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Parts & Accessories
Fall-Winter 2000



ABOUT RIVENDELL BICYCLE WORKS

WE'RE A SIX-YEAR-OLD BIKE MAKER AND MAIL-ORDER PLACE for bike riders who prefer traditional, classical bicycles and parts and accessories to today's ever-changing, high-tech fare. We aren't talking about the old high-wheelers, '50s balloons, English Bobby bikes, or '60s French touring bikes. Those are fine sub-sets of the bicycle world, but they're not our deal. We're talking about highly evolved, normal-looking bikes that look familiarly modern, but are considerably more practical than most modern bicycles, and have details and style that's at the same time more beautiful and low-key. If there was ever a time when such bikes were in flower, it was the late '70s to mid '80s.

Then, the cycling powers in Japan and Europe were mature, had not yet been corrupted by power, and were not yet influenced by the need to radically change technology every couple of years in order to increase sales in a flat market. Innovation wasn't forced. There was variety and healthy competition, and the best of the new designs were refinements of already excellent ones. We took it for granted at the time, but have come to appreciate it now.

We offer gear for cyclists who can't relate to the aggressive, thrill-seeking and/or body-shaping approach so common today, and we don't try to appeal to the rambunctious, speed-before-all crowd. It isn't *us versus them*, or *retro versus techno*, or *old versus new*. It isn't niche marketing in the tactical sense, either. The gear we sell is the same gear we ride every day. It is well made, and much of it is the best in the world.

We list the country of origin our goods, because catalogues that just say "imported," leave you wondering—Switzerland or Viet Nam? We buy locally and domestically whenever possible. We try to buy from original manufacturers and the best manufacturers; and much of what we sell is made to our own specifications. Sometimes that's the only way to get it.

By and large, it is simple gear, because the best bikes are reliable, strong, light weight, and simple. It is practical gear, in that it fulfills a fundamental cycling (not just psychological) need. And it is proven—much of what we offer was born before we were, and even new items borrow heavily from materials and designs from the past. We welcome new things, too, but they'd better have more to offer than "high tech" and an irritating ad campaign.

We think the best bicycles are simple to operate, maintain, and understand. They aren't maximally automated point-and-pedal bikes that absolve you of any responsibility in making a successful gear shift, and devalue any skills you already have. But just as a point-and-shoot camera sacrifices any hope of your learning how light, shutter speed, and aperture interact, the modern indexed-only bike does much the same to you as a cyclist. That's why we like bicycles that allow your input—*manual* bicycles. Compared to the typical point-and-pedal bike, a *manual* bicycle is easier to service, less likely to need service, and many cyclists find them more fun and satisfying to ride. They are not "retro," or difficult. They're just plain bikes.

We also sell wool clothing, waxed cotton saddlebags and panniers, standard pedals, clips and straps, assorted curved handlebars, chains and freewheels, forged aluminum cranks, sidepull and cantilever brakes, friction shifters, and cotton handlebar tape. As technology goes, we don't consider it outdated, but refined, and in some cases, perfected. We have all you need to build and equip your bike, but there's no gratuitous high-tech, and our selection is narrow because every item earned its spot by being the best, the best value, or the last of its kind available. If we sell it, we also use it, know it, believe in it completely, and can tell you anything you want or need to know about it. Ask away!

Bicycling at its best is a gentle, fun, and healthy sport. Undeniably, it is also an equipment-intensive one. We are tool users, and tools (or toys) you can buy once, warm up to, and grow old with can, actually, make riding more fun. Our mission is to find, procure, create, and provide such gear, and it's a challenge, when so many manufacturers are primarily concerned with cutting costs and staying on top of trends. Every year, some good things go away. But every year, we try to come up with new ones that will stay, and so every year, we tend to have more "made just for us" stuff. When you buy things from us, you help that happen. We will keep on track, and you're a huge part of it.

—Grant, Joe, Jerome, Robert, Bhima, and Mary

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Get a year's subscription to the *Rivendell Reader*, money-saving coupons and members' prices, and seasonal Catalogues

You start out by paying \$15, and you get:

1. Member prices on everything in this catalogue.

Members generally pay \$5 less than non-members on everything we offer.

2. To take advantage of Rivendell coupons.

The coupons vary, but they allow members to save even more. New coupons are printed in every catalogue and every issue of the *Rivendell Reader*.

3. Our quarterly newsletter.

It's called the *Rivendell Reader*. A typical issue is 40 pages long, and contains stories, articles, and interviews that you absolutely, positively will not read in any other cycling publication. There's no hero worship, no racing, no recipes, no cross-training, and no personal growth. It used to be just fair. Now it's pretty good.

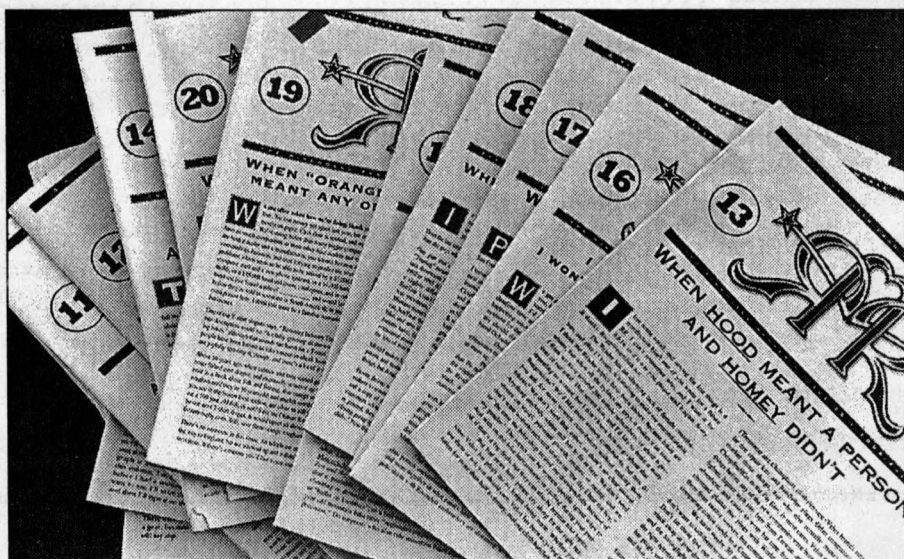
4. Four issues of our Catalogue.

If you like what you see here, you'll like the other issues too. We aim to have one come out every season of the year.

5. Fifteen dollars off your first order.

If you fill out the form on the next page, and place an order as well, you can take \$15 dollars off the total. There's no funny business. It is an unusual offer, and it's for a limited time only. See the form on the next page for details. Fax or mail orders only, please.

Note to Members: You can extend your membership by a year or more, and get the same great deal.



— MEMBERSHIP/UNUSUAL OFFER FORM —

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ADDRESS _____

CITY _____ STATE _____ ZIP _____

SHIP TO, IF DIFFERENT _____

WORK PHONE: () _____ HOME. PHONE () _____

FAX: () EMAIL: _____

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I'D LIKE TO JOIN FOR TWO YEARS. (\$25)						
SIGN ME UP FOR THREE YEARS. (\$35)						
SIGN ME UP FOR 99 YEARS. (\$200)						
FOREIGN SUBSCRIPTIONS ARE \$22 PER YEAR.						
ITEM#	DESCRIPTION		QTY.	SIZE	EACH	
First Subtotal:						
Tax (CA only):						
Shipping (see left):						
Enter Membership cost (\$15, \$22, \$25, \$35, \$200)						
First Order/ Renewal Discount —\$15.00						
TOTAL:						

Please see page 81 for ordering information and more details on shipping and backorders.

PAYMENT

Check or money order number: _____ Amount: _____

Credit Card #: _____ **EXPIRES** (month/year) _____ / _____

WE ACCEPT VISA & MASTERCARD ONLY

Rivendell Bicycle Works
P.O. Box 5289, Walnut Creek, CA 94596

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PHONE: (925) 933-7304 • FAX: 1-877-269-5847

How To Ride A Bike Forever

1. ***Ride only when you want to.***

Don't ride out of guilt over last night's meal, or desperation over gaining a pound or five. Don't ride when you think you should, because you have a nice bike and the weather's fine, and you have no other obligations. If you do that, you'll grow to hate riding.

2. ***Go slowly.***

Not all of your rides have to be slow, but don't think of slow rides as wasted, just because your heart doesn't beat fast and you don't sweat. Easy, stress-free pleasant movement relaxes you and makes you want to do it again. Diffusing mental stress by physical stress is one way, but a pleasant ride is even more effective. Enjoy the ride, not just the relief.

3. ***Go short.***

Don't think a 10-minute ride isn't worth it. Once a week, limit yourself to a 10-minute ride. Don't let yourself go longer than that. You'll look forward to it, and you'll want to do more.

4. ***Don't keep track.***

For some people, keeping track provides motivation and encouragement. But if you need your scores to help you ride, then the rides aren't as fun as they should be. Refer to 1, 2, and 3. Don't always ride with a cyclometer, and don't always fill in a logbook.

5. ***Ride more than one bike.***

Different bikes give you different experiences even on the same dang roads. Different handlebars, different saddles, different tires, different colors. We know people who have 30 bikes and ride them all! That may sound extreme, but the message sticks.

6. ***Don't compare.***

Don't compare your speed, distances, legs, butt, or bikes with other people's. Don't put racers on a pedestal. No form of bike riding is any holier than any other.

7. ***Get the best bike you can afford, and keep it a long time.***

Things we keep a long time grow in value to us, and enrich our lives every time we use them. The first objects you'd grab if your house caught fire are probably the old ones, because they can't be replaced. Grow old with the best bike you can afford.

8. ***Make up your own rules.***

Any of these that don't work for you, throw them out.

— AROUND THE WORLD ON A BICYCLE —

On April 22, 1884 Thomas Stevens left the San Francisco bay area on a solid-rubber tired, fixed gear highwheeler (an ordinary bicycle for that time) on a 13,000 mile around-the-world tour ending a year or so later, in Yokohama. His fascinating journal, published in book form by Seven Palms Press, is entitled *Around the World on a Bicycle*, and I'm sorry to say, it is out of print. The book's illustrations, by W.C. Rogers, are scattered throughout this catalogue.

It's at least a safe bet that Thomas Stevens would have availed himself of every bit Y2K bikenology if he'd had access to it. But of course he didn't, and he made it, anyway.

Knowing what Thomas Stevens did and what he did it on, and how little he did it with, makes me reevaluate my own approach to bikes and riding. I will take one flashlight and no spare batteries on my next multi-day tour. I'll ride and sleep in wooly underwear, and I'll pedal and walk around in the same shoes. I haven't sorted it out yet, but I'm looking forward to experimenting. —Grant



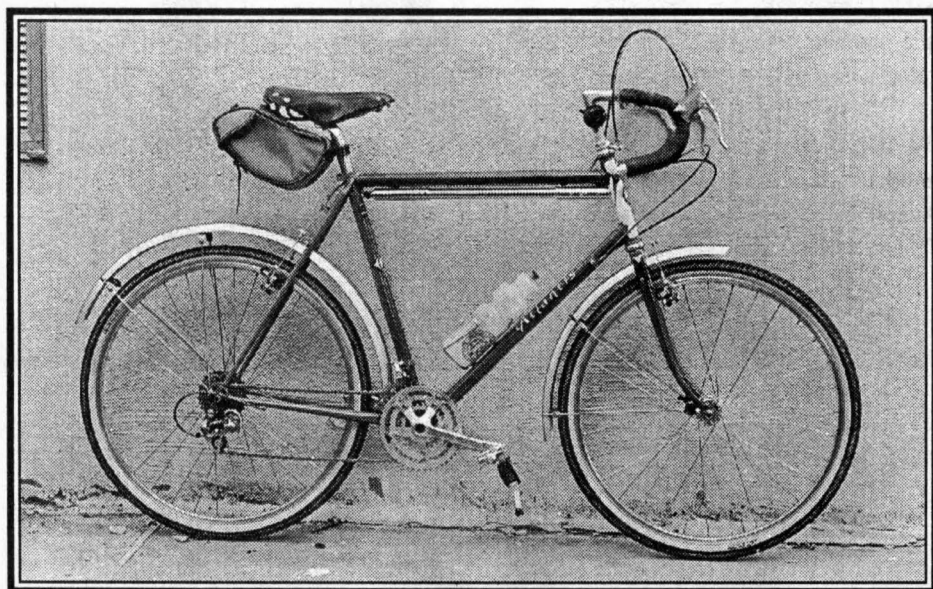
The Start.



Yes, We Have Frames!

Just not in this Catalogue. But We Still Have Them.

By year's end we'll have a separate printed frame catalogue, with photographs of Rivendells, Atlantises, and Herons. Until then, you can see them on the website (www.rivendellbicycles.com), or contact us for printed information that isn't yet polished enough for a catalogue. But it is accurate. By phone (925) 933-7304 or fax (925) 933-7305.



THE ATLANTIS BY RIVENDELL

Packtalk: Materials, Design

MATERIALS. You'll notice on the next few pages that all our bags are cotton, and you may wonder why, when virtually all other modern packs are made from nylon. It's hard to imagine that the lowly cotton plant could give fluff that can be spun into a fiber that can be woven into a fabric that beats the pants off high tech synthetics. Well, synthetics are still the rookies; cotton has been around forever. We prefer cotton for aesthetic reasons, sure, but for practical ones even more.

Durability

Stout, tightly woven cotton duck outlasts nylon. The cotton resists damage from ultraviolet rays much better than nylon does, and the heavy yarns and tight weave hold seams better (the microfibers in cotton grip and hold thread). With cotton duck, exposed thread-ends (from a raw edge or a hole, for instance) get fat and felted like dreadlocks, and the fraying stops. Sturdy cotton sacks made with tight and firm fabric routinely last 25 years, and are easily patched or repaired. Nylon packs, don't and are not. There are specialized circumstances where certain materials out-perform cotton duck, but for day-in, day-out use, cotton looks, feels, and works better.

What About Water?

The cotton duck in Baggins and Carradice bags has been treated to repel water. Common sense and smart packing can take care of anything short of a dunking; and even that, too, if you're paranoid. If you just know it's going to pour buckets and you'll be out there all day in it, pack your gear in waterproof nylon stuffsacks, available wherever nylon packs are sold. They're cheap, available in different sizes and colors, and any well-equipped store that sells backpacking gear has them for \$3 to \$8 each..

DESIGN. We much prefer top-loading bags to panel-opening zippered ones. It comes from having seen more than 200 zippers crap out, and having it happen more than ten times on our own packs. That's not to say that zippered bags are bad; some are excellent. The zipper is an amazing device, when you think about it. But top loading, single-compartment main sacks carry more than do zippered, panel-loading packs of the same dimension, because you can always cram something else in.

We also prefer undivided compartments. Open, dividerless main compartments accommodate any-sized or shaped loads. You make your own compartments from stuffsacks, keeping goopy food away from camera lenses, and fresh shirts, and so forth.

"Know When To Say 'No!'" Design

We like bags that are intelligently designed, but not over-designed. A pack is about right when you think, "Now, if they'd only just added _____" ! Complicated bags abound, and with each new year, the large packmakers delight in adding features of increasing cleverness and diminishing value. Packs should be simple, smart, and easy to use. At some point, when you go out into the woods or on the road, you just have to leave some amenities behind. It's good for you!

Introducing Baggins Bags

Simple to the bone. Immaculately stitched. Rugged as Rocks.

Baggins Bags are based on our experience with every bag we've ever used, on and off the bike. What they purposefully lack in plastic gimmickry and short-lived convenience features, they more than make up for in reliability, good looks, and long life. We have just three models right now, but more will follow. Each is made to our specifications by Duluth Pack, the famous canoe pack maker, and is sewn one at a time in the same small building Duluth Pack has occupied since 1911.

Materials: Heavy, water-repellent cotton duck, leather, copper, and brass.

Colors: It's khaki for now. At some point we may offer Baggins Bags in grey, or olive, or a nice brown, but for now, it's khaki. Good old khaki.

And Carradice, Revisited

Carradice cycle bags have been made in England since 1932, and up to now, have been the only brand of big bags we've offered. Carradice is the original saddlebag, and we and countless others have countless miles and nearly countless years of hard use in our Carradice bags. We are proud of our 6-year relationship with Carradice, during which we've helped repopularize traditional touring bags in the United States. It's still rare that you see one, but they're out there now; more than a thousand. That big black boxular saddlebag that passed you going the other way last week was certainly a Carradice, and quite likely came from us.

Comparing Baggins and Carradice

Fabric:

Carradice's cotton duck is stiffer and more waterproof. It is a unique and wonderful fabric, and it is dark Black. It tends to get stiffer when it's cold, and softer when it's warm. That's the heat loosening up the wax, and the cold stiffening it. Baggins cotton duck is softer and less waxy, and less waterproof. It has a wonderfully thick yet soft feel to it, and repels water well enough to be the top choice in canoe packs.

Trim and Hardware:

Carradice uses nylon trim on the saddlebag seam edges. The Carradice Boxy Bag's combination of black bag, whitish straps, and Crayola Flesh leather trim with contrasting black thread results in a look only a Carradice loyalist could love; and once you're there, it's irresistible. Carradice's hardware is low-brow but strong; not gleaming and smooth. They are exceedingly strong but undeniably crude in appearance and details, and that's part of the tradition and attraction.

Baggins bags, while just as durable, hide their toughness behind finer details and neater sewing. They have internal seams, and when rivets are applied, they're backed by leather. Baggins trim is cotton duck or leather, never nylon. The Baggins buckles are shinier and smoother, and overall, the aesthetics don't take any getting used to.

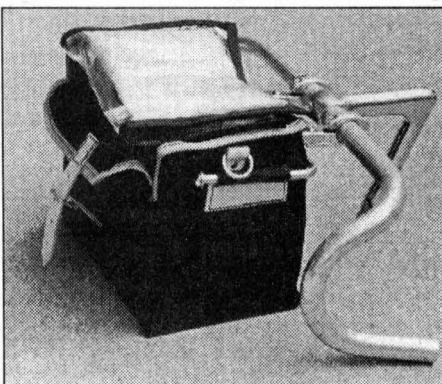
These descriptions are kind of straight to the point, and "read" harder on Carradice than on Baggins. Please bear in mind that we're not telling you anything you wouldn't recognize right away yourself, and that we are huge fans of both! I/Grant have a 16-year old Nelson Longflap that I wouldn't give up for anything.

Boxy Handlebar Bags

Patterned after the traditional, low-slung French-style handlebar bags that were popular in the '40s through the '70s, the Boxy Bag is ideal for a pocket camera, snack, rain gear, lip balm, sun glasses, and dog spray. Both models mount securely onto the Nitto Boxy Bag rack (item #20-031, \$48). Usually handlebar bags are recommended for light gear only, but don't hesitate to throw in a few bananas and a pound of fig bars, and a non-pocket camera, if that's what you've got. Just don't be foolish.

CARRADICE BOXY

The simpler of our two models. One main compartment, one outside buckled pocket, three thin nylon sleeve-pockets for separating gooey stuff from camera lenses. Well laid out and easy to use, even while riding. There's a removable map case on top. Black cotton duck with tan leather trim and whitish leather straps. D-rings on the side let you carry it like a shoulder bag, but you supply your own strap. Got rope?



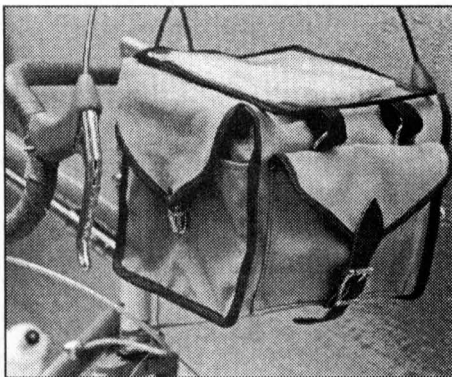
ITEM# 20-032

MEMBER PRICE	\$60
NON-MEMBER	\$65

GBR

BAGGINS BOXY

One main pouch with three sleeve-style inside pockets for wallets, camera, or do-it-yourself cardboard stiffeners (not necessary). Two side pockets, good for sunglasses, knife, and ibuprofen, are cleverly covered by an extended top flap. The top flap itself fastens down on either side of the stem, using a hook and elastic, which is slightly more convenient than the Carradice model (which uses a central buckle). One pocket on the front, same as on the Carradice. We supply it with a Cyco-Active brand map case, made in Seattle. It is the same one sold in bike shops for around \$12, and is the best map case we've used. Khaki.



ITEM# 20-052

MEMBER PRICE	\$100
NON-MEMBER	\$105

DUL

(Under the) Saddlebags

As far as anybody can tell, it was the English who invented this “transverse” (sideways) style bag back in the early ‘30s. And if that’s true, then more specifically, it was a fellow named Alf Carradice. The design took off and was widely copied, and through the ‘40s, ‘50s, and ‘60s, nearly every self-respecting tourist and day rider in England equipped his or her bike with a Carradice or a copy. Then it spread to France, the U.S., and Japan, where more imitators cropped up, testimony to the sensibility and beauty of the original design. Then it died out in America after 1968 or so; nobody knows why.

But a handful of diehards continued to use them here, and I found out about them from a fellow named Darryl Skrabak, back in 1986. I ordered a Nelson Longflap from Carradice, and have been hooked since. The transverse saddlebag began its U.S. comeback in 1995, when we started making noise about them. Since then, they’ve been quite popular, as cyclers here are discovering what Alf Carradice knew 60 years ago—that the best place to carry loads of up to 15 pounds is behind and a little south of your rump.

One thing that makes it hard for Jack to carry a large saddlebag, and one thing that may explain their obscurity, is that most modern saddles don’t have saddlebag loops. Back in Alf’s era, they did. Over the years there have been numerous devices that adapt these bags to loopless saddles. Most have been half-baked, but the fully baked Nitto Uplift (#20-036, \$32) works great. There’s a new Scottish design, too, called the Bagman. It’s pretty good too, but we still prefer the Nitto.

Here are some answers to common questions about saddlebags:

1. Do the buckles that attach to the saddlebag loops go on the inside or outside of the bag?

A. Either. We provide instructions.

2. When I pedal, the blasted bag brushes the back of my thighs...

A. That’s the saddlebag massage, and it’s normal, and you won’t notice it after 5 minutes. If it were a problem, it would have been solved years ago! Also, if you use a Nitto Uplift or the Scottish Bagman, it won’t happen.

3. How do I decide between the Lowsaddle and Nelson and Camper?

A. Get the biggest one your bike will fit. Sometime you may want to go on an overnight with it, and you’ll wish for just a little more room. The Lowsaddle requires at least 10.5 inches between the mounting point on the saddle, and the top of the tire. The Nelson requires 11 inches, and the Camper, about 14 inches. How you pack it affects how much it sags. When tire clearance is tight, pack flat, straight, and unyielding things on the bottom. Of course, if you have fenders or a rack, you can pack it the worst possible way, because the bag can’t drag on the tire then, no matter what.

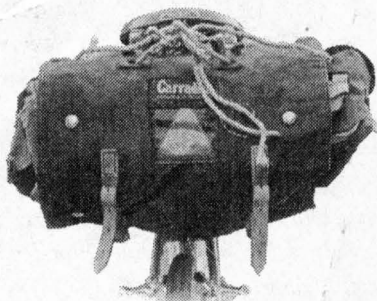
Carradice Undersaddlebags

CARRADICE LOWSADDLE LONGFLAP

It's Carradice's smallest full-sized transverse saddlebag, ideal for bikes where the top of the saddle is between 10.5 and 11.5 inches above the bare rear tire. If you have more room than that, you might as well fit a Nelson Longflap, or the Camper; and if you ride with a rack or fenders, the larger ones will do, too.

The LSLF carries enough gear for a long dayride in any weather, and plenty of food to eat along the way. Good for rackless commuting and general riding.

Made of stout, stiff, 15+ oz waxed cotton duck. Just behind vinyl in the waterproofness department. Black.



ITEM# 20-010

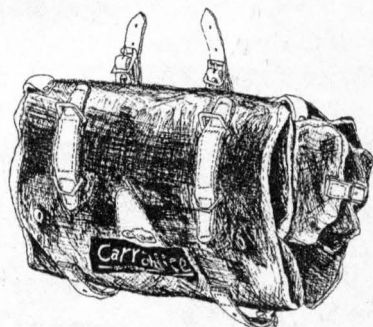
MEMBER PRICE \$70
NON-MEMBER \$75

GBR

CARRADICE NELSON LONGFLAP

The standard big-old English saddlebag since about 1932. It requires 12-inches of air between the mounting point and a bare tire (otherwise it'll rub), and holds about 15 percent more than the LSLF. It's a rare load you can't fit into a NLF, but if you can't, there's always the Camper, below.

All Carradice saddlebags are made with stout waxed cotton, black. The metal buckles are zinc-plated steel roller types, and the leather straps are thick, chrome-tanned, and stiff as wet wood until you break them in. Durable bags made to last 20 years.



ITEM# 20-009

MEMBER PRICE \$70
NON-MEMBER \$75

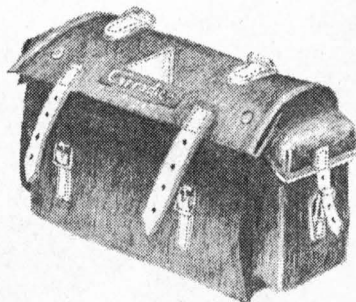
GBR

CARRADICE CAMPER LONGFLAP

The Moby Dick of saddlebags, large enough to contain 13 Brooks B.17 saddles, or most lightweight sleeping bags, or two gallons of milk and two monster bags of M&Ms. The side pockets are big enough for fuel bottles or standard-sized water bottles.

If you want the capacity of the Camper, but you don't have at least 13-inches between the saddle loops and your bare tire, you'll need to get a Nitto Uplift (page X, #20-036).

A camper is ideal for commuting or overnight tours and bike camping trips. Carry a Boxy Bag up front, and you're set. Black.



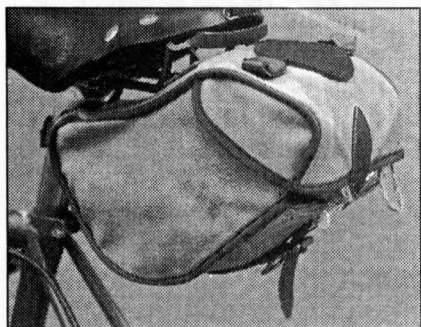
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MEMBER PRICE \$75
NON-MEMBER \$80

GBR

Banana Bag

The best fair-weather day bag of all time.



USA

ITEM# 20-053/KHAKI

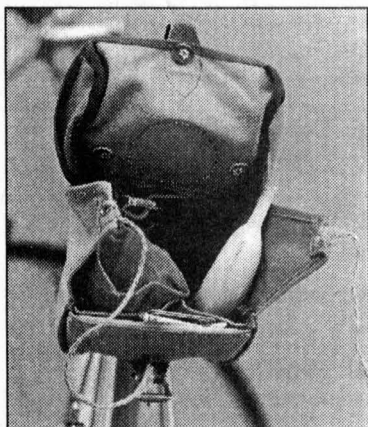
MEMBER PRICE \$75

NON-MEMBER \$80

Design and Use

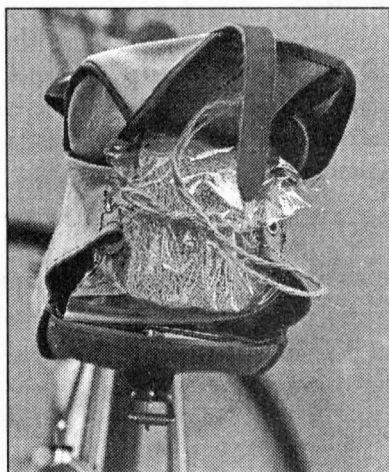
Modeled after a similar French design, but enlarged and improved upon. It is shaped roughly like a comma or a paisley, and has a gentle curve, similar to the curve in a banana. Removable plastic stiffeners give it shape when it's empty, but don't contribute a whole lot otherwise. Leave them in or take them out, as you like. Two leather slots on top let you strap on extra clothing or a magazine. Bring along a shoelace, cord, or elastic for this. A wonderful bag, strikingly beautiful and tough as all get-out. It mounts easily to any saddle.

a useful, delicious, and cozy load



Two tubes, patch kit, assorted tools, \$21, driver's license and credit card in case all heck breaks loose, long-sleeved thin wooly, banana, and peanut butter & jelly sandwich on whole wheat toast.

The money and cards go in the internal sleeve. The tools and such go into a tool and tube tote (or a sock). The food goes outside, and it all fits inside! (Shown mounted one of many ways. You do not need saddlebag loops to mount a Banana Bag.)



Baggins Rear Panniers

Simple. Strong. Secure.

They're hookless, stiffenerless, and tension strapless. Since they don't attach to racks via the usual hooks, there are never any hook/rack compatibility issues, no hooks to bend or brake, and no spares to carry. They lack internal stiffeners, which don't do anything except provide a base on which to mount the hooks and tension system, which Baggins panniers don't have.

Baggins panniers rely on gravity, which rarely fails, and circumferential lashing, which can fail only if you mess up. Mounting them requires minimal mechanical aptitude and dexterity, but it is different. We recommend they be used only with well-designed rear racks with broad, squarish (as opposed to V-shaped) pannier support stays. From personal experience, we know they work with Nitto, Jandd Expedition, Zefal Expedition, Gordon, Tubus, