





COVER ILLUSTRATION

As you may have guessed, the old Bridgestone catalogs have been a big inspiration to us and one of the enduring features of those books were the original drawings done by George Retseck. After deciding to pursue a classic illustration for the cover, the choice of artist was obvious, and we couldn't be more stoked on the result. It's a stone cold classic.

HELLO.

Welcome to this year's All-City annual/catalog/whatever you want to call it. We've done a photo book the past three years and last year came out with our first product catalog, which has now lead us to combining the two into the booklet you hold in your hands.

With this new format, we wanted to take the opportunity to expand and bring in exclusive content and photos. Our hope is that this becomes a keepsake you hold onto and cherish for years to come, rather than a product catalog that you look at once and throw away. In it, you'll find articles that we hope will be educational, let you in on who we are, and get you stoked to ride.

We are now coming up on our fifth year in business and I'd like to take the opportunity to say thank you.

Thank you to the shops and thank you to the riders who continue to believe in what we're doing and support us by spending their hard-earned dollars on All-City stuff. We respect that, and pledge to always do our best to treat you fairly and honestly.

We believe in our bikes; they are the best we know how to build and we are very proud to make them available to you. Each one is tailored exactly how we like it for the job it was intended to do and is packed with the details that we geek out on. They are not weekend show ponies; they are bikes meant to live with you and become part of your everyday existence.

A bicycle can change your life in all sorts of unexpected ways and we can't imagine ours without them. This is not just our job, it's our life's work in progress, and we thank you for coming along on the ride.

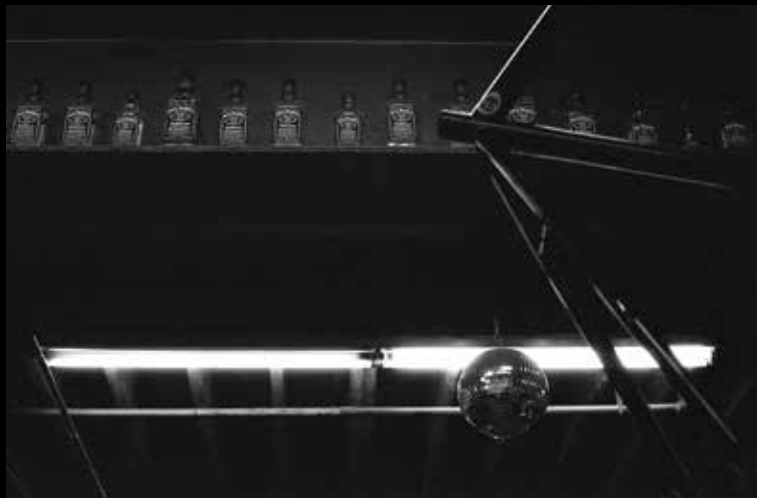
xoxo,

Jeffrey G. Frane



All photos by AC team members unless otherwise noted.
Thank you to all the contributors.





KYLE KELLEY—WEEKEND IN MPLS

These photos were taken by Kyle Kelley of Tracko and Golden Saddle Cyclery during his May visit to Minneapolis for the Almanzo gravel race using his hippy film camera. He was supposed to write something about his trip for this page, but didn't get it done. I'm not even going to bother to wax poetic about it since I'm pretty sure he'll hate whatever I write, so I'll just leave you with some words from Kyle: "It's all about fun...no adventures!"



MEET AMY

My Pops was a quiet man who chain smoked Camels and blared ZZ Top on the weekends. He's definitely the culprit behind many of the habits I've carried with me into adulthood, most notably race cars and cycling.

Thanks to him, I was exposed to some pretty nontraditional rides for a youngster. My first one may have been around the block, but the next handful were all sand and single track. Weekdays were for alley shortcuts and exploring the neighborhood, but weekends were for river rambles and getting lost in the woods. That's how it all started for me and, really, what I keep going back to. I'm not a racer, though I've been there. I'm not a mountain biker, though I dabble. I'm a diesel. I go all day.

After a brief stab at going pro for the office life, I spent a few years working in bike shops for a big Midwestern chain. I started putting on a lot of solo miles and building my collection of stories that come with being car free in Minnesota. Try as I might to distract myself with bike camping and century Sundays, wanderlust wrapped her charming little fingers around my neck and I was soon fighting a mean urge to escape the shop life for mountainous climbs and ocean views.

"I'm not a racer, though I've been there. I'm not a mountain biker, though I dabble. I'm a diesel. I go all day."

I took a gamble and flew out to California to taste test some Kool-Aid and seven long days later, I found myself holding the keys to a Sprinter van, a plane ticket for Texas and a job from Specialized. I packed up all my tools, sold everything I had that wasn't bike related and spent my last few nights in Minneapolis crushing empties on top of Gold Medal Park.

The next few years were spent waking up in a different city every day to work demos, major races and clinics around the Western and No Coast, US. During this time Specialized was sponsoring Saxo Bank and Quick Step, both of which had riders whose careers I'd always admired from afar (Cancellara, Shleck... Jensy!). My race schedule allowed me brief encounters with these legends, though I found myself more captivated with the gents

behind the scenes, those wrenches making it all work. Alongside cohorts who'd been traveling half my lifetime, I exchanged beers for trade secrets and learned a shit ton.

These days I find myself back in Minneapolis closing up my first year with All-City, which coincides with year nine for me in the bike industry. Midwesterner at heart, I'm excited to be back in the place that raised me. My best bruises and stories have happened here, my biggest heartaches and successes. Each ride might be a new one, but every road contains hard-won scars and memories from tackling them the first time.

