and tape and a knife. Cut off the top of one at the shoulder, then cut off another one at the waist (where the waist would be if they had a waist), and slit this second piece just enough to fit over the bottom half with enough overlap to make you comfortable. Reinforce the top part with duct tape so the slit doesn't grow (drill a hole at the end of the slit to prevent that, too), and...after you mess up about 3 bottles, you'll have it all figured out. Wrap the tools in a Tool & Tube Tote-kind of thing so they don't jangle. If the upper portion creeps loose during riding, use more tape to hold it in place. Summary: Increase the bike's Trail by some combination of slackening the head tube by riding a taller front wheel than rear wheel and straightening the forks a little. —G.

FAUSTO'S BIKE (NO SHIMMY?)

Fausto Coppi rode up all the famous mountains in a 48/19. The roads were not paved and he did not have support. He finished 7 minutes ahead of 2nd place in that stage. He won every mountain stage in the '52 Tour de France, and the overall, by 20 min. There were no drugs. There was no radio-contact to the team car, telling you when to ignore a break or attack. His equipment can barely be considered rideable by today's standards. There is no comparison between Fausto and any current, megamillion dolla, pampered bike racer. Even Eddy, who you can argue is the greatest cyclist of all times, had modem equipment, paved roads, and drugs. Fausto is the greatest and will always be the greatest. He survived malaria (once, but sadly not twice), typhus, a broken pelvis, multiple collarbone, shoulder, thigh bone, malnutrition and a childhood of unthinkable poverty. His brother was killed in a bike race and he watched him die. His wife rejected him and because he was Catholic, he could not divorce. So his son had to be bom in Argentina

in order to have the last name Coppi. The mother of this child was thrown in jail for being an adulteress. Fausto and her were run out of town. The pope usually blessed the peleton as it rolled past his summer home, but after the adulteress was revealed, he would not bless it when Fausto was in it. Bartali, a Catholic exhibitionist, played on this and Italy was divided between the saint Bartali and the sinner Coppi. Fausto came back from Africa, sick, and the doctors ignored his girlfriend's pleas to treat him for malaria. They insisted it was the flu, even though his teammate contracted the same illness and his doctors called Coppi's doctors (from France) and told them to treat Coppi for malaria. Tragic. On his deathbed, in order for the priest to give him last rites, his girlfriend "La Dama Bianca," had to promise that if he lived, she would move out of the house! When I visited Coppi's house in July, there was a big bronze plaque on the side of the house with a poem in Italian. I took a photo of it and translated it. Despite the criticism I will surely receive for overdoing the "Coppi thing" I put the poem on the inside back cover of the 2000 catalog. I have read it 100 times and I still get goosebumps.

—Sky

Sky Yaeger is V.P. of Bianchi USA, and a bike rider, and her dog, Otis Nixon, is a Rivendell member..

IS THIS BIKE WORTH A FIXUP?

Your frames are exactly what I would want, except that 1) the exchange rate on the Canadian vs US dollars is a killer and 2) I'm on a small medical disability pension and can't afford anything, except food and housing. I can still ride recreationally though, and I love a quality, mid-80's style road bike. The reason I am writing, is that I've recently very cheaply acquired a 1989 Sekine brand low-to-mid-range road bike that has no damage and no rust. The frame is a beautiful lugged frame with all the trimmings: chain hanger, horizontal dropouts with adjustment screws, recessed brake fittings, l-o-w bottom bracket, etc. And it fits perfectly. Six-speed, downtube shifters, NOT-oversized tubing etc. My idea is to refurbish it little by little and build it up somewhat according to your philosophy (I hate today's bikes, I'm 46 and a rider from way back into the 1960's). I am just wondering though, if, with your experience, you could offer an opinion as to whether it is worth my spending time and effort on a 10 year old Tange Infinity frame, as beautifully-made as it is. I wish I could buy one of your wonderful frames, but I can't afford it, or anything much more than an overhaul and new paintjob on this \$50 bike.

—Pierre Lachaine, Ottawa, Ontario, Canada

Dear Pierre, Sekines were a house brand for some American importer up in the Northwest, I think. I forget if there's a relationship between Sekine and Sekai. Maybe. Anyway, the mid '80s were a great time for Japanese bikes. Up until 1987, at least. Those bikes had nice details and were generally pretty well made, and the bike is lucky to be in the hands of someone who appreciates it. When you talk about value or worth, you have to sort of establish whether it's Street Value or Intrinsic Value you're talking about. Street Value is what you can sell a bike for, and the bike probably has a street value of about \$80. Don't feel bad or be shocked—full Campy pro frames from the same era often have Street Values of \$550 or so, even though they'd cost six times if they were new and made now. I say forget about Street Value and focus on Intrinsic Value. You like the bike for its details, and there's no questioning its utilitarian value, so it has tons of Intrinsic Value to you. Tange Infinity tubing is all CrMo, seamed (like True Temper), and excellent in all ways. Put the loot into a new paint job, if that'll spruce it up for you, and think of it as new good bike. If there are any particular parts you need, and we have something used that'll work, let me know and I'll see what I can drum up. Bike people and bike companies have a way of accumulating mounds of perfectly good, very slightly used parts that end up dying in drawers and boxes, and I'd rather send them to Canada for amnesty, anyway. —G.

IS THIS BIKE WORTH ONE?

I just thought I'd pass along some greetings. I just received RR16, and last week I read the "Lugs" editorial in "Bicycling". I've really enjoyed all the articles, in particular the ones about lugs. While I have several bikes, only two are lugged steel. One is the LongLow, and the other is an old French frame that needs repairs and repainting. I sold one a few years ago, and wish I had kept it. Anyway, the reason I'm writing is to just say hello and to let you know I might be ordering another frame sometime soon. I'm always in the market for a new bike, and my truck will be paid off soon, so I'll have some extra cash. I'm thinking hard about a Road Standard, but I'll be making a trip back to the states this fall, so it might not happen. But from what I can see, the lugs look great. I'd love to have another lugged frame. The Long Low is still going strong, probably four thousand miles on it alone this year. I do have a quick question for you. Who would be a good person to send this French frame to for some repairs? No real idea on age,

probably late sixties/early seventies. The reason I say this, is that it has no bottle braze ons, and I think they started being common in the seventies. Of course, it's a European frame so who knows. I got it from my brother-in-law, and he's had it a long time. But the top tube and down tube are both creased a bit, as if it ran into a curb or some such object. It has some very simple, but nice Nervex lugs with Simplex drop outs. But that's it reply if and when you can. I'll try and get a frame order in the mail soon, but time will tell. Take care.

—Chris H.

Repairing the French frame? I think any lugged builder can do it. If by "creased" you really mean buckled immediately behind the top lug on the under side, and under the bottom head lug, then the bike has been in a front-end crash, and the fork may be bent, too. The frame is repairable, but it's a \$500 job, and depending on who does it, that may not even include paint. If it's rideable now and you just want to have a spare, and the buckling isn't major, I'd just ride it. But check the fork first. If the tubes are creased or dented in their midsections, a good builder or frame repair guy stands a good chance of being able to pop them back to roundness. He'll put the bad parts in a two-part tunnelled clamp in a vise and rotate the frame in a circular manner to undo the dents. As for braze-ons—they're usually about \$25 to \$30 per pair (without bottle stars). But if the paint is okay, you'll wreck it by having any brazing done. Some purists would encourage you to keep it a '60s or '70s bike, true to its heritage. That's not a bad idea, but if you really want the braze-ons, have a local builder do it (so at least you don't incur freight costs). Any good shop can refer you, but if you come up empty, I can find one close to you. —G.

