

One color, light blue metallic. Sizes: 55cm, 57cm, 59cm, 61cm, 63cm. 48x36x26 front rings, 12x25 9speed rear (low gear 28-inches, top gear, 108-inches). Shimano 105 drive train with Sugino crank and Dura-Ace bar-end shifters. Not supplied with pedals, saddle, bar tape, or the seat bag you see on the one above, but you get everything else. Limited production, just 600 per year. Hand-made in Japan using all Japanese brand parts.
NOTE: Is a 63cm too small? Then look at our virtually identical model, the REDWOOD. In 65cm & 68cm only. See us or your dealer.



• The all-weather, all-surface, all-purpose road bike •

THERE ARE LOTS OF WAYS TO JOIN TUBES TO MAKE A BIKE FRAME.

The most expensive, slowest, most troublesome way is with lugs, which is the only reason lugs are so rare. But the Romulus (and all Rivendell-designed frames) use lugs exclusively, because their advantages are compelling.

Lugs—the fittings that join the steel tubes at the junctures—reinforce and strengthen these high stress areas. They do so by adding extra material just where it's needed, and effectively gripping and coddling the Romulus' joints.

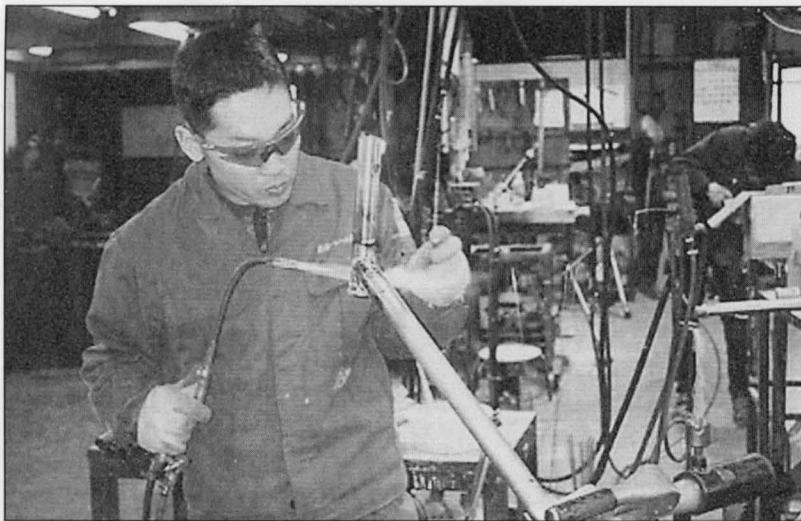
Another benefit is that lugs allow brazing, a low-temperature joining process that, unlike welding, doesn't melt the parent tube. Instead, the joint is formed by flowing molten brass (sometimes silver) into the small (0.15mm) gap between the tube and lug. The builder heats the joint and the brazing material (brass, etc) in such a way that capillary action draws it into the gap. When the joint cools, the tubes on the Romulus are held strong with brass and lug.

A third benefit of lugs is that they make tube replacement much easier. You don't think about it when you're shopping for a bike, but reparability is never a bad thing. A repaired Romulus can easily be as good as new.

A fourth benefit? Lugs look nice. Not generic, not like everybody else's. The Romulus difference is under the paint, and it can't peel, flake, or be rubbed off.

THE ROMULUS FRAME IS STEEL. *Steel* here refers to the best modern chrome-molybdenum (CrMo). This, we strongly believe, is the best frame material. Steel has many good qualities, but its most important is toughness. *Tough* means it resists cracks, and if a crack develops, it will grow slowly. (The opposite of tough is brittle.) A tougher frame lasts longer and is safer. What about rust? Non-steel frame makers love that topic, but it's a cheap shot. Paint protects the outer, and modern rust-preventative sprays protect the inner. A steel Romulus is built to last 20 years, easy. Could be 30, maybe 40. Aluminum's fatigue life is much less. Carbon fiber doesn't suffer dings, nicks, scratches, and exposure well. Not at all.

THE ROMULUS RIDES GREAT. Your experience on any bike is partly determined by how the bike reacts to your input (leaning, steering, pedaling, body-english); partly by how it responds to the world's input (road surface, bumps, corners, wind, and rain); and partly by how comfortable you are on it. With the Romulus, we've addressed all of these issues.



Tetsuya Ishigaki is a master, and does not rush. Here he brazes the down tube to the head tube. For reasons we haven't room to go into here, this is the most critical joint on the frame.

The Romulus rides smooth and easy on gentle roads, and behaves well and is easy to control on fast, twisty descents, rough roads, and in the wind—which describes most of the riding we do. If a bike can snake down the steep, twisty roads in the coastal hills of Northern California, it'll work for you no matter where you are.