Amy Kippely
All-City Sales & Ops







CROSS





Photos: Kelly Mac

SK COUNTER = 1



NATURE BOY

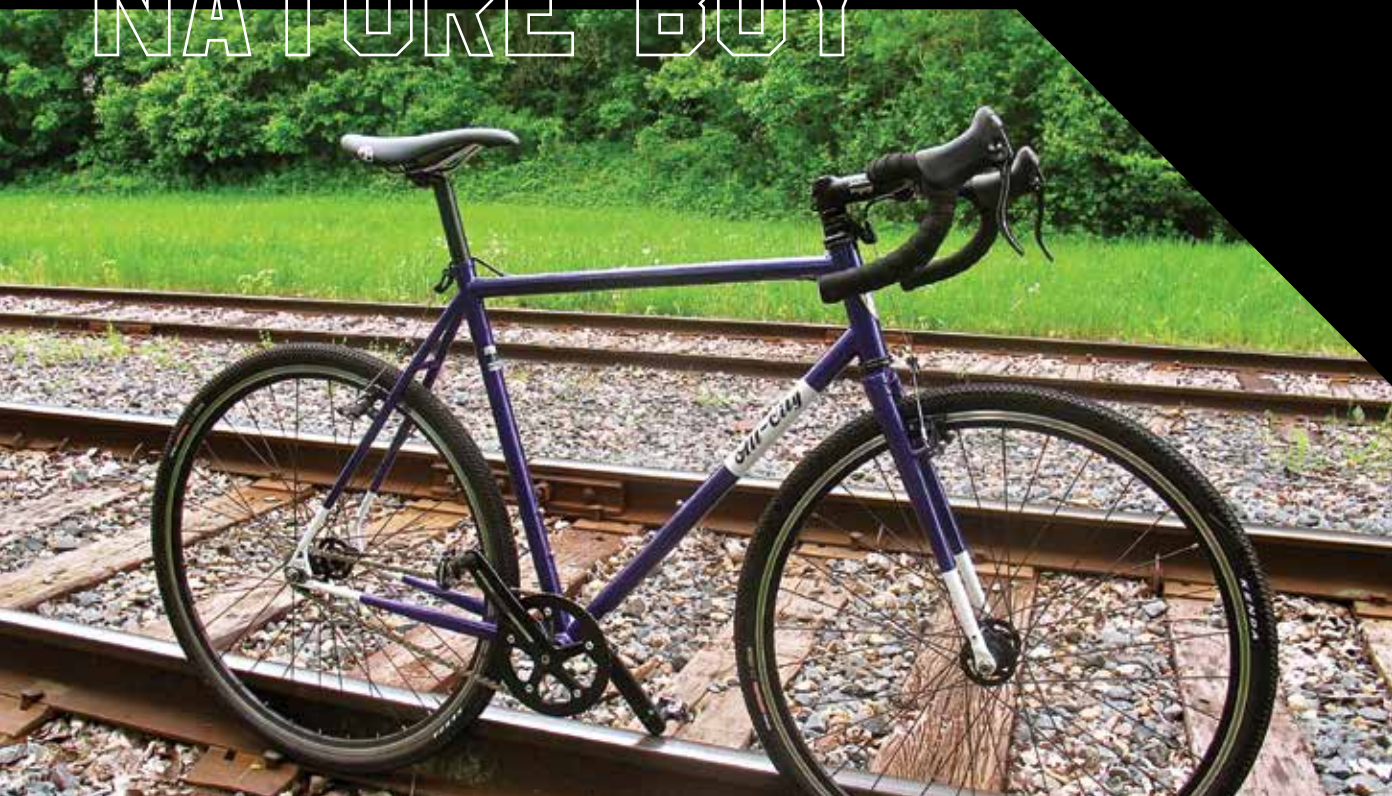


Photo: Ellie Gagner



SSCX EXCELLENCE.

The Nature Boy is our singlespeed cross monster. It's ideal for those who want a bike they can ride all week and race the heck out of on the weekends.

HIGHLIGHTS

- 612 Select CroMoly steel, double-buttet main tubes, tapered stays, brazed-on seat collar
- 612 Select double-buttet CroMoly tapered fork blades and lugged crown
- Aggressive cyclocross racing geometry
- Internal toptube cable routing for full housing
- Reinforced bottle cage and hidden fender mounts
- Reinforced headtube
- All-City Signature investment-cast stainless steel Hennepin Bridge dropouts with built-in chain tensioners
- Tire clearance: 700c x 38mm front and rear; 35mm w/fenders
- E.D. coated for durability and rust prevention

2013 Nature Boy Build Specification*	
Component	Description
Frame	612 Select double-buttet CroMoly tubeset, double bottle cage mount, 130mm rear spacing, 1-1/8" headset, English BB
Fork	612 Select double-buttet CroMoly, tapered fork blades, lugged fork crown and matching dropouts
Headset	Cane Creek 10 Series, black
Crankset	FSA Vero 42t, black
Cassette/Cog	17t freewheel 1/2 x 3/32"
Chain	KMC Z610HX singlespeed chain 1/2 x 3/32"
Brakes	Tektro CR720, black
Shift/Brake Levers	Tektro RL340
Handlebar	Salsa Cowbell 3, black
Stem	Salsa Pro Moto 3, 31.8mm, 7°, black, 4-bolt stem
Saddle	All-City Gonzo Standard, black
Seatpost	Kalloy 27.2mm
Wheels	All-City 32h hubs, fixed/freewheel rear 130mm OLD, black spokes, Alex XC23, black rims
Tires	Kenda Small Block Eight 700c x 35mm steel bead
Complete Color	Purple/White
Frame Color	Purple/White

*Build specification is subject to change at any time.





Photo: Eric Shultz

NATURE BOY ZONA



Photo: John Watson



Photo: John Watson

LIGHTER AND FASTER.

The race version of our Nature Boy sports Columbus Zona tubing which sheds about a 1/2 lb depending on size, and a super stiff Press Fit 30 bottom bracket for a rock solid sprinting platform.

HIGHLIGHTS

- Columbus Zona tubeset; double-buttet main triangle
- 612 Select double-buttet CroMoly tapered fork blades and lugged crown
- Aggressive cyclocross racing geometry
- Internal top tube cable routing for full housing
- Brazed-on seat collar for 27.2mm posts
- PressFit 30 BB, 1-1/8" headset, and canti brake mounts
- Reinforced water bottle bosses and hidden fender eyelets
- All-City Signature investment-cast stainless steel horizontal track dropouts
- Tire clearance: 700c x 38mm; 35mm with fenders
- E.D. coated for durability and rust protection
- Color: Red, White & Blue

2013 Nature Boy Zona Build Specification*	
Component	Description
Frame	Columbus Zona tubeset, double-buttet down, top, and seat tubes, externally tapered, ovalized and dimpled chain stays, tapered seat stays
Fork	612 Select CroMoly double-buttet tapered fork blades, lugged crown and matching dropout
Headset	Cane Creek 40 Series, black
Crankset	FSA Gossamer, PF30, 42t, black
Cassette/Cog	Surly 17t, 3/32"
Chain	KMC X8.93, 3/32", silver
Brakes	Tektro CR720, black
Shift/Brake Levers	Tektro RL340, black
Handlebar	Salsa Cowbell 3, black
Stem	Salsa Pro Moto 3, 31.8mm, 7°, 4-bolt, black
Saddle	All-City Gonzo Standard, black
Seatpost	FSA SL280, 27.2mm
Wheels	Formula RB891 28h hubs, 130mm rear, black spokes, Velocity A23 rims, black
Tires	Kenda Small Block Eight 700c x 35mm steel bead
Complete Color	Red/White/Blue
Frame Color	Red/White/Blue

*Build specification is subject to change at any time.