IN WHICH I SCREW UP

I don't know if this rant should go to you individually, but since you're at the top of the heap, you get it. You, or someone at Rivendell has very bad manners. I sent you something and received not a peep of acknowledgement, even when that would have been so easy to do. Let me explain... While on a bicycle tour in Wales I saw a house with the name "Rivendell" on a wooden sign outside the door. I stopped riding (which I HATE to do without good reason), went back and took a couple of photos so that there would be one good shot. And then I actually followed through and sent to Rivendell a print along with a story of another coincidence that related to your company—also from my trip to Wales.

All this accompanied my renewal. I did get a receipt for the membership, but not even a WORD to acknowledge that I did something thoughtful and unsolicited for Rivendell. Bad manners. I now look at Rivendell in a different light.

—Duffie Westheimer (aka Silverheimer)

Dear Duffie, You got the right bad person, and I'm sorry. Just last week I was feeling crappy that I hadn't responded to all the mail. It sounds bad to even mention that I spend at least 8 hours a week responding to mail. I think some companies have a staff to deal with this, but we're too small and I never want to be out of the loop. I'm sorry yours got left unattended. I'm sure there are many people out there who think the worst of me but never say it, and I want to thank you for calling this to my attention. I can't spend 20 percent of my time responding, but the way I've been handling it is clearly unsatisfactory. Thank you for the picture and awakening call, but I wish you'd brought it up a little more gently.—G.

READY...AIM...RIDER! (READ THIS)

For years we've been told by safety experts—from mom on up—that if we want to be safe while riding our bicycles, we have to wear bright colors. The brighter the color, the better, with fluorescent lime green and international orange being best, because they're the brightest and most visible. This is good as far as it goes, but it doesn't go far enough. If bright colors and high visibility were the only answer, people wouldn't drive into fire engines as often as they do. I was once involved with a company that developed optical displays for jet aircraft. One problem that had to be overcome was that if the images projected were too bright and clear, the pilots would concentrate on them to the extent that they'd get "target fixation," and fly right into the object viewed. Target fixation may be one of the reasons that motorists drive into cyclists, even though the cyclists are wearing brightly colored clothing. The next time you are on a ride in your bright plastic jersey, notice how many cars coming from behind you move from their normal position near the center line toward you, to the point where they nearly brush against you, and then move back to the center of the lane as soon as they pass. These motorists, for the most part, are not being rude or playing games, but are victims of target fixation. The bright colors have done their job too well. Just like the cyclist who fixates on the where he doesn't want to go when he's taking a corner—and then goes where his eyes steer him—the driver of the 2-ton vehicles tend to do the

same. The second reason your superbright jersey may not be so safe is the hostility it provokes in many non-cyclists. Whether you talk to people who have a complaint against cyclists or read the complaints in the letters to the editor column of your local newspaper, one of the things commonly mentioned is the bright jerseys. This is the classic "us versus them." What can we cyclists wear that will make us visible but not cause target fixation or bring out hostilities in motorists?

I've found two colors that seem to work well: plain yellow, and sort of a rich golden color. I have a plain yellow jersey (please no remarks about how bad I am for wearing one, just because it's the Tour de France race leader's jersey color. They didn't invent the color, and I'm just trying to stay visible, but not too). The golden yellow jersey came about by accident. I was wearing my thin wool t-shirt (bought from Rivendell) and kept it on after the ride, when I started to make a curry dish, using tumeric, the spice that gives curry its yellowish color. I accidentally spotted it with the curry, staining it yellow. Rather than throw out the shirt or keep it spotted, I decided to dye the whole shirt with tumeric. Now it's highly visible, a beautiful golden yellow, comfortable, non-threatening, and a great conversation starter. Now when I ride, I'm just a visible, non-threatening old man who seems to find acceptance no matter where I ride. —Gary Lewis, New Jersey

LUGS AND FLY RODS

I read your words in *Bicycling* about lugs and want to say I could not agree more...(I am waiting for the LongLow you folks are building for me)..however, you drew a comparison with bamboo fly rods versus graphite, and I must say, when it comes to performance, a bamboo does not even come close in performance to a graphite...(I have a beautiful bamboo rod that I take out every so often to use but that only serves to make me realise how great the graphite is...same goes for wood tennis rackets..) however, older, lugged quality bikes still are not only more beautiful but in all ways that I am aware of also outperform the new hi tech bikes...am I right?

—Arthur Abplanalp

And a bit of an overreaction...

Arthur, nowhere, in no field, nothing, is tool material less important than when stalking a trout. Presentation, and to a certain extent, pattern, are all that matter. You've got a twelve-inch trout there, in plain sight, 30 feet away, eating a nymph every minute or so, and he's in 17 inches of slow-moving water. No rod can catch that fish or even

make it easier, so it all comes down to, 'What do I want to have in my hand when I spook the bugger? And if I hook him, what do I want to feel and see bending? And if I land him, do I really want to miss the opportunity of seeing the most beautiful animal on earth next to the most beautiful instrument made by man?' Not me! I didn't when I fished 150 days a year, and sure don't now. Graphite may be fine and efficient for steelhead and bonefish and chucking heavily weighted synthetic fleshy flies to deepwater pike in the lake near the power plant, especially if you're a guide and get to fish 200 days a year and treat your gear rough because you replace it every year. My trout experiences these years are few and far between enough that I want to be there and fishless with a beautiful, supple, delightful to hold, cast, and look at tool-art in my hand. The changing hues of the cane are like the changing hues of a wet trout's skin. To be on a trout stream and hear the water and see the waving green in the water, and the golden gravel and the eddies and swirls, and to see the dipping swallows and the dead bug casings floating down is a heavenly predicament, and a bamboo rod fits seamlessly into that scene. Graphite is undeniably efficient, but with a graphite rod, I can't feel the rod, only the line. Its featherweightness makes my skin crawl, and the names and abbreviations of each new improved grade of graphite sound befittingly cold and warlike (a lot like the names of new bike part materials and processes). I think the only reason graphite rods still have cork grips is that cork is lighter than any material, but I'm sure they're working on that, too. As for comparisons to bicycles, it's the same kind of deal. You can't buy speed or cornering skill, but a comfortable position on a well-designed bike will make anybody ride better. If you're after fast shifting, the lightest bike for the buck, the best braking, and the fastest delivery for the least money, then you should get something like a bike made with sodapopcan-thin aluminum and midpriced Shimano parts. There are many out there, but the one that comes to mind, for some reason, is the new Trek XO 1™, speaking of which...—G.

BRIDGESTONE QUERY NO. 3,984.6

I have a '93 Bridgestone RB-I, and don't know much about the tubing, or Ishiwata's reputation. I have spoken to people who still had a few XO-1's on the floor of their shops back in '95, and some who plumb didn't like the Bridgeston attitude, and reports of from either were diametrically opposed.

Can you tell me:

- 1) How is Ishiwata's reputation? Are reports of breakage bogus?
- 2) Can you give me an idea of the numbering system they use to identify their differing grades and alloys of tubing?

—Ken Urband

Dear Ken, Ishiwata made great tubing and offered a tremendous range of dimensions. Ishiwata wasn't as rich as Tange (who also made great tubes), and its tubing wasn't widely distributed; and there was no U.S. agent. The factory was small and not impressive in a high-tech way. Bstone preferred Ishiwata to Tange, as did a few top American builders (Tom Kellogg for one, and I can't actually think of anybody else). Tange rated a strong A+, too, but where Tange might have offered five different CrMo seat stays, Ishiwata offered at least twice that. Ishiwata had some smart triple and even quadruple butted tubes. That may sound extreme, but they weren't gimmicks, and it was neat and impressive to see a small maker put so much effort into its products. Ishiwata's best tubesets were "named" for their approx weights in kg for the tubes required to build a frame: 024 was roughly equivalent to Columbus SP, a stout road tubing for fat or strong guys, which weighed 2.4kg per frameset worth. 022 was like Reynolds 531 (2.2kg per frameset worth). 019 was like Columbus SL (1.9kg, etc), then there was 017 and 015, and you can guess the weights there. The thinnest tubes were 0.6 x 0.3 x 0.6—paperthin, for special events and featherweight riders—but the fact that they could even do it and maintain the wall thickness consistently speaks to their quality. Joe Starck, one of our builders, built lots of late '70s TREKS with Ishiwata, and I know he liked it. *Ishi* = stone, *wata* = crossing. Around 1993, shortly before their death, Ishiwata got the dumb idea to rename its classic tubes and give them new decals. The new name: Croston, a flipped around derivative of the English translation (not unlike how Bstone got its name: *Ishibashi* was the founder; *ishi* = stone, *bashi* = bridge, *wata* = crossing). Ishiwata crumpled when it couldn't pay a debt. Anybody who talks badly about Ishiwata is misinformed and mean. —G.

JOHN MADDEN'S CHOICE BAR PAD

I've been trying to find something to pad cloth bar tape with since it was mentioned in the reader last year (I think). Tried inner tubes—didn't like it. Finally, at Ace Hardware, I found some 1/8" rubber weatherstrip. It's cushy,

adhesive on the back and cheap. The kind I bought is only 1/2" wide, so you need two 10' rolls. For my hands, it's just right: Less squishy than the fake cork wrap, gives almost the same bulk, and as far as I can tell, survives shellac. —Sam Shimek

REMEMBER CRESCENTS?

I was rather surprised to see the "Steamy Lug Affair" in *Bicycling*, because I have always had bikes with exceptional lugs until recently. I am riding an Italian job without any panache but it is red. My last bike was a custom Crescent made in Sweden with campy on it. On twisty roads such as the east side of Mercer Island, you could have a real thrill in the corners. The bike would literally wind up in the corner and take off coming out. I have always thought the frame material and the geometry were synergistic in creating this feeling. Unfortunately someone got in my way one day and the upper and main tubes were bent. No amount of work has returned it to its former ride. I have thought about taking the lugs off and getting one of the local builders to use them. One irritation that I have had with all, except an early Raleigh Atlas from England, was when sprinting the lower frame flexes and allows the derailleur and chain to make noise when the right foot is at the bottom. Do your frames solve this latter problem and what are the chances of making a frame very close in geometry to my old Crescent? —Garret

I remember Crescents. All the ones I've seen were orange with black and white checkering on the top tube, with something like "varldsmarkstarchzen" also on the top tube. Is that the one? The rubbing front derailleur thing is mostly bottom bracket spindle twist, not frame flex, and no bike should literally wind up in the corner and take off coming out. That would scare the daylights out of me, but it sounds thrilling! Our frames are reasonably stiff, but I don't think stiffness is something that you can't have too much of. Frames should flex, like a spring. They hold the road better, they feel better, they're slightly more comfortable that way, and ultimately, they don't slow you down. How stiff a Rivendell depends on how heavy you are and what size you ride. We use a variety of tubing, all if it good, and if someone's 5-8 x 220 and hammers, then we choose tubes accordingly. Call for a catalogue tomorrow, or visit our website (www.rivendellbicycles.com). If you're looking for a nice lugged steel frame, you will do no better. Our geometries are our own. Many custom builders will copy geometries, or build anything you want, but

over the years we've figured out what works, and that's what you get when you get a Rivendell. In a nutshell, we like low bottom brackets, long chainstays, shallow seat tubes, moderate head tubes, and high handlebars. The catalogue has more details. Thanks, Garret. —G.

CYCLO-CROSS FRAME?

I am currently racing mtb. bikes and am really enjoying it. However, I want to race cyclocross this winter. I know that in catalogue 4 you mention that it may be possible to get a cross bike made by you guys. Is that option still available? —Francis M.

Dear Francis, If you want a cyclo-cross bike, first we determine what it is you're after that either a LongLow or an All-Rounder won't already provide. The typical cycloX bike has a higher bottom bracket, and we generally hate high bottom brackets because they wreck the ride. So, do you really want that? And if not, why not a LongLow? How big a tire will you ride? Will you use it as a general bike as well, and if so, that just steers it more toward an All-Rounder or a LongLow. If you ride a sub-61 frame and want 700c wheels and a LongLow won't provide enough clearance, then we look into other options, and we've done many customs in this way. —G.

BARKING UP WRONG TREE

I currently ride a Ti frame and miss the beauty of lugs and paint. I am currently shopping around for a finely made steel frame, and your philosophy on frames is interesting, but I was wondering if using a carbon fiber fork was possible. The reason I like carbon is due to its lateral stiffness (I am 180#'s) especially when doing out of the saddle sprints. Some forks (to include some carbon models) are scary. Is it possible to get a two color paint job as metallic blue with white or silver panels? Also since you use a variety of tubes (awesome idea) would it be possible to have the seat and chain stays made out of metax so that they could be left unpainted? I like the old beauty of chrome but prefer the idea of stainless steel. Thank you for your time. —Derek

Dear Derek, I think you need a true custom frame, and there are plenty of builders out there who will be happy to make it for you. The Rivendell road frame has certain unvariable design and cosmetic details that make it a Rivendell. It isn't a blank slate you can order painted up any way you like. I know some people (not idiots) think putting a carbon fiber fork on a lugged steel frame

is a best-of-both worlds kind of marriage, but **I** think it's a crime and sacrilege. The whole notion that forks flex and impart plushness **to** your ride, is hogwash. What flexes is the air in the tires, and the more volume and lower pressure, the softer the ride (surprise!).

The cosmetic restrictions are harder for people to accept, since there is a certain percentage of would-be customers who figure **as** long as they **lay** down the **loot**, we should let them have their way with the frame that will be theirs, after all; and we've sent back more than one deposit (and no doubt lost a few dozen sales) by saying No to someone's dream scheme. It is difficult and maybe impossible to defend this without coming across **as** arrogant snob-dictators, but we just want every Rivendell out there to represent **us** at our best. There is an evolution, but the trend **is** forward and up. —G.

ENGENDERING STRONG RESPONSES

I picked up some friends in the park and let the cat out of the bag. I asked if they would keep an eye out for a buyer for my RBI. I said that I was getting a Rivendell and wanted their opinion about parts I am considering for the new bike. Aside from the fact that just the mention of your name would engender such strong responses one question did arise and that is drivetrain compatibility with parts of different manufacture. One said it didn't matter while the other said that tolerances were consistent only within the same manufacture

and the resulting adverse mechanical friction would subtly or not so subtly tell, good set-up not withstanding. Neither could substantiate or refute. I didn't realize you were **so** popular on the dance floor. I can't imagine that you would be selling such an expensive proposition as you are and have it **run** less than wonderful. **As** for the Campy, what actually is the Q-factor difference between Campy and Ritchey triple? **Is** the Suntour XC Pro Shortie only friction?