THE ROMULUS IS COMFORTABLE. More accurately, you will be comfortable on it. Comfort's a widely misunderstood topic. You'll often hear well-meaning folks attribute ride characteristics to frame materials, as though you ride the material, which you don't. You ride a bicycle, and despite the usual adjectives associated with various frame materials (*supple* for steel, *plush* for carbon fiber and titanium, *harsh* for aluminum), it's all poppycock. Each material has its unique qualities, but by the time you make a bike frame out of them, and a bike out of that, you've thoroughly muddied the waters—with parts and wheels and so on—to the point where any comfort-related differences in material, faint to begin with, are indistinguishable. Despite what you read.

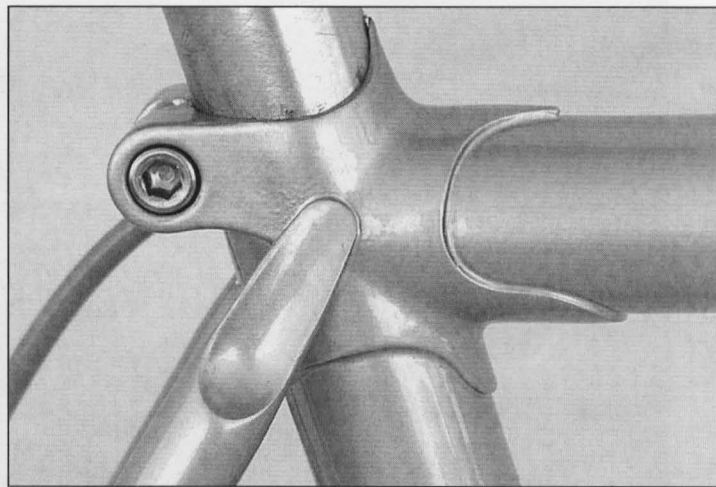
Rider comfort comes mostly (70 percent?) from body position. If your bars are too low, you'll have too much weight on your hands, and your upper body will be tense and unable to flex with the bumps, absorbing shock. And, your back and neck will ache. If you're a woman, you may find yourself

At first glance it looks like a typical posed photo on yet another flowery path. But notice Mark's position—not too leaned over, lower arms at a low angle, suggesting he's not reaching down too far to the handlebar. His arms are relaxed, with little weight on his hands. This position doesn't come about by accident, you won't luck into it. It happens because the Romulus frame has a unique combination of design elements that combine

to let you simultaneously have the saddle at the proper height, get the bar at least as high as the saddle, and still be able to straddle the bike comfortably. Most bikes don't allow this. They are not as well designed. Don't scoff at Mark's shoes. He's still faster at 44 than Grant was at 28 (and I was fast then).

"crushing the folds," depending on your particular anatomy. Most modern road bikes won't let you raise the bars even level with the saddle, so you carry too much weight on your hands. The Romulus is designed to let you achieve a comfortable position, with little weight on your hands, and so it is instantly more comfortable.

If body position is 70 percent of comfort, tires are 20 percent, and the Romulus wins here, too. Most of today's road bikes accept only skinny tires. The



A Romulus seat lug looks good, and creates a strong, lifetime joint. The seat post bolt is a standard stainless steel M6x20 bolt and hex head—easily replaced, if it ever gets lost when your bike is being shipped somewhere. (Well, it happens.)

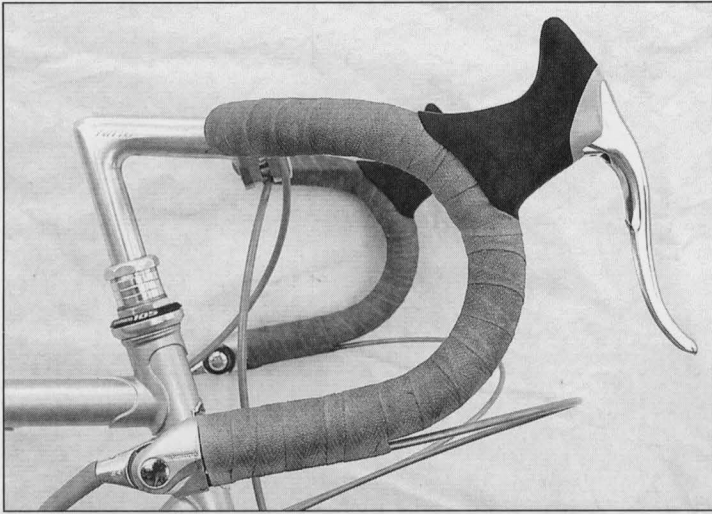


Romulus comes with 700x27 tires (our own design), and accommodates tires up to a whopping 700x38. The larger tires can be ridden at lower pressure, and are much more comfortable.