CYCLOCROSS: DISC VS. CANTI

As many of you know, there's something of a disc brake revolution going on in the bike industry as they've made their way from the mountain world into cross and even road. We are very proud to have unleashed our first disc-equipped cross bike this year and figured that now would be a good time to address the issue of disc vs. cantilever brakes.

In preparing to write this I was struck by the fact there is no easy answer—as it all depends (as do most bike-related things) upon what you do with your bike and in what conditions. It is our belief that if anyone tells you that you need disc brakes, they are probably either an asshole or trying to sell you something...or both.

Of course, we too have something to sell you, but prefer that you make up your own mind as to whether or not you go with discs or cantilevers on your cross rig. While no one should attempt to tell you what to do, I can share our take on the discussion.

In the simplest terms it basically all comes down to cost and weight vs. stopping power. Disc brakes simply cost and weigh more than traditional cantilevers. This is true not only in the calipers themselves, but also in the hubs and rotors that accompany them.

Those two things, cost and weight, must be evaluated against the simple fact that (in our opinion) disc brakes just plain work better for off road use. To quantify that "betterness:" pure stopping power, modulation (the ability to feather the brakes), ease of setup, ease of maintenance, wet weather performance and mud clearance.

Right now the price difference between our cantilever Macho Man and the Macho Disc is \$200, with a weight difference of about a pound and a half. Some of that weight is in the components, and some is in the frame as the Macho Disc has internal routing and additional braze-ons. It should also be noted that in the years to come we expect the weight difference to decrease dramatically as hydraulics make their way to market.

For the pure racer, weight often trumps all and we get and respect that, but for us and the way we use our cross bikes: exploration, commuting, winter, short cuts, long cuts, bum trails, etc. the sheer power and modulation of the disc brake keeps us out of trouble a heck of a lot more often than their weight bums us out. We appreciate the added confidence in wet weather and on sketchy descents, and are willing to pay for it.

Folks have done just fine on cantis for decades, we sell tons of cantilever-equipped bikes to tons of satisfied customers. Do they all need discs? Probably not, but we think that many will want them, and for me personally, for the way I use my bike, there's no going back. All it took was one ride to make me a believer.

"If anyone tells you that you need disc brakes, they are probably either an asshole or trying to sell you something...or both."

You need to decide for yourself: can you afford discs, do you prefer the aesthetics of cantis, how concerned are you about the weight of your rig, how often do you ride in wet conditions, how often have you been in situations where you desired more stopping power and control?

Answer these questions and you'll know what to do.

As it relates to All-City, we will be expanding our disc line in the years to come, but will not stop supporting cantilevers until our customers and dealers make it clear that it's the right time to do so. Let the free market decide.

Jeffrey G. Frane
All-City Sales & Marketing







Photo: Tom Robertson

MACHO MAN



FOR THE PURIST.

The geared version of our tried and true cross platform with traditional cantilever brakes.

HIGHLIGHTS

- 612 Select CroMoly double-buttet tapered fork blades and lugged crown
- Aggressive cyclocross racing geometry
- Triple toptube cable routing
- Barrel adjuster for top pull w/pulley mount for bottom pull front derailleur compatibility
- 130mm rear spacing, 1-1/8" headset, English 68mm BB
- Reinforced bottle cage mounts and hidden fender mounts
- All-City Signature investment-cast stainless steel vertical dropouts
- Tire clearance: 700c x 38mm; 35mm w/fenders
- E.D. coated for durability and rust prevention

2013 Macho Man Build Specification*	
Component	Description
Frame	612 Select double-buttet CroMoly tubeset, two bottle cage mounts, 130mm rear spacing, 1-1/8" headset, English BB
Fork	612 Select double-buttet CroMoly, tapered fork blades, lugged crown and matching dropouts
Headset	Cane Creek 10 Series, black
Crankset	FSA Gossamer Black 46/36t, includes BB
Cassette	Shimano Tiagra 12-28t 10-speed
Chain	KMC X-10 for 10-speed
Brakes	Tektro CR720, black
Shift/Brake Levers	Shimano 105 10-speed STI
Front Derailleur	Shimano CX-70 top pull 31.8 w/28.6mm adapter
Rear Derailleur	Shimano 105 10-speed SS
Handlebar	Salsa Cowbell 3, black
Stem	Salsa Pro Moto 3, 7°, 31.8mm
Saddle	All-City Gonzo Standard, black
Seatpost	FSA SL-280 Black 27.2mm
Wheels	Shimano Tiagra 32h 9/10-speed hubs, Alex XC23 rims, black
Tires	Kenda Small Block Eight 700c x 35mm steel bead
Complete Color	Citron/White
Frame Color	Citron/White

*Build specification is subject to change at any time.





MACHO DISC



Photo: Eric Shoulz



LET'S MOVE SOME DIRT.

Perfect for bum trails, short cuts, long cuts, wet weather and general on-road/off-road radness.

HIGHLIGHTS

- 612 Select CroMoly steel, double-buttet main tubes, tapered stays, brazed-on seat collar
- 612 Select CroMoly double-buttet tapered fork blades and lugged crown
- Aggressive cyclocross racing geometry
- Internal toptube routing; rear disc brake and shift routing on downtube w/double guides
- Barrel adjuster for top pull w/pulley mount for bottom pull front derailleur compatibility
- 135mm rear spacing, 1-1/8" headset, English 68mm BB
- Reinforced bottle cage mounts and hidden fender mounts
- NEW All-City Signature investment-cast stainless steel vertical disc dropouts
- Tire clearance: 700c x 38mm; 35mm w/fenders
- E.D. coated for durability and rust prevention

2013 Macho Man Disc Build Specification*	
Component	Description
Frame	612 Select double-buttet CroMoly tubeset, double bottle cage mount, 135mm rear spacing, 1-1/8" headset, English BB
Fork	612 Select double-buttet CroMoly, tapered fork blades, lugged crown & matching dropouts w/ IS disc tabs
Headset	Cane Creek 10 Series, black
Crankset	FSA Gossamer Mega Exo 46/36t, black
Cassette	Tiagra 12-28t 10-speed
Chain	KMC X-10 for 10-speed
Brakes	Hayes CX 5 mechanical disc brakes & 160mm rotors
Shift/Brake Levers	Shimano 105 10-speed STI
Front Derailleur	Shimano CX-70 top pull 31.8 with 28.6 adapter
Rear Derailleur	Shimano 105 10-speed STI
Handlebar	Salsa Cowbell 3, black
Stem	Salsa Pro Moto 3, 7°, 31.8mm
Saddle	All-City Gonzo Standard, black
Seatpost	FSA SL-280 Black 27.2mm
Wheels	Shimano SLX 32h 9/10-speed disc hubs, Alex Black Dragon rims, black
Tires	Kenda Small Block Eight 700c x 35mm steel bead
Complete Color	Orange/White
Frame Color	Orange/White

*Build specification is subject to change at any time.



C.H.U.D. TOURING

C.H.U.D., or “Cannibalistic Humanoid Underground Dweller”, is a 1984 American horror film produced by Andrew Bonime, and directed by Douglas Cheek. When I lived out in L.A. a while back, I also heard “Cannabis Humongous Ultimate Dank” as an alternate title. I only mention it because I laugh like a dumbass every time I imagine some bake-heads coming up with this and I love stupid shit.

The premise of the film is that the Nuclear Regulatory Commission has been stashing its toxic waste in abandoned subway tunnels beneath Manhattan, and the people living in these subterranean channels have been exposed and subsequently mutated into flesh-eating no-goodniks. When they run out of other tunnel-dwellers to chow down on, they start coming to the surface for their flesh-feasts, and things get real, real fast.

I always used to chuckle about this film title. Our friend Kopish used to be able to say it faster than anyone I knew. Our friend Boo and I started talking about the potential of seeing these C.H.U.D.s in their natural environment when we started posting up under bridges on bike rides in Milwaukee with backpacks full of cans, primed to play the characters of “unwitting victims.” We decided we were going to get to them before they got to us by finding every probable C.H.U.D. mutant breeding ground we could, and so C.H.U.D. Touring was born.

As we started to venture out we began to scan our terrain and city differently, much like I used to as a skateboarding youth scopin’ out shreddable spots. We started to ask more questions about parts of the city of which we knew little about, or in some cases, thought we already knew everything there was to know. This of course got more

“The richness of Milwaukee’s industrial history and neighborhoods provided us with an inexhaustible supply of layers of decay to overturn.”

people involved—new knowledge gatekeepers—some who had always wanted to just ride bikes (and already loved any excuse to install brewdawgs) but had no interest in fulfilling the “cyclist’s stereotype.” Even though these quests started to pack on higher and higher miles, the non-cyclists were unphased by the distance traveled. Unlocking mysteries and C.H.U.D.—spotting fueled them to facilitate their very survival in this high-stakes game of hunters potentially becoming the hunted.

The richness of Milwaukee’s industrial history and neighborhoods provided us with an inexhaustible supply of layers of decay to overturn, under bridges like the 6th St. viaduct, and what became the Twat Boys Hideout under Wisconsin Ave. bridge behind the semi-trailer overflow lot of Miller Brewing (the Twat Boys let us know they were there with tags, but they’ve yet to be identified—unsettling to say the least being that their spray-painted name could mean so many things). We also found The Valley Of The Kings in Forest Home Cemetery—an intersection of holy terrafirma where members and patriarchs of the Pabst, Blatz and Schlitz families are all buried. And just beyond that we found the mother lode—the Kinnickinnic River Canals. Below street level, shrouded by foliage, and sprinkled with rust, bent iron, and railroad trestle bridges,

this miles-long apocalyptic wasteland yielded much to be researched and cataloged. We had found the southeast Milwaukee C.H.U.D. wellspring.

While this description of C.H.U.D.ing so far has suffered no illusion of glamour for all of you who don't immediately understand, rest assured that these were, in our collective opinions, the most beautiful places in the city. These were now OUR places for us to respectfully but cautiously share with "The Watchers"—to pour a 40 worth of backwash on their sacred concrete and attempt to jump their protective flowage gaps.

A new and immediate sense of oneness with our city was our reward for making the effort to consider a more intimate relationship with it. For loving unconditionally the not-so-easy and kind of sweaty bits. And for feeling more connected to the others who had once lived human lives before becoming C.H.U.D.s—we were sure they had come just like us to these spots and relished them and banked stories like we were beginning to. We knew the risks, and we did our best to hold the line.

The tools for the resistance became more and more refined. Our bags got larger and more thought was put into gear like flashlights, maps, clothing and rumors. We started to appreciate bigger tires and more robust frames—sci-fi two-wheeled Dune Buggies came to mind. Simple but fearless bikes you could throw over a fence or get covered in irradiated algal bloom. Heavy metal soldiers that had our backs in snafu situations.

The whole experience had gelled. When we all met to do these rides, we had consensus about gear, goals and attitudes. No different than a tight knit group of roadies or mountain bikers that meet weekly, but oh so different. Personally, this rekindled/saved/clarified my love of what it means to get together with your friends and soak in the camaraderie that only comes from rolling around on a favorite bicycle in a group. Getting competitive only when it came to popping off a big kicker or trying to

ride through something gnarly. We laugh the whole time, talk about everything we see through the eyes of history, architecture, art, music—just about everything but wattage, heart rate and grams. Comprehensive lifestyle riding. Not to mention acting like kids playing pretend about these C.H.U.D.s we were hunting. Never knock that—it's good for you.

Every Sunday for years we met for some pre-ride pork chop installation (that's code for beers and codes are good for special operations) and breakfast at the Stonefly Brewery. Some missions would just be a few scouts, and some would be a battalion 20 deep or more—like the time All-City teamster Christina Peck brought up a flank of Chicagoans who had no idea what they were in for. Those of us with multiple tours of duty under our belts took a tremendous amount of pride trafficking this new infantry in and out of these "contaminated zones." No one ever had a bad time. For many of us, it quickly became our new favorite way to ride bikes, and for others, it was a refreshing break from training for cross season or other cycling contests.