—Jerry H.

Not all mixed combos work. Some work perfectly. Indexing is more particular than friction (which is not particular at all). Claiming that you have **to** use all the same brand parts to have a harmonious bike is.....hasn't been my experience. I raced for years on a bike with parts from **13** different component makers from **7** countries, and the bike worked perfectly, and here at Rivendell, every single bike goes out **as** a mutt—and is better for it!

Q factor difference is about **17mm**. Some people are more sensitive to it than others. People who get upset by Q-factor talk are those who ride high ones and don't feel them, and they're **lucky**. **Is** the 17mm diff between a Ritchey and Campy significant? It depends. I can feel it. A while back I put on a new crank, **158 Q**, a crank **I** wanted to like, and I pedaled it on my normal ride and it felt odd. **I** switched bikes with **Pal** Jeff, didn't prompt him, and first thing he said was, 'Whoa!, I can't get my feet together!'

So....everyone's different. Campy stuff is well made and it makes **lots** of people happy, but it's too wide for me, probably because I'm accustomed to low-Q cranks. The **TA** is the best one of those.4.

LAMENT OF AN AGING CYCLIST

From the newsletter of the Knickerbikers of San Diego Co., submitted by member Charlotte Pappas

My bicycle is slowing down
while I don't age a fraction
I swear its wheels are out of round
its tires have lost their traction
I'm energetic, young and strong,
I'm healthy as a horse.
but that bicycle - something's wrong
(the chain is wearing out, of course.)
It really is a shame, you know, that bike
has aged so early.

Its crankset's just about to go.
Its steering's getting squirrely.
While I spin the pedals 'round
with legs that keep getting stronger.
So why, except that my bikes slowed down,
are these short rides **so** damned much longer?

The best way to send letters is by email to gp@rivendellbicycles.com. Letters may be on any topic, any length, but may be edited for clarity, length, and so forth. If you don't have email, send them anyway, but print neatly, please.

MEET JEROME

Name: Jerome Haines
Age: 26



Work history: I taught skiing in high school every winter at a mountain area near my home in Tully, New York. Then, when I was in college, I was assistant sales manager at a bike shop in Ithaca, and also had a few coffee shop jobs during that time. Later, when I was in grad school in Colorado, I was a teaching assistant for courses in Greek archaeology (my real interest), and history. After I got my **M.A.**, I moved to San Francisco and worked as a manager for The North Face.

Hobbies: Reading books and drinking

coffee. Riding and designing bikes. Snowboarding (after 20 years of skiing I got bored with it, and **now** I snowboard and love snow again).

Education: B.A. in Classical Studies from Cornell University. **MA** in Ancient Greek Literature from the University of Colorado.

Plans: **A** bit open. I've often thought about jumping into such things as web design or some type of e-commerce to make a fast buck and then bow out and travel, but that wouldn't be as satisfying as doing something with my life that I can enjoy all the time. My experience with big business was scary and mostly disagreeable to both mind and spirit, so I've figured I'd follow my interests and

get back to a smaller group of folks I could relate to. I may do this as long as I think I'm helping and having a positive impact, and my long term plan has always been to go back to school to study Greek archaeology, then teach; but the job market there is worse than most, so I'll wait it out, bide my time, and do something interesting.

Why Rivendell?: Well, **I** think I've partly answered that by describing my plans, and Rivendell happens to fit my plans. It's literary to some extent (more **so** than most bike companies!), and has my respect for being critical of popular trends when it should be, and at a time when hardly anybody else is. Rivendell makes sense to me in more than one way, I suppose.

Continued from page 1

withstand the extreme temperatures of TIG-welding, and when brazed, are virtually metallurgically unchanged. Castings are better than ever—our Papilio lugs couldn't have been cast 20 years ago, and there's one particular moldmaker in Taiwan is raising the standards for moldmakers everywhere—and all he does is bike stuff! Modern, machine-cut miters are perfect, and are one place where machines beat hands, hands-down. The lugged steel frame is barely breathing, but today's best builders are going out, if they're going out, and I believe they *are* going out, in a blaze of glory. The only way to attract any attention among the Las Vegas lights is to hunker down and hone your skill, cinch up your blinders, refine your details, and focus on the artistic elements and possibilities that only steel and lugs allow. That's what's happening, and I feel lucky to be riding now. There aren't many best-of-their-kind things that a normal working person can afford, but a fine lugged frame is one.

I BET YOU'LL LIKE JOE STARCK'S brazing story in this issue: I hope the photos show the line of brazing material. I can't afford the Pentax 6711 and 135mm macro that I want for those kinds of shots, so I shot the pictures with an Olympus OM-1 with a 50mm macro, in my backyard on an overcast day. I've not maxed out the macro capabilities of this set-up, but I want the 67II, anyway.

Here's what's going on with the business: Sales are up, but bills take all of it as they always have—like that early Bob Dylan song says: *My money comes and goes, and rum and jows, through the holes in the pockets of my clothes*. We have 5 employees here, and we play a major role in the employ of at least that many others (frames and painting), so our first rule of business has to be “exist.” After that it's “create no paraplegics.” After that, it's “tell the truth and don't exaggerate it.”

Ours is still a house of cards, but now it's a two-story one, and we're trying to transform it into a cozy little, one-story, granite bear cave. We had a rare meeting and came up with some changes that make us all nervous, but they're the most painless and promising changes we can make. After all, we don't want to be the flash-in-the-pan bike company—Riverside or Riverdale or whatever—of the mid-to-late-'90s that *what ever happened to them*, anyway? *They were into high wheelers and deerstalkers and meerschaum pipes, or something, weren't they?* So here's our plan to prevent that:

1. Shipping and Handling is now \$7 per order, up \$2. It's the only increase we've had in 5 years, and *UPS* and USPS rates have increased, as have packing materials. It's still cheaper than most, and won't quite cover our cost per order. Look at the postage on your package, then consider the cost of the box, the packing material, and the time it took. Besides which, those coupons make up for it.

2. We'll continue to back-order out of stock items if they're paid for with a credit card; and backorder freight is now \$2. We'll try to include \$2 worth of something extra with all backordered items. Usually when we're out of stock, it's because our supplier is out, or the order comes from Faraway, and was sent by steamboat, not clipper ship.

3. If you pay by check and we have to back-order something, you can specify on the order form whether you want us to keep the difference as a credit on your account, or send you a refund check. We want to avoid chasing you down to find out what to do about the overpayment.

Business is improving and we're optimistic, if not cocky, about the future. “Don't plant land mines” is one rule we're going to live by, both figuratively and literally. Figuratively, it means we won't be ordering a 5-year supply of anything, even if we can get net 60 terms on it. “Keep Grant's special projects to a minimum” is another rule, although nobody has actually used those crushing words. The lug calendar is a special project, but the world's first lug calendar in 5 billion years is special, and I just hope we cover our costs.

The inexpensive All-Rounder (IAR) project is moving ahead. We have two prototypes, built in Japan by Toyo, a small, 6-person specialty frame shop with 30 years of experience building exceptionally high quality production frames. Toyo builds many of the Ritchey frames, and has its own highly regarded brand in Japan. We just have to settle on lugs, tubing, decals, a name, a head badge, and color. It should happen by one of the next few Februaries. It'll be our Y2K bike, maybe.