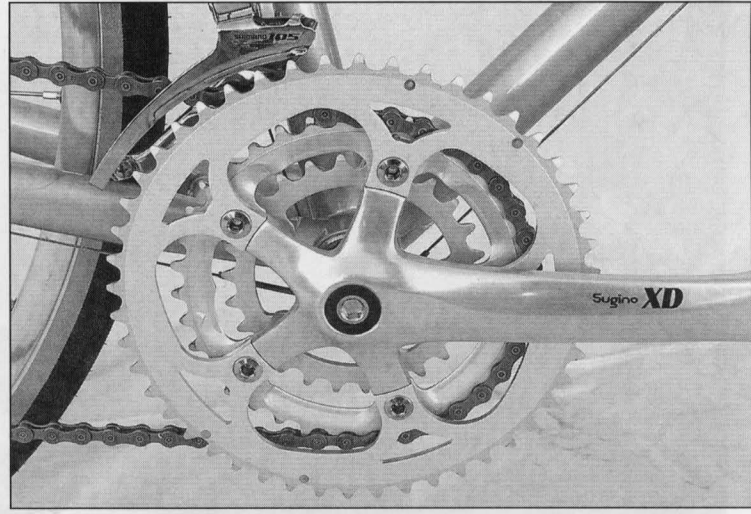
Some comfort comes from familiarity, and all bikes are equal in that regard.

We designed the Romulus so that when you follow our simple sizing method (on p.4), you'll quickly and easily settle into a comfortable position. Your standards will be raised forever, actually.

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The Romulus has a Nitto "Noodle" bar of our own design, which has a flattish "ramp" area just behind the brake levers. You can see how flat it is there, and that's good, because it offers your hand a comfortable place to rest, without the tendency to slide down toward the brake lever. Nitto is the best bar maker in the world.



The Sugino XD crank on an otherwise all-Shimano drive train. It is cold-forged, beautifully finished, and most importantly, comes with 48x36x26 rings, compared to the normal 52x42x30. The smaller rings result in gearing that's way more useful, and you'll find yourself not baling out to the smaller chainring quite as soon.

A SUPERB ALL-AROUND ROAD BIKE

The Romulus is ideal for any riding from leisurely rolls through the countryside, day touring, credit-card touring, or fast, grunting fitness rides solo or with the local racing club.

MORE CLEARANCE, MORE VERSATILITY

It has considerably more clearance under the fork and brakes than do most other road bikes. More clearance lets you ride a chubbier tire, so you can ride lower tire pressures on rougher roads. The stock Ruffy-Tuffy tires are ideal for all-around riding on paved roads, but if you ride bad roads or on fire trails, or load it up with lunch and spare gear, your Romulus will easily accept more appropriate, fatter tires—up to 700x38!

If you ride where it rains, you'll be happy to know your Romulus easily accepts fenders, even with tires as large as 700x35. Most modern road bikes can't accept tires larger than 700x28, and don't accept fenders at all. They're suitable only for smooth roads and fair weather. **The Romulus is an all-surface, all-weather road bike.**

STANDARD REACH BRAKES

The Romulus is designed around standard reach sidepull brakes. "Standard reach" brakes, curiously, are the smartest brake style in a sidepull, but until recently, have been neither standard nor widely available. Actually, they've been a pain to

get. But now that Shimano has reintroduced them, frame designers have no excuse not to design better and more versatile frames. Standard reach brakes allow the room for fenders and fatter tires. They allow designers to maximize the versatility of a road bike, and that's what we've done with the Romulus, and it's a better bike for it. Despite the overwhelming and irrefutable advantages of standard reach brakes and the versatility they allow, you'll be hard put to find another bike out there with the same dimensions and versatility.

The Romulus' rear hub spacing is 132.5mm. It comes with a 130mm road hub—standard on road bikes—but if you're a really heavy guy or ride really rough roads and just want an extra set of world-proof wheels, you can build up a super strong, heavier set on a 135mm mountain hub. The amount of spreading or squeezing you have to do to accommodate either size is just 1.25mm per dropout, which is nothing.

WHAT ABOUT WEIGHT?

The Romulus is made with strong, lightweight steel tubing, and every ounce pays its way. Since we build the Romulus to last 20 or more years, a frame of a given size weighs a pound more than a modern superlight, but once you add components and a body, the difference is infinitesimal, plus you get a better frame. It's doubtful any of today's sub-3-pound frames will be on the road in '08.

A ROMULUS VS A TYPICAL ROAD BIKE

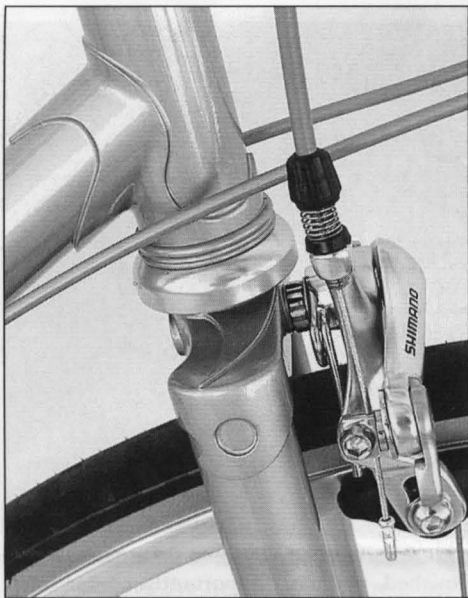
A typical road frame weighs half a pound to a pound less, but is limited to a 700x28 tire, maximum, and doesn't accept fenders. And, if you break a spoke in the rear wheel, the tire will rub against the chainstay, and you won't even be able to ride the bike home. The frame is light, and may be made with excellent materials, but it was made quickly and inexpensively, the graphics are loud, and it looks like thousands of other similarly priced bikes. It's strictly a race bike by design, and is marketed to the weekend warrior with money to spend but no time to study, who got into the sport late in life and wants a bike pretty much like the ones he sees on the road. It will be replaced in 2-3 years.

A Romulus is built to last and to keep. It is more comfortable than a typical road bike, gives up nothing in road manners, and you can ride it with tires as large as 700x38. And in wet weather, you can mount fenders.

The Romulus is a truly fine bicycle with design, function, and style details rarely found in modern road bikes. We will make 600 this year.

We have about 20 dealers nationwide, and we sell direct to you, as well. There's no "buy direct advantage," as the prices are the same or close to it (\$1,550) everywhere. This is a *great* bike!

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Here's a closeup of the lower head lug and fork crown. The lug has a reinforced rim to prevent ovalizing; the crown has artsy details, is investment cast, and has sufficient clearance for 700x38 tires.



The Romulus has Shimano standard reach brakes, and a properly placed brake bridge, to maximize tire and fender clearance. Also note the rack mounts inside the seat stays.



Even though it has minimal effect on how the bike rides, we insist on a nice-looking bend in the fork. Notice the low radius, and how the blade continues to bend all the way to the dropout. Few modern forks look this good. Way less than half.

Romulus Geometry

Geometry charts are commonly misinterpreted, and the numbers don't tell you how a change here affects a change there, or how the bike feels. And geometry charts never, ever address such critical issues as bar height, tire clearance, and overall comfort. So we submit the Romulus geometry for the sake of tradition, and in keeping with that, all specifications are subject to change without notice, on a whim. But we like the numbers you see here...

size (c/t)	seat tube angle	head tube angle	fork rake cm	top tube cm	chain stay cm	drop cm	rear hub space (cm)	standover* cm
55	72.5	72	4.7	56	43.5	7.7	132.5	80
57	72	73	4.25	56.5	43.5	7.7	132.5	81.9
59	72	73	4.25	57.5	44	7.7	132.5	83.8
61	72	73	4.25	58.5	44	7.7	132.5	85.75
63	72	73	4.25	59.5	44	7.7	132.5	87.7

Sizing: We've designed the Romulus so you can comfortably ride a larger bike than you're on now. Learn your pubic bone height (PBH) and your saddle height (SH). To measure your PBH, stand with bare feet 10-inches apart, and measure from the floor to the pubic bone. Pull up hard, so the tape (held between two thin rulers or a thin-book) strikes your bone, not just your soft tissue. Have a friend take the reading on the floor. Saddle height (SH) is the distance from the center of your crank (center of the bb axle) to the top of your saddle, parallel to the seat tube. Almost always, there is a 10cm difference. The figures below are typical. The standover heights here are with a 700x27 (686mmØ) road tire. It will be lower with a typical 700x23, and of course, higher with a 700x38.

Rider Height	Typical PBH (cm)	Proper SH (cm)	Romulus size (cm)
5-4.5" - 5'6"	79 - 80	69 - 70	55
5'6" - 5'9"	81 - 83	71 - 73	57
5'9" - 5'11"	84 - 86	74 - 76	59
5'11" - 6'1"	87 - 89	77 - 79	61
6'1" - 6'3"	89 - 91	79 - 81	63

Too tall for a Romulus? see your dealer or call about a Redwood. Too short? Wait till Winter of '03.

Changing Parts, Customizing It To You

We've intentionally left off the saddle, pedals, and bar tape, because those are things that you're better off picking yourself.

You may want or need a different stem length, handlebar width, or even handlebar style. If you're a woman, for instance, you may want the stem one centimeter shorter, or you may prefer 44cm bars to the 46s that come on the 57cm and larger frames. If you're moving up from a mountain bike and have used only flat handlebars, you may prefer a Moustache Handlebar to the stock Noodle drop bar. And, if you're looking for the most comfortable upright position imaginable, you'd be nuts not to give the Albatross handlebar a good look. We or any of our dealers can customize the Romulus for you. Changes can be made at minimal cost, and often none at all. Ask us or your dealer for particulars.

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