Each city I've ever visited or lived in has C.H.U.D.s and C.H.U.D. strongholds. Only a fool would believe otherwise. Finding these delicate environments where dangerous, underground dances between humans and the mutants that once were, produces rich rewards for those of us now addicted to the life of the urban voyageur. Find the spots where you live—the bridges, the rivers, the long-since useful structures, the bars with names like Dick And Gloria's Cocktails And Dreams—collect them and string them together to create an alternate city within your city. Ride with purpose, in brave assemblies of 100% pro-fun company. Rule the streets like Atomic Punks.

Mark Sirek
C.H.U.D. Finder General



Photo: Peter DiAntoni







TAIWANESE MANUFACTURING

Currently, all of our frames and forks are made in Taiwan, as are almost all of our components. We get questions about this every week, so we asked our buddy Andy Corson (QBP/Surly) to write a piece about it, as he's been answering that question longer than any of us.

I also want to add that we are very proud of the frame builders we work with; we feel that they are masters of their craft and produce a truly world-class product. Look at one of our frames and you'll know it's true.

It is no secret that most bikes of any decent quality these days come from Taiwan. It's also no secret that overseas manufacturing has caused a fair number of emotionally charged arguments. I have worked in the bike business nearly my entire life, in shops, for distributors and for bike brands, and all along the way I have dealt with questions and concerns about overseas manufacturing. I have learned a thing or two about the topic, both passively and by researching various aspects. The purpose of this article is to address some of the issues surrounding Taiwanese bicycle manufacturing. It is not wholly comprehensive, and it is not meant to argue a case for overseas manufacturing. It is simply meant to provide some basics to keep the conversation on stable, realistic footing. From this perspective, I think the first step is to understand the basic economics of the situation.

Centralization of infrastructure plays an important role in providing competitively priced frames, and Taiwan today is a major center of global bicycle production. There are other 'centers' too (Europe, India, China, Taiwan, and Japan are the top five in terms of units produced), but for the most part each serves a limited global region and/or supplies heavy, semi-disposable, lower-end bikes. Taiwan, however, is a center of production for higher-end bikes aimed at more discerning cyclists, as opposed to people who ride bikes for socio-economic or cultural reasons. Giant Bicycles (yes, that Giant) was established in the early 70s with the express purpose of building higher end bikes for a global market (Raleigh in the U.K. was an early customer) and as it grew so did the higher end bike manufacturing industry in Taiwan. Giant was soon no longer the only player in this game and increasingly resources were aimed at building Taiwan's bicycle manufacturing infrastructure. There are now lots of tubing manufacturers, paint shops,

welding companies and other associated businesses located in a few relatively small geographic areas. Having a majority of manufacturing centrally located lowers costs a lot, regardless of other factors.

"Centralization of infrastructure plays an important role in providing competitively priced frames..."

Giant's focus from the beginning, as mentioned, was producing stuff to compete on the level of performance, and to this day most Taiwan-made frames are very good. In general, Taiwan-built frames adhere to a quality standard at or above most other frames in the world, and that includes custom frames from US, European, and Japanese builders. This might seem like an outlandish claim, but having access to lots of frames over the years, and having access to a higher-than-average level of knowledge about what makes a good frame, AND having access to things like frame alignment tables, I have seen firsthand that the welds, alignment and finishes of mid-level and higher Taiwanese-built frames consistently outshine most others, even those costing quite a bit more. This is not to say there are not good builders offering beautiful, high-quality frames, even at a production level. Take Moots, for example. But it is still worth consideration that your average Taiwan-built bike delivers a lot of bang for the buck, and that these bikes work very well for most people most of the time. When you take into consideration other issues, such as the vigorous frame testing from respectable companies adhering to the most stringent safety standards in the world (CEN, the European Committee for Standardization), testing that is not usually undertaken by smaller manufacturers, the value of bikes coming from Taiwan is not just formidable but pretty attractive.

Still, questions about hidden cost—mainly human welfare—remain. Are workers paid fairly? Do they work reasonable hours? Are their working conditions safe? In general, workers in the bicycle sector of manufacturing enjoy stable jobs, good to very good

wages, and working conditions similar to the U.S. The minimum wage in Taiwan is currently NT\$17,280 (Taiwan dollars), about US\$576 per month, but people in the bicycle industry generally make much more than that. Welders, for example, can make substantially more, up to NT\$80,000 per month, and in slow months or for low-skilled work in the range of NT\$40,000–50,000. This is high, given that the national average income is about NT\$35,376 per month.

Labor laws also help keep things stable and beneficial to workers, with maximum work hours per day limited to 8 hours and extra hours earning overtime pay. Most laborers have a stable 8–5 work schedule, with Sundays and most Saturdays off. Office workers generally work Monday through Friday. Labor laws are strictly enforced and represent a far cry from the early days of the Taiwan bicycle industry. And it is worth noting that Taiwan is not China. It is a republic of China, but operates within a different sphere of laws and culture. Where China has consistently failed to address worker conditions and rights Taiwan has actively addressed these issues and operates similarly to U.S. manufacturing in most respects.

“The welds, alignment and finishes of mid-level and higher Taiwanese-built frames consistently outshine most others, even those costing quite a bit more.”

That isn't to say everything is roses. Factory work environments, while not dangerous, are not as clean and tidy as one might find in the U.S. Taiwanese factories tend to be hot and slightly disorganized by American standards, but workers are treated fairly and are generally content because they can earn a living and provide for their families.

There are no labor unions in Taiwan either, but this too is fairly well balanced. Welders, for example, have a lot of bargaining power. They are the lifeblood of the factories. They need jobs, but can take their skills to other manufacturers in and out of the bicycle industry.

Business owners need them, and training new welders is expensive and time-consuming.

The Taiwan bicycle industry as a whole is stable, offering higher-than-average pay, fair working conditions, and low turnover rate to skilled and unskilled labor alike. Most U.S. and European brands work closely with their suppliers, it is common practice to visit suppliers several times a year to tour the factories firsthand. It is allowed, even encouraged, to talk with the workers and it's not uncommon to spend time with suppliers both inside and outside of their places of work, to get to know them as people, even as friends. In the end, it is good business to seek a deeper level of mutual knowledge, to dispel myths and concerns.

I am in no way a cheerleader for overseas manufacturing. There have been many times in my career that it would have been much easier, and in certain aspects cheaper, to work with U.S. manufacturers. Communication alone can be challenging, due not only to language barriers but cultural ones too. What I am saying, however, is that it has been my experience that most common assumptions about Taiwanese bike manufacturing just don't hold water. The discussion is a complicated one, and continues to evolve. Is it possible for the U.S. to some day supply the same value package that is now coming from Taiwan? I think so. I hope so. But if the system as it stands today didn't exist, the kind of bicycles most of us enjoy would cost far more and bicycling would be a pastime for only the wealthy. I encourage you to study this issue on your own, and to draw your own conclusions.

Andy Corson

PARTS & STUFF



We have an ever-expanding line of wool and lycra jerseys, caps, shirts, backpacks and more. Some are limited edition, some are perennial, our website has all the info on what is currently in production.

Parts? Yeah, we make a bunch. Check out our website for all the P & A goodness.

www.allcitycycles.com







STREET

BIG BLOCK



Photo: Daniel Patrick Murphy



THE ALL-TIME GREAT.

The Big Block represents our vision of the ideal track bike for everyday life. Take it to the streets or the boards. Wherever you ride it, the Big Block will hold up its end of the deal.

HIGHLIGHTS

- 612 Select CroMoly steel with double-buttet main triangle, tapered stays and brazed-on seat collar
- 4130 CroMoly double butted fork with lugged crown and tapered blades
- 1-1/8" headtube, English 68mm bottom bracket, 120mm rear hub spacing
- Velodrome legal track geometry
- All-City Signature investment-cast stainless steel Hennepin Bridge track drop-outs with built-in chain tensioner
- Tire clearance: 700c x 32mm; 28mm w/fenders
- E.D. coated for durability and rust prevention

2013 Big Block Build Specification*	
Component	Description
Frame	612 Select double-buttet CroMoly tubeset, one bottle cage mount, 120mm rear spacing, 1-1/8" headset, English BB
Fork	CroMoly double-buttet, tapered fork blades, lugged crown & matching dropouts
Headset	Cane Creek 10 Series
Crankset	All-City 612 Track w/144 BCD 46t chainring
Cassette/Cog	17t CroMoly
Chain	KMC 410H 1/8"
Brakes	Tektro R539
Shift/Brake Levers	Tektro RL570 (front installed, rear included)
Handlebar	Kalloy track
Stem	4-bolt 26.0mm, black
Saddle	All-City standard, black
Seatpost	Kalloy 27.2mm
Wheels	All-City Fixed/Free 32h track hubs with 17t cog, 120mm rear spacing, silver spokes, Alex DC-19 black rims
Tires	Vittoria Zaffiro II 700c x 28mm steel bead
Complete Color	Solid Gold
Frame Color	5th Anniversary Silver/White fade

*Build specification is subject to change at any time.





THUNDERDOME



Photo: John Watson



Photo: David Johnson

COMPETITION TRACK.

Our velodrome-ready aluminum race bike is light, stiff and crazy fast.

HIGHLIGHTS

- 7000-series aluminum
- Unidirectional carbon fiber fork with alloy steerer
- Fork drilled for brake
- Polished panel on downtube and chainstay
- 1-1/8" headtube, English 68mm BB
- Compatible w/31.8mm seat collar
- Stainless steel reinforced track dropout with 120mm OLD rear spacing
- Tire clearance: 700c x 25mm
- Velodrome legal track geometry
- Available as a frameset only
- Color: Black/Polish





SK COUNTER = 4





MR. PINK



FAST AS HELL.

Designed to get you from point A to point B as quickly and efficiently as possible, the Mr. Pink blends classic steel frame detailing with modern technology to create the ultimate road killer.

HIGHLIGHTS

- Columbus Zona double-buttet main tubes
- Double-buttet CroMoly tapered fork blades, lugged crown and matching fork tips
- Classic, fast road geometry with room for bigger tires
- Mid-reach road brakes
- Internal toptube cable routing for full housing
- 1-1/8" headtube, PressFit 30 bottom bracket shell
- Reinforced water bottle bosses and hidden fender eyelets
- All-City Signature investment-cast stainless steel vertical dropouts
- Tire clearance: 700c x 32mm; 28mm w/fenders
- E.D. coated for durability and rust prevention

2013 Mr. Pink Build Specification*	
Component	Description
Frame	Columbus Zona CroMoly tubeset, PressFit 30 BB, 130 rear spacing, 1-1/8" headset, mid-reach brakes, two bottle cage mounts
Fork	CroMoly double-buttet, tapered fork blades, lugged crown & matching dropouts
Headset	Cane Creek 10 Series
Crankset	FSA Gossamer PF30 34-50t, black
Cassette	Shimano Tiagra 11-25t
Chain	KMC X10 for 10-speed
Brakes	Tektro R539, black
Shift/Brake Levers	Shimano 105 10-speed STI
Front Derailleur	Shimano 105
Rear Derailleur	Shimano 105 10-speed SS
Handlebar	Salsa Pro Road 3, 31.8mm
Stem	Salsa Promoto 3, 7°, 31.8mm
Saddle	All-City standard, black
Seatpost	FSA SL-280 27.2mm, black
Wheels	Shimano 105 32h, DT Spokes, Mavic CXP22 black rims
Tires	Vittoria Rubino 700 x 28 steel bead
Complete Color	Camaro Blue
Frame Color	Camaro Blue

*Build specification is subject to change at any time.

SPACE HORSE



WANDERLUST.

The capabilities and looks of a classic rando bike with the fast and agile handling of an All-City.