You know those ride packets you get at registration for centuries and charity rides? We want to get our catalogues and a sample *Reader* in there. If your club is putting on a ride, or you're in a position to help, drop a line (gp@rivendellbicycles or any way you like) and we'll work out the details. We need this help! Thanks. —Grant

RIVENDELL DOLLARS

MAIL OR FAX ORDERS ONLY. NOT GOOD TOWARD FRAMES

FIVE

RIVENDELL DOLLARS



MINIMUM \$90 PURCHASE



Good Through November 18, 1999

Members only, no phone orders,
not combinable

FIVE

RIVENDELL DOLLARS



MINIMUM \$100 PURCHASE



Good Through November 30, 1999

Members only, not combinable,
no phone orders

SIX

RIVENDELL DOLLARS



MINIMUM \$160 PURCHASE



Good Through December 5, 1999

Members only, not combinable,
no phone orders

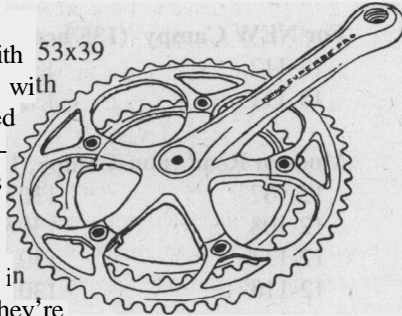
YES! WE HAVE SUPERBE CRANKS AND WILLOW CHAINRINGS

Even though we left them out of the catalogue by drastic mistake!

----- Priced lower then ever, as our personal penalty. -----

I. SunTour Superbe Cranks

We have 172.5mm arms with 53x39 rings, and 175mm arms with 52x42. These are cold-forged (the strongest way) and beautifully finished, silver cranks and chainrings made when SunTour was still making stuff the best possible way in Japan. The only quirks, and they're surmountable, is that Superbe bottom brackets aren't so easy to get, and Superbe cranks have slightly smaller tapers and don't fit superbely on generic spindles. Phil makes a spindle especially for it, though, and we have that; and maybe you can find an original Superbe on the internet. The Phil bb is sized for a double only.



These are double cranks. You can triplize them with a Willow triplizer and a longer bottom bracket spindle, but for most practical purposes, they're ideal as a double. The 130mm bolt circle allows you to fit chainrings as small as 38t (but the cranks come as described above).

Now the good part: Because we left them out of the catalogue, we have to catch up on some sales, so we're lowering the price of both the cranks and the Phil bb, so you can end up with a great combination relatively cheap. No chainring subs at this price, but you can order up your chainrings of choice and save loot there, too, since we also omitted chainrings from the catalogue. These prices are good until our next catalogue comes out, and we're shooting for January.

- 12-072 SunTour Superbe crank 172.5 x 53 x 39 \$100
- 12-073 SunTour Superbe crank 175 x 52 x 42 \$100
- 12-049 Phil/Superbe bottom bracket unit \$70
- Retaining rings \$23
- 12-053 English (for English, American, and Asian frames)
- 12-054 Italian (for Italiano frames)
- 12-052 French (for older Frenchies)

II. Chainrings For All! Occassions! Lowest Pri! Cesever!

We have so many chainrings, it's scary. Yet somehow they got left out of the blue catalogue, which is even scarier. Many brands, and they're all good. Differentiated by bolt-circle diameter (144, 130, 110, 74) and tooth size (50, 46, 42, 36, 24, etc). You have to match the chainring's bolt circle diameter to that of the crank you aim it for. In the descriptions below, we list bolt circle diameter and tooth size. The Willows are extra

good values, especially now that we've lopped the price. They come in silver, which is silvery, or "apple juice," which has a rich but slight goldish cast, and looks good. Here's what we have, starting with the oddballs, freaks, and rejects:

Oddballs & Freaks, \$5 to \$9 each

- 12-026 144 x 54 Sugino black. Fits NR & copies. \$5
- 12-061 130 x 47 SR (silver) Fits modern road. \$9

Rejected Thinnies! \$10 each

Rejected Willow rings, made too thin. Still shift fine, but won't last as long. Half as long? Yes, probably about that. A cheap way to try out new sizes, and in these larger tooth sizes, you'll still probably get a couple of years out of them. Our top choice for time trials, hillclimbs, and riders over 90 with no heirs. \$10 each

130mm bcd THINNIES. \$10 each

- 12-129 49t whatever color's left
- 12-130 46t triplizer
- 12-134 40t silver
- 12-133 50t apple
- 12-135 49t apple
- 12-129 49t silver

135mm bcd THINNIES (fits new Campy). \$10 each

- 12-131 51t silver
- 12-132 51t apple

Perfectly Normal Chainrings — \$25 each.

135 bcd - fits New Campy road. These rings are a great & cheap way to get replace your 52t and 53t Campy rings with something more useful. If you have a 12 or a 13 rear, you'll still have plenty of top gear, and the subsequent gears will be way more useful. It's hard to find these sizes, and we have them cheap.

- 12-096 135 x 51 W (silver)
- 12-095 135 x 49 W (silver)

130 bcd. Fits modern road cranks except Campy. That means Shimano, TA, SunTour Superbe, others. \$25.

- 12-087 130 x 48t W (apple)
- 12-088 130 x 48t W (silver)
- 12-090 130 x 49t W (silver)
- 12-092 130 x 50t W (silver)
- 12-093 130 x 51t W (apple)
- 12-094 130 x 51t W (silver)

110bcd • FOR CLASSIC MOUNTAIN TRIPLES

Ritchey, TA SunTour, Sugino, Shimano, others.
Minimum chainring size, 34t. Our choice for the road, too

- 12-074110 x 34t W (apple)
- 12-075 110x 34t W (silver)
- 12-013 110x 36t (grey or silver)
- 12-076 110x 37t W (apple)
- 12-077 110x 37t W (silver)
- 12-078 110x 38t W (silver)
- 12-080 110x 39t W (silver)
- 12-015 110 x 40t (silver)
- 12-116110 x 42t (silver)
- 12-115 110x 44t (silver)
- 12-016 110 x 46t (greyish)
- 12-018 110x 48t W (silver)
- 12-081 110x 49t W (apple)
- 12-082 110x 49t W (silver)
- 12-083 110x 50t W (silver)
- 12-119 110x 50t W (apple)
- 12-084 110x 51t W (silver)
- 12-086 110x 51t W (apple)
- 12-085 110x 53t W (silver)

74bcd - CLASSIC MOUNTAIN GRANNY. Still makes sense, still really good. Minimum chainring size, 24t. The larger sizes are good for “racing triples.” \$18

- 12-09774 x 25t W (apple)
- 12-098 74 x 25t W (silver)
- 12-028 74 x 26t W (silver)
- 12-02974 x 28t (silver)
- 12-10074 x 29t W (silver)
- 12-09974 x 29t W (apple)
- 12-10274 x 30t W (silver)
- 12-10174 x 30t W (apple)
- 12-10374 x 32t W (apple)
- 12-10474 x 32t W (silver)

TRIPLIZER CHAINRINGS! —\$52

You have a double crank and want lower gears because you’re tired of hitchhiking up the hill. All of Rabbit’s Friends and Relations tell you to get another bike, but don’t offer to buy it for you, and we say *pshaw!* Just get a triplizer chainring and the other stuff you need to convert your double. Willow brand, top quality. FOR 74mm bcd inner chainrings. NOTE NOTE NOTE: When you triplize a double, you need to get a longer bottom bracket spindle, and the length you need is generally about 6 to 8mm longer than your current one. You may need new derailleurs and a longer chain, as well. In most cases your front derailleur won’t miss a beat, but your rear derailleur needs a longish cage to take up the slack created when you shift to the small ring. The Shimano 105-er in our catalogue (#17-059) works great. If you have to buy every possible link in the new system—two derailleurs, a chain, a new bottom bracket, the Triplizer, and a new

granny/third ring, we’re talking about \$200. But most riders get by fine with just a new rear derailleur, bb spindle, the triplizer ring, and a new third ring.

For OLD CAMPY (144 bcd)

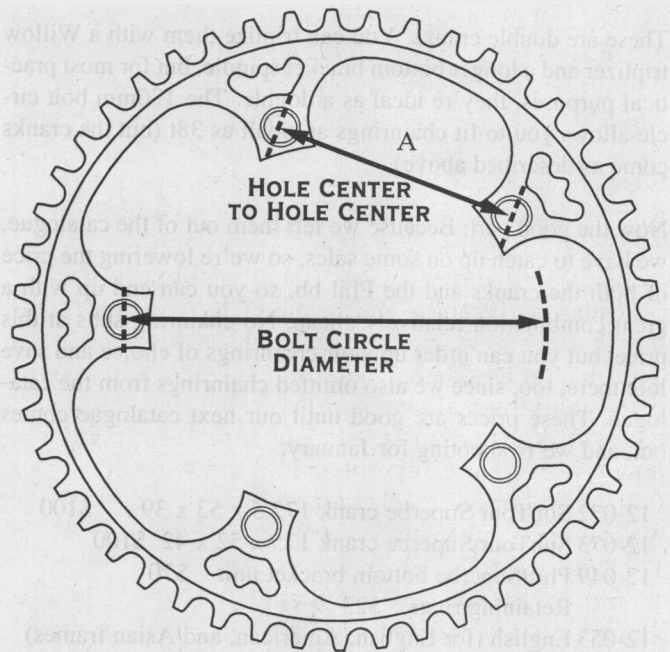
- 12-114 144 x 42T W (silver)
- 12-113 144 x 42t W (apple)

For NEW Campy (135 bcd)

- 12-112 135 x 39t W (silver)
- 12-111 135 x 39t W (apple)

Modern Road (non-Campy, 130 bcd)

- 12-107 130 x 39t W (apple)
- 12-108 130 x 39t W (silver)
- 12-137 130 x 40t W (silver)
- 12-110 130 x 46t W (silver)



If A is	Then BCD (bolt-circle diameter) is	
43.5mm	74mm	If your measurement is off by a hair, go by it anyway, because there are no A dimensions that are 77.4mm, or 42.7mm, etc..
64.7mm	110mm	
76.4mm	130mm	
79.5mm	135mm	
84.6mm	144mm	

FALL, FLYER.....

Note: Many of the items that follow fall into the category of “things we don’t got lots of” — particularly those items with the #99-999 part numbers. The best way to order is with a credit card, in case we’re out of something you ordered. But checks are fine, too, in which case any overpayment will be credited to your account unless you specify otherwise on your order. (Of course you can cash in your credit at any time.)

Fax orders to (925) 933-7305. Phone (925) 933-7304. Thanks a lot.

SunTour X C Expert Brake Levers (pair)

These are SunTour’s “Expert” series, which doesn’t mean a whole lot other than they’re all metal (good). Fits Priest and mountain bars. #15-033 \$25

SunTour X C Thumbshifter (right side only)

Singular, right only. Made in 1984/5, and I think it’s the best top-mount shifter ever made. It’s the one shown on the right side of the Priest bars in the catalogue, and it’s the one (in a pair) that came stock on the 1986MB-1. It’s all metal, has SunTour’s power-ratchet mechanism (which will never again be made), and is adjustable to three different starting positions, so no matter how stubby your thumb, and what bar you put it on and where, you’ll be able to get it right. Doesn’t index, doesn’t need to. We can buy only the right siders, and you know why? Because mountain bike riders bought up the left siders to fine-tune their suspensions (as they say), “on the fly.” Isn’t that great? #99999 \$25

Superbe Crank & Phil bb Combo

By now many of you have heard that SunTour is going to resurrect this crank. It will be made in Taiwan, and will certainly cost more. This one is a beautifully finished, cold-forged, Japanese masterpiece. Its only quirks are that it takes a weird bottom bracket that’s no longer available (at least here). But Phil made one that fits even better than the real one, and if you buy the crank, we’ll take \$30 off the price of the Phil bb for it. So you get a real Japanese SunTour Superbe crank and a real American Phil Wood bottom bracket for cheap.

No chainring substitutions at these prices.

172.5mm #12-072 \$100

175mm #12-073 \$100 (not many left)

Phil bb unit for Superbe #12-049 \$90

English retaining rings #12-053 \$17

Willow Rings

As raved about on the last page. Refer to page 42 for prices & part numbers

Brooks Flyer Saddle

We aren’t going to stock this until next year, but as you know if you read this issue thoroughly, we like it. It’s 2mm wider (maybe) than the 8.17, and has springs, so it’s a good choice for whenever a B.17 would be good, but you’d like a little bounce. Honey brown with black rails,

and they have saddlebag loops.

Men’s #99-999 \$68

Women’s #99-999 \$68

Mavique front derailleurs

This morosely discontinued model is the one Greg Lemond used to his advantage when he came from 50 seconds behind to beat Laurent Fignon in the ‘89 (or so) Tour. It’s the one our own Peter Kelley uses on his own Rivendell (a better frame than the one Greg rode); and Maynard Hershon has one, too. I rode with one for more than a year, and it always worked, but then I sold the bike I had it on. Don’t go reading this in a year and axe if we still have them, because we won’t. Designed for double chainrings. Light, pro quality, rare. It’s not what you’d call a looker, though, and Mavic is probably the only parts maker who could get away with its angular cage. Its offbeat appearance doesn’t affect performance, and was (in fact) a defining characteristic of the whole old Mavic group. The cranks were easier to warm up to. #99-999 \$30

Cycling caps

This latest batch of hats seems to fit bigger heads than the earlier hats, but the maker (Pace, USA) denies any change in the pattern. Anyway, it’s a good hat.

Green #21-131 \$8

Wet Soot #21-132 \$8

Columbine Quick-Changer

Accidentally left out of our catalogue, but we still have them and they still work great. Clamp them onto your right chainstay (according to directions), and—hold onto your cap—you can actually remove and reinstall your rear wheel without touching that grimy chain to your surgeon-clean hands. #13-001 \$5

Specialized Patch Kits

We now sell only Cobbworks patch kits. These, by Specialized, are Taiwanese and decent. #99-999 \$3

Cobbworks Patch Kits

The Taj Mahal of patch kits. (The building, not the music guy). With real Rema patches (they’re French!) and American rubber cement. Assembled in Oregon, stuffed into a recycled inner tube, snap added.

#10-0125 \$-

Bottom bracket shells

Well, we ordered up a bunch of BB shells from Italy, figuring they'd be the ones we'd received before as samples, but no. These are top quality; super accurate, ready for bear, but not what we need here. Grrrrrr. Here's a chance to buy a frame part you hardly ever see before it's brazed.....cheap. English threading, 62.5" x 60.5" x 7" x 28.6 x 28.6 x 22.2. Investment cast steel. A fine executive desktop toy. All for just \$9! Compare at \$25! #99-999

Frames & Bikes

Codes: OL=original lugs; PL-Papilio (new) lugs. Recommended saddle heights are from the center of the bottom bracket to the top of the saddle. All bikes have cream head tube panels and details. \$35 shipping on frames, \$50 on bikes. Phone orders ONLY, check payment preferred, but not required. Unpainted frames will be delivered to you one month from the day you pick your color. Best way to see our colors is on the web: rivendellbicycles.com.

FRAME All-Rounder 53cm OL. Unpainted, *so* you can pick the color and wait 4 weeks. Ideal for saddle heights from 70.5cm to 71.5cm. Headset included, \$1400 #99-999-53AROL

FRAME All-Rounder 53cm PL. Unpainted, *so* you can pick the color and wait 4 weeks. Ideal for saddle heights from 70.5cm to 71.5cm. Headset included, \$1400 #99-999-53AROL

FRAME All-Rounder 63cm OL. Pea green with headset. Ideal for saddle heights from 81.5 to 82.5. \$1300. #99-999-63AROL-Pea

FRAME All-Rounder 63cm OL. Unpainted. Ideal for saddle heights from 81.5 to 82.5. \$1400 with paint. If you pick pea green, you might as well get the one before this. #99-999-63AROL-Pea

BIKE All-Rounder 55cm PL. Pea green, for saddle heights 72.5 to 74.24. Complete bike, used for one show only. Phil BB, TA cranks 46-42-30, Touring pedals, Phil rear hub on CR18, SunTour front hub on same, Moustache, TdeLxe stem, Brooks B.17 Ti with shellacked grey tape, SunTour levers, Dia-Compe brakes, Supermix shifters with SunTour derailleurs. It was a show bike, so you can bet it looks fine. May show minor evidence of having travelled and been looked at, but nothing noteworthy, and the bike is in Minty Mint condition. Bike as is, \$2550. Any changes, \$100 minimum Ask for a change, price goes up \$25. Ask for a photo, price goes up \$10. Ask for a color chip, goes up \$5. Inquire about the bike with-

out using any word with the letter E in it, and price goes down \$100. Pay us in buffalo head nickels and walking liberty half dollars (as shown on p. 86 of the catalogue), and price goes down to \$1800. Otherwise, \$2,550, or about \$500 below normal price. *Bike* magazine photographed this, so it may be in the current issue.

FRAME All-Rounder 59cm OL. Orange. Suitable for saddle heights 77.5 to 78.5. Never built up. With headset: \$1300. (\$325 below normal). #99-999-AROL-59-Orange

FRAME All-Rounder 61cm PL. Unpainted. Suitable for saddle heights 79 to 80.5. \$1275 includes paint. (\$300 below normal). We have two identical. #99-999-ARPL-61-U

FRAME All-Rounder 50cm PL. Silver with cream head tube and details. Gorgeous. 98% new, with headset. For saddle heights 66.5 to 68. \$950, no dickering. #99-999-ARPL-50-Sil

FRAME All-Rounder 53cm PL. Unpainted. Suitable for saddle heights 70.5 to 71.5. \$1275 includes paint. #99-999-ARPL-53-U

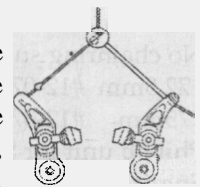
VELOX PLUGS FOUND!

We found 22 pair of red (rojo) and 40 pair of blue (azule), both discontinued colors. You can bet I/Grant will snab some reds, and Allen's good for another pair, and then there's Pal Jeff, who, even though he's on an ill-advised lightweight kick, will come home someday and needs a pair of blues. So act fast. Limited to one pair of each color per customer, and you can't buy them unless they'll go on a bike within a year. Phone orders only. \$6 per pair (note the non-collector's prices).

Blue: #99-999 \$6 Red: 99-999 \$6

Shimano Deore XT cantilevers

Found 35 pair. Listen up: These are really nice cantis, and they aren't made anymore. To my knowledge, there are no huge stashes waiting to be found, and this may be your last shot at them. Silver, with non-Shimano straddle cables. #99-999 \$50

**RR-1**

Reprint of our second issue (first was RR-0). By popular demand. These aren't press runs, so they cost more and look crummier, and it's not a great deal if you count pages per dollar, but there's some okay stuff in it, including a special zen-bike-story that's worth the price all by itself. We're selling this for the shameful high price of \$7, only because they cost a lot to get reprinted, and we need

the loot these days if we're going to reprint other lost issues. The original was green—and if you don't know that, then the headline makes no sense at all. Just 200 copies. It'll be at least a year before we get around to running these again. Next on the list will be RR-6, sometime in December.

RR-1 #24-012 \$7

SuperMix Bar-End Shifters

The Best the World Has Ever Offered or Will Ever Offer, No Matter How Many More Millions of Centuries There Are Left! That's right—centuries. Meticulous readers know that we've been trying to get the Shimano bar-end plugs knocked off, so's youse can mount SunTour or most other downtube shifters onto them sans having to buy the complete Shimano shifters and then just chuck the levers. See pages 56 to 57 of the catalogue ("SuperMix Bar-Ends") for details.

Well, a few things have transpired since then, and bar-end shifter fans should take note-note-note:

1. Word got out that we were looking for the plugs minus shifters, we found some, and now have a small pile of both new and used original Shimano plugs.
2. Dia-Tek finally came through with the shifter piece, and they work great and that's that. Dia-Tek is Dia-Compe's Taiwan factory, by the way. Don't get turned off by that—the plugs are perfect. Die-cast aluminum, painted similar to Shimano's, because Die-Castings don't polish up so great, but they look silver, and these are winners. Here's all the stuff you need:

One pair of the following:

Used Shimano bar-end plugs	#17-066	\$15
New Shimano bar-end plugs	#17-065	\$22
Dia-Tek/Riv bar-end plugs	#17-068	\$22

Then you need some:

Sprint dt shifters	#17-036	\$27
Superbe Pro/6 dt shifters	#17-038	\$35
Superbe Pro/7 dt shifters	#17-037	\$25

Then you need some

long derailleur cables (two) #17-003 \$3 ea

If the bike you're putting them on has downtube shifters, you may need:

DT boss adapters #17-045 \$17

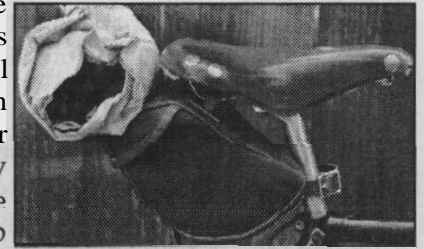
And you need cable housing. If you're a) shifting in friction, and b) counting pennies, you can use any old cable housing. The best housing, for friction or indexing, is indexable housing. We offer it in just under 5-foot lengths (you cut and cap to fit) for \$6. Indexable housing requires special cutters, and if you have them, fine. But if you don't, it's probably best to figger out how much you need and buy it at your Local Bike Shop. Don't be taking your Rivendell-bought cable housing in to your LBS and ask them to cut it for free.

Indexable housing, 4 3/4 feet: #99999 \$6

These make-your own SuperMix are flat-out the best bar-end shifters I've used, and are that rare bicycle component that is virtually unimprovable. The're prices well under modern shifters, they'll work with 5-6-7-8-9 speeds, and they'll keep working long after your indexing has up and quit on you.

Duluth Banana Bag

I thought the price was going to keep this out of the range of all but the Grey Poupon crowd, but even our most moderately meant customers are snatching them up like popcorn. It is the

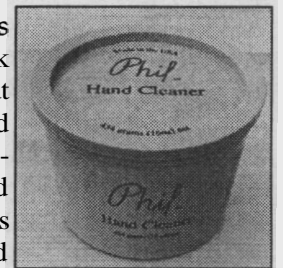


perfect size for a long day ride, and as shown on page 26 of the catalogue, you can tie a rain jacket to the flap, just in case. Exquisitely made from fine, stout, and aromatic leather and cotton duck, with real brass buckles in there just for fun. The new strap arrangement came about from a customer's suggestion. It offers a couple OF different options, and we 'splain it all in the simple directions, included.

#20-041 \$70

Phil Hand Cleaner

I know what you're thinking—it's fantastically 'boring to even think about buying hand cleaner. But sometime your hands get covered with black, grimy grease five minutes before your white-clad blind date shows up, and this cleans them faster than orange slime and Lava combined. Everybody who works on bikes or cars or anything with grease needs this. It costs more per pound than others, but you use less of it, and it just plain works faster. The Taj Majal of hand cleaners. 16oz tub. #31-038 \$6



The Universe's only LUG Calendar

It's a 24-monther, priced like a 12-monther, and there won't be a blow-out in February, although we may reduce the price a buck every couple of months. Fancy and fine photos by member Marc Elliott. Lugsets from around the world, both old and new, common and rare. A fine gift for anybody who likes lugs. Order it now, separate from any other parts order, and pay just \$4 for separate freight, plus whatever CA tax there might be if you live in California.

#24-048 \$16

NEW BOOK! All Sail Set

The book immortalized in this issue's editorial. It's about the Flying Cloud's first trip. A short 171 pages, great illustrations, and after you've read it, you'll think, "How come I didn't know **all** this before? Why isn't this part of any U.S. history class?" "I wanna sail somewhere and tie a bunch of knots!" and "I'm going to start talking like those guys did!"

I'm going to beg Kate to read it, and I might stand a chance if I can get to her before Harry Potter #4.

#23-012 \$13

Carradice Screaming Yellow Poncho

Made by Carradice of shameless polyester, but if you can get around that, it's a fantastic, visible, hoodless poncho. Although the "target fixation" letter gives us a little room for concern. Hoodless, so wear a hat or helmet. The best garment for riding flats or uphill in the rain. One size fits.

#21-127 \$60

Carradice Whispering Green Jackets

Carradice has been increasingly hard to get lately, so we've plain stopped carrying the jackets and such. Waxed cotton—great stuff, really quiet and comfortable, but not No Maintenance. We have extra wax for it. These are excellent jackets, really comfortable, only a little greasy. Just don't wear them over white shirts, and you'll do fine. After a while, it doesn't matter, but at first, be careful. Blowout price, order now. \$60

S #21-016 M #21-015 L #21-014

SunTour Cyclone M II GT Rear Derailleurs

Superlight, at under 175g. Nice looking, good shifting classics from the early eighties. I have one on my bike, and it's just fine. Capacity to 28T. Best when the front chainring spread is 20t or less. #17-063 \$45

Shimano CX400 Rear Derailleur

Like the Cyclone in capacity and use, but a hair heavier and cheaper and half the price. It's a nice-looking workhorse for up to 28t in back, and for \$22, it's a steal. What's more, it's all silver, so it looks simple and fine.. Wraps a bit more than the Cyclone. Ideal replacement when you convert from a double to triple. Indexes 7, and of course, it works great in friction. .

#17-053 \$22

ALE Gold Toe Clips Medium

24K gold plated spring steel. We have 18 mediums left. Good up to size 9 1/2 shoes, maybe 10. They come in a really nice box, a nice presentation. Great clips, and don't you have one bike fancy enough for them?

#14-026 \$17

SunRace 6-speed Freewheels 14 x 28

We got these recently, just to have a few 6 speeds on hand. They're indexable. Good replacement part for any 6-speed bike. Super cheap, yet fine. Black.

#13-030 \$14

Brooks B.72 and plain post for it (27.2mm only)

The classic Brooks model for upright riding. The original mountain bike saddle. It's a double-rail model, which means you need a rare but technically still available even though we no got 'em Breeze seat sandwich, or a cheap, plain style seat post. They're easy to get, but we have them only in 27.2mm, and only a few, and we won't be ordering any more of them.....so there!

Saddle #11-008 \$58

Post #11-021 \$6

Brooks Conquest

We used to carry it, it sold like mad considering we didn't even tell people we had it, and now that the Brooks Flyer is out, we definitely have no room for this one. It's like the Flyer, but 10mm narrower in the back. Some people can handle the narrowness, others can't. About 5 left.

#11-010 \$45

Here's a weird one!

It's a small Shimano-made piece of plastic that adapts the 7-speed barcon to 6-speed (indexing). Now, if you can find 6-speed Shimano freewheels. We have a 14-32'er.

#99-999 \$5

Attn: Int'l Consortium of Allen Wrench Users

We have genuine Campgranola 5mm allens, and authentic fake Dia-Chompe 5/6mm pushme-pullyous. We never tell anybody we have them, though, so they never sell. We have them!. Will they sell?

Campy 5mm #19-017 \$8

Fake Dia-Chompe 5/6 combo #19-001 \$2

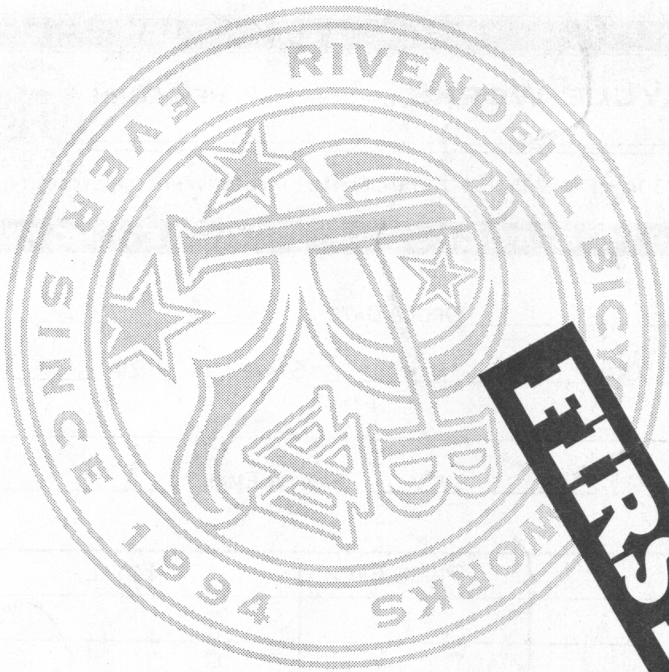
SIDI SHOES due to re-arrive October 25!

Refer to catalogue for sizing, Our price has gone up \$5, so yours is now \$130. Great shoes—light, comfy, durable, walkable, good looking..

FLASH! JUST GOT THEM IN!**Dia-Compe Compact Levers!**

Dia-Compe aero brake levers sized for small-handed riders of any gender (apologies to trans-gender types). The body is full-sized, but the lever portion angles in differently than it does on a regular lever, reducing bar-to-lever distance by zero to 8mm, depending on where you measure to. Fantastic value, probably discontinued, so buy now.

Per pair. #15-049 \$28



FIRST CLASS!



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