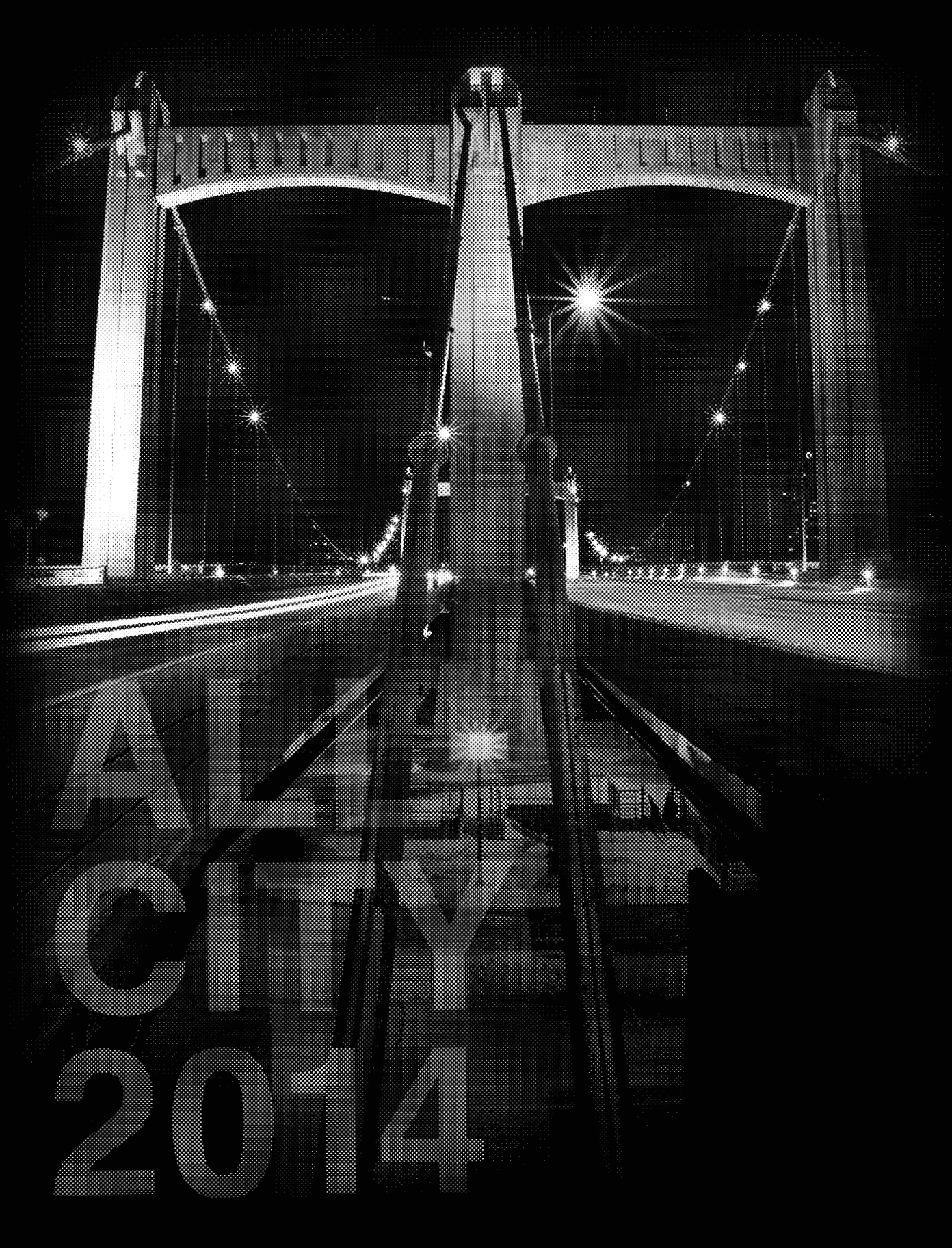




ALBANY
CITY
2014

HOLA.

Welcome to AC Annual number five. Hope everything is stellar in your part of the world. Us? Well, we're doing just fine. Thanks for asking.

By now you know the drill: this book is filled with our lives, loves and plenty of good times. In it you'll find out a bit about who we are, what we believe in and why our stuff is the way it is.

We've been in the game for six years now and things around these parts are changing. Our capabilities are expanding (we're able to make nicer and nicer stuff), our team is growing and so is the number of shops around the world who believe in what we're doing.

If you've picked up this catalog, chances are you frequent one of those shops, so please make sure you give those peeps a high five from all of us.

And to you: Well, thank you very much for checking out our little company. We think you'll find that we make some of the finest bikes in the world (if you're into the stuff we're into) and back them up with passion and integrity. Folks like yourself make it possible for us at A/C to live the dream and for that we are forever grateful.

xoxo,

Jeffrey G. Frane
All-City Brand Manager

All photos by AC team unless noted.



Photo: Brad Quarluccio

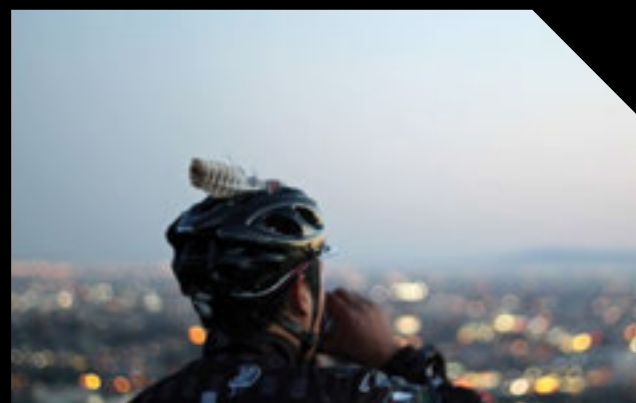




Photo: Jason Boucher

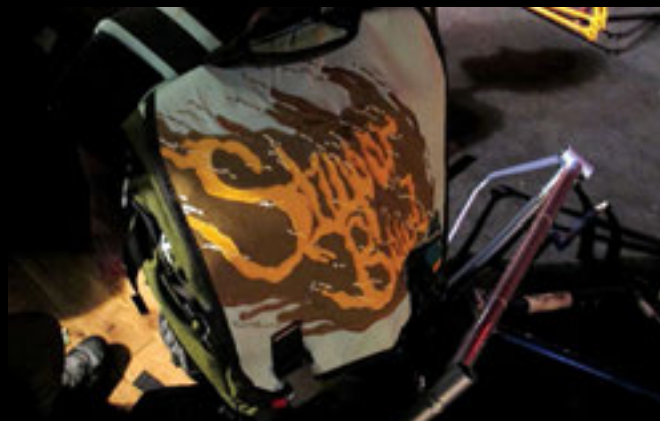


Photo: John Watson





SK COUNTER: 1



MEET ADAM

Born to an American mother and a Japanese father, thus began life as he was destined to live it... going in several directions at once. A brilliant neurosurgeon, this restless young man grew quickly dissatisfied with a life devoted solely to medicine. He roamed the planet studying martial arts and particle physics, collecting around him a most eccentric group of friends, those hard-rocking scientists, the Hong Kong Cavaliers. And now, with his astounding jet car ready for a bold assault on the dimensional barrier, Adam Weitzner faces the greatest challenge of his turbulent life... while high above Earth, an alien spacecraft keeps a nervous watch on All-City Cycles' every move...

Shit, that's not me, that's the opening scene of *The Adventures of Buckaroo Banzai: Across the 8th Dimension*.

Jeff has been on my ass to write this since my first week, so since it's due in an hour I suppose I should give it some thought. I joined the team back in February, right at the launch of the new cross line-up. It's a super exciting time around the All-City office as we have started expanding into competitive track and cross products, while holding on to our singlespeed roots, as well playing in the dirt with the JYD.

"And now, with his astounding jet car ready for a bold assault on the dimensional barrier, Adam Weitzner faces the greatest challenge of his turbulent life."

I'm from New York, so if you call All-City and it doesn't sound like a Minnesotan on the other end, you can be sure it's me. I went to school in Savannah for Photography and then went back to NY to work for a few years in the camera business. I didn't ride bikes too frequently in New York, but did buy a Crosscheck on my brother's advice (check out his company www.samuraimessenger.com) and started to ride a little bit around Queens, but mostly just to pick up dinner at Pho Bang on Broadway in Elmhurst or to hang out under the Unisphere. I didn't start seriously riding until another job brought me from Queens to Minneapolis a few years ago. I was in Angry Catfish

getting something checked out, and the infamous Erin Young convinced me to take the intro to track class. After I finished the class I went back to the Catfish and purchased a Shelby Silver Big Block.

At that time I spent a ton of time on the road, and got to duck into cool shops and rent bikes in most of the lower 48. While traveling was rad, it's tough on training and I felt I needed a more regular routine if I wanted to get anywhere with this bike racing thing (not that working at All-City can really be considered regular). On the flipside, it also meant I didn't get to experience the true meaning of "it's so cold, I want to die" until this winter. Pro's and con's to everything, right?

So now, between me and Anna there are two of us pushing for more dope track gear. Look out this year for a larger range of sizes of the Thunderdome, new track rings (ranging from 46-52t) as well as the New Sheriff SIs, which are lighter, faster, and even better looking than the New Sheriff (and will be available in 28 spoke drilling!) This is really Anna's and Amy's work, but what's the fun of being the sales guy if I can't steal the credit for the wins and blame the losses on the team?

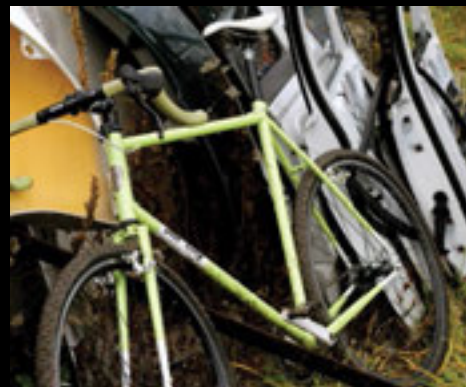
Adam Weitzner
All-City Global Sales Manager





CROSS

NATURE BOY



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

2015 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 Guide, 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: Jason Boucher



SK COUNTER: 2



Photo: John Watson



Photo: John Watson

NATURE BOY DISC



DISC BRAKES, ONE GEAR, TONS OF FUN.

Singlespeed simplicity and dependability, with disc brakes for when things get hairy.

HIGHLIGHTS

- 612 Select CroMoly steel, double-buttressed main tubes, tapered stays, brazed-on seat collar
- 612 Select double-buttressed CroMoly tapered fork blades and lugged crown
- Aggressive cyclocross racing geometry
- Integrated brake caliper and chain tensioning adjustment
- 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

2014 Nature Boy Disc Build Specification*	
Component	Description
Frame	612 Select CroMoly steel. Double butted down, top, and seat tubes. Externally tapered, ovalized, and dimpled chainstays, tapered seatstays
Fork	612 Select CroMoly double butted tapered fork blades, lugged crown
Headset	Cane Creek 10 Series, black
Crankset	FSA Vero, 42t, black
Cassette/Cog	Lida 17t, 3/32"
Chain	KMC Z610HX, 3/32", silver
Brakes	Hayes CX-Expert, smoke
Shift/Brake Levers	Tektro RL340, black
Handlebar	Salsa Cowbell 3, black
Stem	Salsa Guide, 31.8mm, 4-bolt, black
Saddle	All-City Gonzo Standard, black
Seatpost	Kalloy SP-373, 27.2mm
Wheels	Surly Ultra New 32h hubs, 135mm rear, black spokes, Alex Black Dragon rims, black
Tires	Clement MXP 700c x 33mm steel bead
Complete Color	Dark Gray/Silver
Frame Color	Dark Gray/Silver

*Build specification is subject to change at any time.

NATURE BOY

853



853. CARBON FORK. DISC BRAKES.

Lightweight Reynolds frame, Whisky No. 7 fork and hydraulic disc brakes makes this the fastest Nature Boy ever.

HIGHLIGHTS

- Reynolds 853 tubing
- Whisky No. 7 fork, tapered steerer
- Aggressive cyclocross racing geometry
- Tektro hydraulic disc brakes
- Brazed-on seat collar for 27.2mm posts
- Reinforced water bottle bosses and hidden fender eyelets
- All-City Signature singlespeed disc dropouts
- Tire clearance: 700c x 38mm; 35mm with fenders
- E.D. coated for durability and rust protection

2014 Nature Boy 853 Build Specification*	
Component	Description
Frame	Reynolds 853 double butted down, top, and seat tubes. Externally tapered, ovalized, and dimpled chainstays, tapered seatstays
Fork	Whisky No. 7 tapered carbon steerer, post mount disc, fender mounts
Headset	Cane Creek 40 Series, black
Crankset	Driveline Alpina, 42t All-City Cross Ring, All-City Cross Wizard chain guard
Cassette/Cog	Surly 17t, 3/32"
Chain	KMC X8.93, 3/32", silver
Brakes	Tektro Hylex Hydraulic, black
Shift/Brake Levers	Tektro Hylex Hydraulic, black
Handlebar	Salsa Cowbell 3, black
Stem	Salsa Guide, 31.8mm, 4-bolt, black
Saddle	All-City Gonzo Standard, black
Seatpost	FSA SL280, 27.2mm
Wheels	Formula Sealed bearing 28h, Stan's Iron Cross, DT Swiss spokes & nipples
Tires	Clement MXP Folding, 700c x 35mm
Complete Color	Green/White Fade
Frame Color	Green/White Fade

*Build specification is subject to change at any time.

THE NATURE BOY DISC DROPOUT

To me, the Nature Boy represents a cross bike distilled down to its simplest form. No gimmicks. Just a really thoughtful, beautiful bike.

So putting disc brakes on a Nature Boy seemed at odds with the purpose of the bike.

Don't get me wrong, there are contexts where disc brakes are appropriate... and that's fine. But there are also plenty of contexts where they make things heavier, more complex and more expensive without contributing significantly to the function of the bike.

But one day, I got the order: Figure it out. Make it work. It's due in so many weeks.

Ugn.

The goal in designing a disc version of this model was to mimic the functionality of the original, cantilevered version. Most of my job was done already as the rest of the frameset had been dialed in over years of tweaking, so the project scope for me was boiled down to the dropout system.

The dropouts would have to be singlespeed specific in keeping with the spirit of the original model. This bummed me out, because most dropouts of this type I had experience with were a pain in the ass to set up and work on. The caliper placement always seemed sloppy with respect to the rear wheel. And it was finicky. I didn't want to be associated with something like that.

Despite this hesitance, I barreled ahead with the main dropout form. It would carry all the appropriate visual markers of an All-City dropout such as the chevron on the chainstay interface and the branded axle-pad. The disc caliper would be on the inside of the rear triangle so that users wouldn't have to remove the brake in order to remove the rear wheel, so the dropout would be tall. We'd keep the Hennepin Bridge, obviously, and the chain tensioning bolts. That was the easy part.

I kept stalling on the functionality of the dropout as it related to the process of setting up the brake. Why? I'm extremely sympathetic to bike mechanics. My Special Guy is a mechanic. My Baby Brother is a mechanic. My best

friends on the planet are, for the most part, bike mechanics. It means that my living room is arranged around a shop stand and toolboxes like a surgery amphitheater... and that parties sometimes result in really hilarious/dumb bike builds.

It also means that I hate designing something that isn't fun to work on. I model Allen wrenches into all of my CAD assemblies to confirm range of motion and functionality.

One night, I sprang awake, mid dropout nightmare.

If this disc dropout system wasn't fun to work on, it would just be a prettier version of every other dropout of this type. I wouldn't feel good about it. Also, I would get shit about it from my friends for years to come.

On the other hand, if it was clever, I knew they'd be stoked. And I wanted my friends to be stoked. They are my favorite customers. They are who I design for. But I couldn't see the solution.

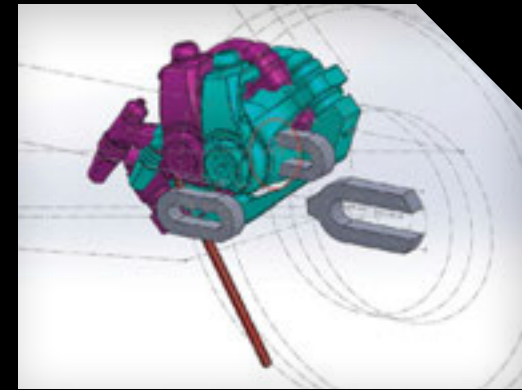
One night, I sprang awake mid dropout nightmare. What if we used the chain tensioning screw to help locate the post mount adapter? This way, the relationship between the wheel and brake caliper would remain constant and correct. How would we accomplish such a thing? Stick a little block on the adapter. Boom.

This tiny detail on the post mount adapter changed the whole character of the project. After some refinement and rounds of prototypes, we had something that had the functionality of a rocking dropout but with fewer moving parts. It was beautiful. It was interesting.

And, after throwing my first prototype to my Special Guy and my Mechanic Friend to build, I can confirm that it's lovely to work on.

I love this system and my personal Nature Boy Disc has quickly become my favorite bike to ride. I hope you love yours too.

Anna Schwinn
All-City Lead Engineer



MACHO MAN



FOR THE PURIST.

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

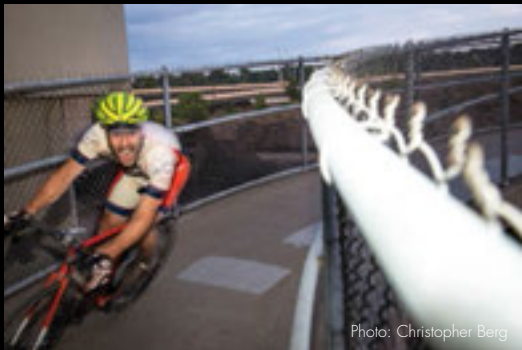
HIGHLIGHTS

- 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
- 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

2014 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 Guide, 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



YOUR NEW BEST FRIEND.

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
- 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

2014 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 Guide, 31.8mm
Saddle	All-City Gonzo Standard, black
Seatpost	FSA SL-280 Black 27.2mm
Wheels	Formula DC20/22, 10-speed, 6-bolt disc, Alex Black Dragon rims
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.

MACHO KING



ULTIMATE CROSS MACHINE.

The best steel tubing, tapered full carbon Whisky fork, and the control of disc brakes, all working together to create the best cross bike we've yet produced.

HIGHLIGHTS

- Reynolds 853 tubing
- Whisky No. 7 tapered carbon fork
- Aggressive cyclocross racing geometry
- Internal toptube cable routing
- Brazed-on seat collar for 27.2mm posts
- Reinforced water bottle bosses and hidden fender eyelets
- All-City Signature investment-cast vertical disc dropouts
- Tire clearance: 700c x 38mm; 35mm with fenders
- E.D. coated for durability and rust protection

2014 Macho King Build Specification*	
Component	Description
Frame	Reynolds 853 double butted down, top, and seat tubes. Externally tapered, ovalized, and dimpled chainstays, tapered seatstays
Fork	Whisky No. 7, tapered carbon steerer, post mount disc, fender mounts
Headset	Cane Creek 40 Series, black
Crankset	SRAM Rival 22, 46-36t, black
Cassette/Cog	SRAM PG 1130, 11-28t
Chain	SRAM PC 1130, silver
Brakes	Hayes CX-Expert, Mechanical Disc, silver
Shift/Brake Levers	SRAM Rival 22, 11-speed
Front Derailleur	SRAM Rival 22
Rear Derailleur	SRAM Rival 22
Rotors	SRAM CLX, Centerlock, 160mm
Handlebar	Salsa Cowbell 2, 12" flare, 31.8mm, black
Stem	Zipp Service Course, 1 1/8" threadless, 31.8mm clamp, black
Saddle	Fizik Aliante Delta MG, black
Seatpost	Zipp Service Course, 27.2mm, black
Wheels	Formula TX300Q 28h hubs; Stan's Iron Cross rims, 28h, black; DT Swiss Competition spokes, black
Tires	Clement MXP 700c x 33mm folding
Complete Color	Gray/Silver Fade
Frame Color	Gray/Silver Fade

*Build specification is subject to change at any time.

MACHO KING LTD



FANCIER PARTS & HYDROS!

The Limited Edition version of the Macho King sports a sweet blue / white fade paint job, and a SRAM Force 22 parts kit with hydraulic brakes.

HIGHLIGHTS

- Reynolds 853 tubes
- Whisky No. 7 tapered carbon fork
- Aggressive cyclocross racing geometry
- Internal top tube cable routing
- Brazed-on seat collar for 27.2mm posts
- Reinforced water bottle bosses and hidden fender eyelets
- All-City Signature investment-cast vertical disc dropouts
- Tire clearance: 700c x 38mm; 35mm with fenders
- E.D. coated for durability and rust protection

2014 Macho King LTD Build Specification*	
Component	Description
Frame	Reynolds 853 steel. Double butted down, top, and seat tubes. Externally tapered, ovalized, and dimpled chain stays, tapered seat stays
Fork	Whisky No. 7, tapered carbon steerer, post mount disc, fender mounts
Headset	Cane Creek 40 Series, black
Crankset	SRAM Force 22, 46-36t
Cassette/Cog	SRAM PG 1130, 11-28t
Chain	SRAM PC 1130, silver
Brakes	SRAM Force 22 Hydraulic
Shift/Brake Levers	SRAM Force 22 Hydraulic, 11 speed
Front Derailleur	SRAM Force 22
Rear Derailleur	SRAM Force 22
Rotors	Shimano RT67, 160mm
Handlebar	Salsa Cowbell 2, 12 degree flare, 31.8mm, black
Stem	Thomson X4, 1 1/8" threadless, 31.8mm clamp
Saddle	Fizik Aliante Delta MG, black
Seatpost	Thomson Elite 27.2mm, setback, black
Wheels	Formula TX300Q 28h hubs; Stan's Iron Cross rims, 28h, black; DT Swiss Competition spokes, black
Tires	Clement MXP 700c x 33mm folding
Complete Color	Blue/White Fade
Frame Color	Blue/White Fade

*Build specification is subject to change at any time.



FIJATE 2014

Some of the AC family went down for this year's Fijate, the Puerto Rican urban cycling festival, and we pretty much had all the fun. Props to all of our PR homies, much love to Victor and Camila from Ciclo Canibal and remember that "El Bicho is coming."

GOODS

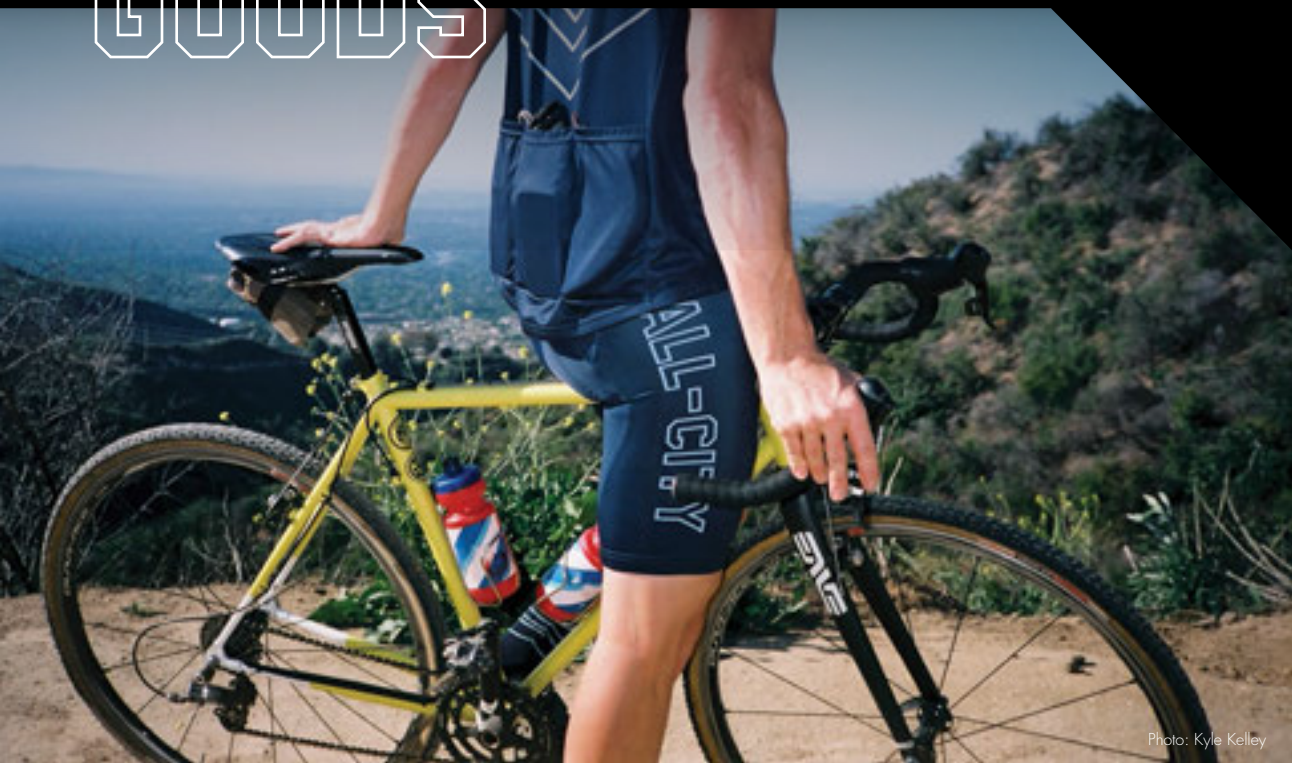


Photo: Kyle Kelley

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



Photo: John Watson



Photo: John Watson



Photo: Marty Wood

TRACK

BIG BLOCK



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-buttressed 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

2014 Big Block Build Specification*	
Component	Description
Frame	612 Select double-buttressed CroMoly tubeset, one bottle cage mount, 120mm rear spacing, 1-1/8" headset, English BB
Fork	CroMoly double-buttressed, 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 All-City Standard Track Cog & Lockring
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, 120mm rear spacing, silver spokes, Alex DC-19 black rims
Tires	Vittoria Zaffiro II 700c x 28mm steel bead
Complete Color	Azure/White
Frame Color	Azure/White

*Build specification is subject to change at any time.

KOOCHELLA RISING

Our track is made of the finest mahogany. It's the Goldilocks of Velodromes at 250 meters with 43 degree banks. At sunset it turns a stunning golden pink. It's a fast and beautiful roller coaster. I have friends who haven't ridden it in twenty years who still profess their love for it.

As someone who loves the venue and sport, it was a bummer for me to hear last year that the women's field had shrunk to a point where races were being regularly canceled. A friend suggested I race because maybe then "there would be enough women to make a field for the ones that really want to race."

I couldn't tell you why, but the comment infuriated me at the time. On the other hand, I couldn't give a reason for why I wasn't racing. I had designed this kick-ass track bike and I loved racing track, even if I was really really bad at it.

Fuck it. Why not? So I buffed up my prototype Thunderdome.

On my second week racing, as I stood in front of the program chalkboard with the canceled women's races watching the Men's 1's 2's race, I realized exactly why my friend's comment was so infuriating.

The women present were paying the same race fees as everyone else but they weren't getting anything close to the same race experience. When women's races were canceled, there was no refund. Heck, when races weren't canceled, these women weren't getting the competition they deserved. They weren't racing their peers. They couldn't upgrade or "cat up."

Being a warm body in the field wasn't going to fix anything. The implication that it was disrespectful to the women competing and was dismissive of the depth and complexity of the problems facing the women's field.

It was especially heartbreaking because, as competitors who cannot advance

categories, these women were out there every week purely out of their love of bike racing. To me, those are the people that deserve all of the support and respect.

"Before I knew it, I was rolling ten deep to the track with amazing women I barely knew. It was as though each niche of the Minneapolis urban cycling community had sent me their best."

Of course, this was all accompanied by the casual commentary that women weren't competitive, or that they were too timid for the track, and how there just weren't any women that hadn't been tapped.

Which was, of course, bullshit.

Minneapolis was and is home to Babes in Bikeland, the world's largest women's alleycat. Women who race on the street, dodging potholes and cars, are certainly not timid. They just hadn't been tapped.

So I put out a call to the community: "Send me ladies!" Before I knew it, I was rolling ten deep to the track with amazing women I barely knew. It was as though each niche of the Minneapolis urban cycling community had sent me their best.

Despite most of the women having never seen the velodrome, and some not knowing what one was, they jumped on the track with all they had.

And. They. Slayed.

But there were obstacles for these potential racers. They needed equipment and financial support in order to race and, while established teams expressed an interest in having women race for them, teams were not interested in supporting or developing completely unproven racers.

It became crystal clear that in order to retain and support these women, and to successfully grow the field, we needed to form a team.

Thus, Koochella was born.

We formed with the mission of promoting women in sanctioned racing through the development of a team of champions. We focus on training ourselves as well as promoting and supporting women around us. We focus on track racing because we want to support and enrich the track and its community. And track racing is cool.

We recruit new women to racing, volunteer at introductory clinics, and work to retain women at the track through general moral support and "Koochella" new-racer race fee scholarships. We plan to kick-start other awesome women's teams now that we kind of know what we're doing. We work hard to be the best force we can where ever we are.

And you know what? We are a third of the way into the season and the racing is amazing. The new women's field has already broken track attendance records several times and is almost large enough to comfortably divide into two. We have crowds every week to cheer us on. Individually and collectively, we grow stronger and faster, and we are making the community around us stronger and faster, too.

If you see a woman in a Koochella skinsuit with her Team Thunderdome, know that she's earned her spot through racing her heart out and working for her communities. You can count her omniums by the number of gold triceratops stickers on her bike.

She won't disappoint you. I promise. It's in her contract.

Anna Schwinn
All-City Lead Engineer
Team Koochella Founder



Photo: Marty Wood



Photo: Marty Wood



THUNDERDOME



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
- 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: Polish/Black





Photos: John Watson

SK COUNTER: 5





ROAD

MR. PINK



FAST AS HELL.

From cobbles to bombed out city streets, gravel and perfectly smooth tarmac, the Mr. Pink is designed to be as fast and efficient as possible on any road you ride. The frameset offers the stiffness of a modern road bike with the ride quality that can only come from high-end steel and the functionality and flexibility of larger tires.

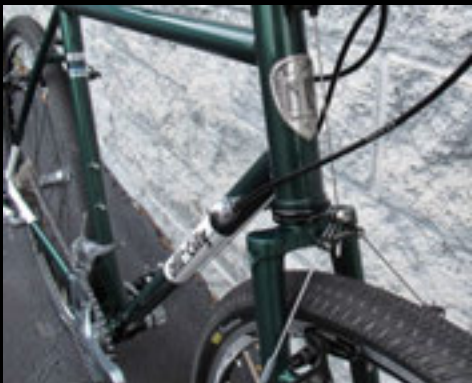
HIGHLIGHTS

- 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

2014 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	SRAM Rival 22, 34-50t
Cassette	SRAM PG 1170
Chain	KMC X11LShift
Brakes	Tektro R539, black
Shift/Brake Levers	SRAM Rival 22
Front Derailleur	SRAM Rival 22
Rear Derailleur	SRAM Rival 22
Handlebar	Salsa Pro Road 3, 31.8mm
Stem	Salsa Guide, 31.8mm
Saddle	All-City standard, black
Seatpost	FSA SL-280 27.2mm, black
Wheels	DT Swiss R24, 24h / 28h
Tires	Clement Strada LGG, 700 x 28
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-buttressed down, top and seat tubes; brazed-on seat collar
- Double-buttressed 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

2014 Space Horse Build Specification*	
Component	Description
Frame	612 Select double-buttressed CroMoly tubes, 130mm rear spacing, 1-1/8" headtube, English BB, two bottle cage mounts
Fork	CroMoly double-buttressed, 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 Cowbell 3, 31.8mm
Stem	Salsa Guide, 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	British Racing Green
Frame Color	British Racing Green

*Build specification is subject to change at any time.



Photo: Tom Robertson



DIRT

JYD



MOST. FUN. EVER.

The JYD was designed to be the ultimate grab and go around town slayer. Remember when you were a kid and had one bike and rode it everywhere? It's like that.

It fits a 29 X 2.35" tire, is non-suspension corrected, has an English bottom bracket shell, a classic five piece segmented fork and utilizes rim brakes. We wanted something in our stable that was playful, capable of crushing any terrain we might encounter, put a silly grin on our faces and was as maintenance and hassle free as possible.

It's out of step with current fashions, and is completely unapologetic about it. We know we'll never sell thousands of these things, but for the lucky few who get their hands on one, it'll definitely become a go-to. It's just plain stupid fun.

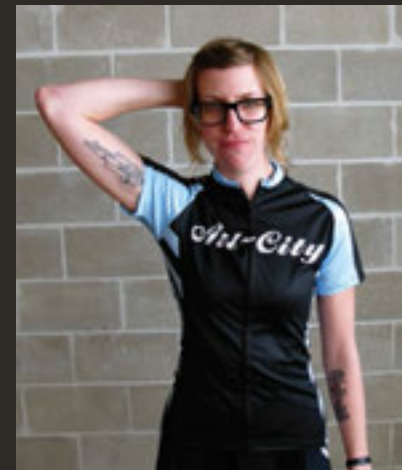
Limited to 150 pieces year one.

HIGHLIGHTS

- 612 Select CroMoly steel frame; double-buttressed down, top and seat tubes; brazed-on seat collar
- Segmented 5-piece fork
- 1-1/8" headtube, English 73mm bottom bracket
- Fender mounts
- All-City Signature investment-cast Hennepin Bridge dropouts
- Tire clearance: 29 x 2.35"; 2.1" w/ fenders
- E.D. coated for durability and rust prevention



AC TEAM

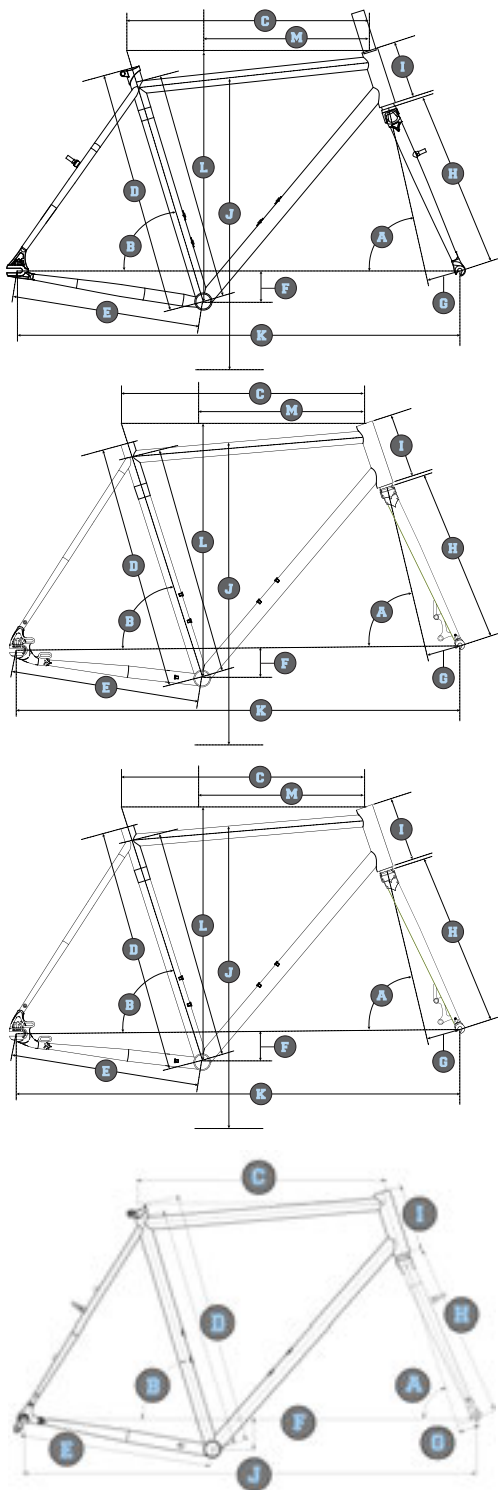


YOUR ALL-CITY TEAM:

Adam Weitzner, Sales Manager
Amy Kippley, Product Manager
Saisha Harris, Art Director
Anna Schwinn, Engineer
Jeff Frane, Brand Manager

SK COUNTER: 6

GEOMETRIES



NATURE BOY

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 DISC

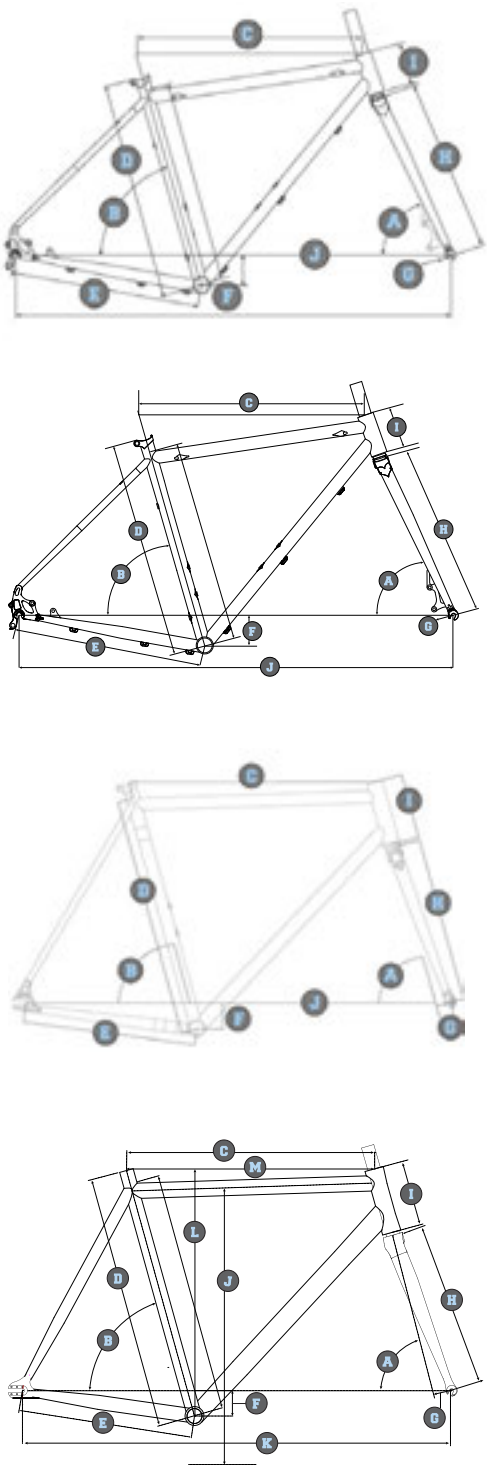
Size	46cm	49	52	55	58	61
A Headtube Angle	70.5°	71	71.5	72	72.5	72.5
B Seat Tube Angle	74	73.5	73	73	72.5	72.5
C Toptube Length	520	535	550	565	585	605
D Seat Tube Length	485.6	515.5	545.4	575.4	605.3	635.3
E Chainstay Length	415	420	420	420	420	420
F Bottom Bracket Drop	70	70	70	70	70	70
G Fork Offset	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	985.7	997.4	1003.6	1014.4	1024.2	1044.2

NATURE BOY 853 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	520	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	985.7	997.4	1003.6	1014.4	1024.2	1044.2

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

MACHO KING / LTD

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	985.7	997.4	1003.6	1014.4	1024.2	1044.2

BIG BLOCK

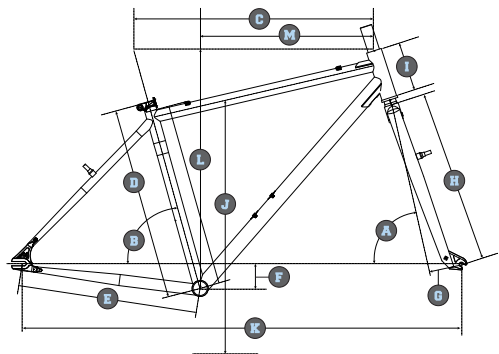
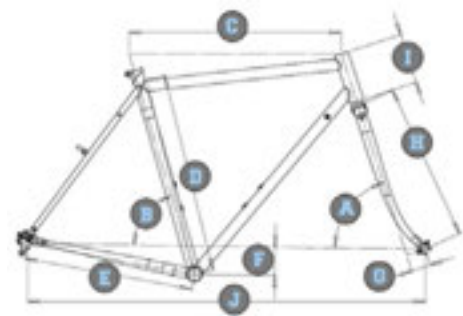
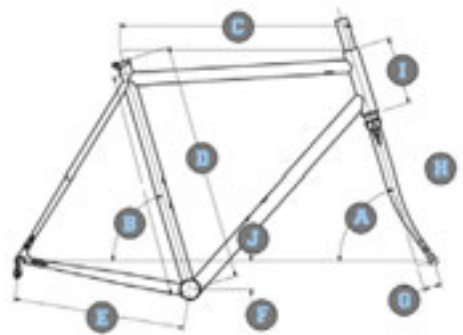
Size	46cm	49	52	55	58	61
A Headtube Angle	73.0°	73.5	74	74.5	74.5	75
B Seat Tube Angle	75.0	75	74.5	74.5	74.5	74.5
C Toptube Length	520mm	535	550	565	585	605
D Seat Tube Length	460	490	520	550	580	610
E Chainstay Length	396	396	396	396	396	396
F Bottom Bracket Drop	58	58	58	58	58	58
G Fork Offset	32	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

For more information, go to allcitycycles.com

GEOMETRIES



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 Top tube 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	

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 Top tube 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

JYD

Size	SM	M	LG
A Headtube Angle	71.5°	72	72.5
B Seat Tube Angle	74.5	74.5	74.5
C Top tube Length	555mm	580	605
D Seat Tube Length	430	475	521
E Chainstay Length	430	430	430
F Bottom Bracket Drop	60	60	60
G Fork Offset	43	43	43
H Total Fork Length	420	420	420
I Headtube Length	100	125	140
J Wheelbase	1038	1059	1079
Standover	773	807	838
Stack	550	575	591
Reach	403	421	441

For more information, go to allcitycycles.com