HIGHLIGHTS

- 612 Select CroMoly steel frame; double-butt down, top and seat tubes; brazed-on seat collar
- Double-butt tapered fork blades, lugged crown & matching fork ends
- Internal toptube cable routing for full housing
- 1-1/8 " headtube, English 68mm bottom bracket
- Includes lowrider front rack mounts, rear rack mounts and fender eyelets
- Rack weight limit: front (max 20 lb); rear (max 30 lb)
- All-City Signature investment-cast stainless steel semi-horizontal dropouts with hard stop
- Tire clearance: 700c x 42mm; 38mm w/ fenders
- E.D. coated for durability and rust prevention

2013 Space Horse Build Specification*	
Component	Description
Frame	612 Select double-butt CroMoly tubes, 130mm rear spacing, 1-1/8" headtube, English BB, two bottle cage mounts
Fork	CroMoly double-butt, tapered fork blades, lugged crown, fender mounts & mid-blade rack mounts
Headset	Cane Creek 10 Series
Crankset	Shimano Tiagra 34-50t, silver, 10-speed, includes BB
Cassette	Shimano Tiagra 12-30t
Chain	KMC X-10 for 10-speed
Brakes	Tektro CR720
Shift/Brake Levers	Shimano Tiagra 10-speed STI
Front Derailleur	Shimano Tiagra
Rear Derailleur	Shimano Tiagra 10-speed SS
Handlebar	Salsa Pro Road 3, 31.8mm
Stem	Salsa Promoto 3, 7°, 31.8mm
Saddle	All-City standard, black
Seatpost	Kalloy 27.2, black
Wheels	Shimano Tiagra 32h, 9/10-speed Alex DC19 black rims
Tires	WTB Freedom Ryder 700c x 35mm steel bead
Complete Color	Elven Blue
Frame Color	Elven Blue

*Build specification is subject to change at any time.



Photo: Christopher Dills

DISTRACTIONS

I was all but motivated to free myself of the all-day delivery I was holding. The envelope occupied minimal real estate in my bag as I slow rolled my way out of the Mart and into the brick and mortar of River North.

Sundress.

Food truck.

It was barely summer. The sun and warmth were still new sensations. Everyone downtown was distracted. Everything downtown was distracting.

Siren.

Doughnut Vault.

I was making my way north on Orleans somewhat towards my uninteresting drop when the dog crossed. At first it hardly occurred to me that there was a dog without a leash freely flying east down Grand Ave.

For the three seconds it took him to run from one peripheral to the other the only impression he could make was how impressively fast he was.

I sped up to the intersection with every worst-case scenario running through my mind faster than either the dog or myself could possibly go.

I cut the light to head east on Grand towards Franklin. The dog rode the double yellow as if he was a messenger in his pre-dog existence.

He cut the light to go north on Franklin.

East on Ohio.

I chased him in lanes between cars driving post highway speeds.

As we raced towards La Salle the dog decided that perhaps he had a lapse in judgment and laid on the brakes the only way a dog can.

He skidded on all fours into the intersection and my heart sank as he collided with the rear quarter panel of a fast moving taxicab.

He shook it off and in a panic started sprinting north on La Salle into on-coming traffic. I followed him into the burning house of lunch hour traffic.

We cut east, north, west, and south before he started to show any fatigue. It was finally on Huron when he slowed his pace and I was able to ditch my bike and catch up to him.

The front door of a high rise was cracked open and he slipped in. I was on his tail when we found ourselves in the foyer of the residence with nowhere to go.

We were both out of breath. He was trembling and terrified. The pads of his paws were ripe with road rash. He had no collar or identifying tags. There was no one around at the desk or the adjacent management office.

Finally the maintenance guy happened to pass by our situation and immediately recognized the dog as a tenant of the building. As I donated my water bottle to my new friend he called the cell phone of the dog's owner.

Within minutes a panicked woman rushed into the foyer screaming obscenities and affections at her pup.

They had been at the veterinarian's a couple miles away. The front door to the office was open to the street and Ziggy, the dog, was well aware of this when they put him up on the table.

He was gone before they could ready the anesthetic.

There are six million distractions in the city aching for your divided attention.

They blink every imaginable color. They step out into traffic. They play drum line rhythms on empty five gallon buckets.

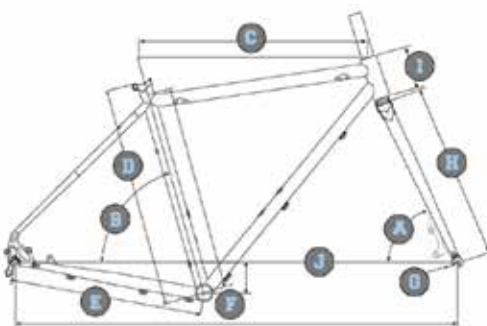
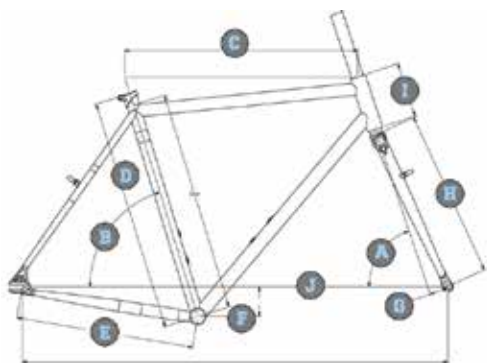
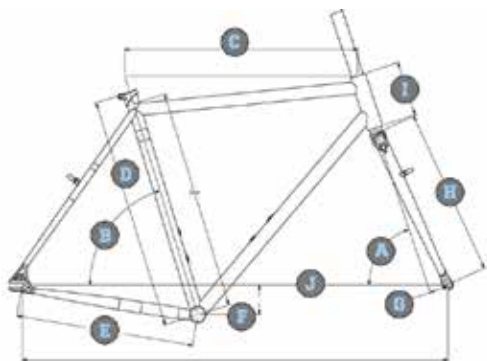
They scream in sirens. They wear sundresses and roll their eyes behind dark glasses.

They take up both lanes.

On occasion they have four legs, no leash, and places to be.

Nico Deportago-Cabrera
AC Team Rider, Bike Messenger, Chicago

GEOMETRIES



NATURE BOY SSCX

Size	46cm	49	52	55	58	61
A Headtube Angle	70.5°	71	71.5	72	72.5	72.5
B Seat Tube Angle	74	73.5	73	73	72.5	72.5
C Toptube Length	520mm	535	550	565	585	605
D Seat Tube Length	485.6	515.5	545.4	575.4	605.3	635.3
E Chainstay Length	415	420	420	420	420	420
F Bottom Bracket Drop	70	70	70	70	70	70
G Fork Offset	45	45	45	45	45	45
H Total Fork Length	395	395	395	395	395	395
I Headtube Length	95	110	130	150	175	200
J Wheelbase	986	997	1004	1014	1024	1044
Standover	756	778	802	827	853	880

NATURE BOY Zona

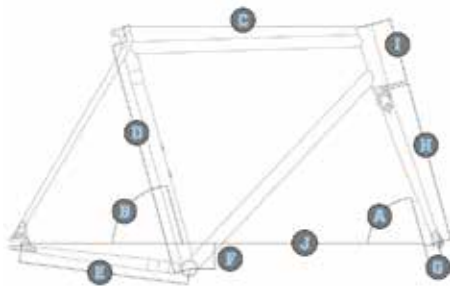
Size	49cm	52	55	58
A Headtube Angle	71	71.5	72	72.5
B Seat Tube Angle	73.5	73	73	72.5
C Toptube Length	535	550	565	585
D Seat Tube Length	515.5	545.4	575.4	605.3
E Chainstay Length	420	420	420	420
F Bottom Bracket Drop	70	70	70	70
G Fork Offset	45	45	45	45
H Total Fork Length	395	395	395	395
I Headtube Length	110	130	150	175
J Wheelbase	997	1004	1014	1024
Standover	778	802	827	853

MACHO MAN

Size	46cm	49	52	55	58	61
A Headtube Angle	70.5°	71	71.5	72	72.5	72.5
B Seat Tube Angle	74	73.5	73	73	72.5	72.5
C Toptube Length	520mm	535	550	565	585	605
D Seat Tube Length	485.6	515.5	545.4	575.4	605.3	635.3
E Chainstay Length	430	435	435	435	435	435
F Bottom Bracket Drop	70	70	70	70	70	70
G Fork Offset	45	45	45	45	45	45
H Total Fork Length	395	395	395	395	395	395
I Headtube Length	95	110	130	150	175	200
J Wheelbase	1001	1013	1019	1030	1039	1059
Standover	756	778	802	827	853	880

MACHO MAN DISC

Size	46cm	49	52	55	58	61
A Headtube Angle	70.5°	71	71.5	72	72.5	72.5
B Seat Tube Angle	74	73.5	73	73	72.5	72.5
C Toptube Length	520mm	535	550	565	585	605
D Seat Tube Length	485.6	515.5	545.4	575.4	605.3	635.3
E Chainstay Length	430	435	435	435	435	435
F Bottom Bracket Drop	70	70	70	70	70	70
G Fork Offset	45	45	45	45	45	45
H Total Fork Length	395	395	395	395	395	395
I Headtube Length	95	110	130	150	175	200
J Wheelbase	1001	1013	1019	1030	1039	1059
Standover	756	778	802	827	853	880

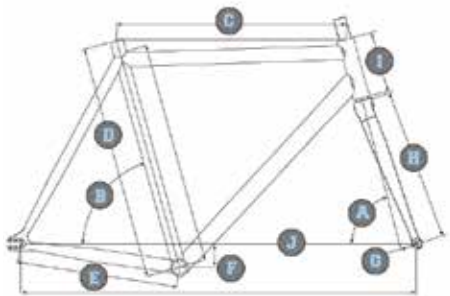


BIG BLOCK

Size	46cm	49	52	55	58	61
A Headtube Angle	73.0°	73.5	74	74.5	74.5	75
B Seat Tube Angle	75.0	75	74.5	74.5	74.5	74.5
C Toptube Length	520mm	535	550	565	585	605
D Seat Tube Length	460	490	520	550	580	610
E Chainstay Length	396	396	396	396	396	396
F Bottom Bracket Drop	58	58	58	58	58	58
G Fork Offset	32	32	32	32	32	32
H Total Fork Length	375	375	375	375	375	375
I Headtube Length	95	110	130	150	175	200
J Wheelbase	946	957	963	974	994	1009
Standover	750	772	796	821	847	874

THUNDERDOME

Size	49cm	52	55	58
A Headtube Angle	73.5°	74	74.5	74.5
B Seat Tube Angle	75	74.5	74.5	74.5
C Toptube Length	535mm	550	565	585
D Seat Tube Length	490	520	550	580
E Chainstay Length	396	396	396	396
F Bottom Bracket Drop	58	58	58	58
G Fork Offset	30	30	30	30
H Total Fork Length	370	370	370	370
I Headtube Length	110	130	150	175
J Wheelbase	955	961	971	992
Standover	772	796	821	847



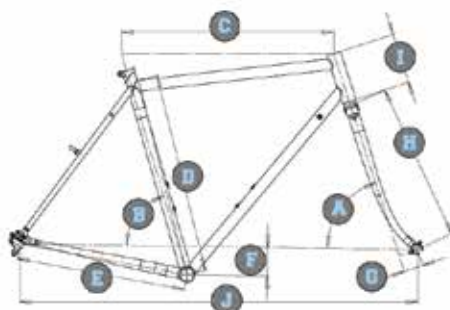
MR. PINK

Size	46cm	49	52	55	58	61
A Headtube Angle	71.0°	71.5	72.5	73.0	73.0	73.0
B Seat Tube Angle	74.5	74.2	74.0	73.7	73.5	73.2
C Toptube Length	520mm	530	545	560	580	605
D Seat Tube Length	490	520	550	580	620	650
E Chainstay Length	415	415	415	415	420	420
F Bottom Bracket Drop	70	70	70	70	70	70
G Fork Offset	47	43	43	43	43	43
H Total Fork Length	375	375	375	375	375	375
I Headtube Length	110	125	145	165	190	215
J Wheelbase	987	991	992	1000	1023	1045
Standover	740	760	790	813	837	TBD



SPACE HORSE

Size	46cm	49	52	55	58	61
A Headtube Angle	70.0°	71.0	71.5	72.0	72.2	72.2
B Seat Tube Angle	74.5	74.2	73.5	73.0	72.5	72.0
C Toptube Length	520mm	530	545	560	580	610
D Seat Tube Length	450	480	510	540	570	600
E Chainstay Length	435	435	440	440	445	445
F Bottom Bracket Drop	75	75	75	75	75	75
G Fork Offset	52	52	52	52	47	47
H Total Fork Length	395	395	395	395	395	395
I Headtube Length	95	110	125	150	175	200
J Wheelbase	1018	1019	1023	1029	1047	1072
Standover	745	766	793	820	847	872



For more information, go to allcitycycles.com

AC CREW



Photo: Kyle Kelley



SK COUNTER = 5

*SK does not
work for AllCity



From all of us, to all of you.
Thanks again, you da best.

AC Team
Lisa, Anna, Rusty, Saisha, Amy & Jeff



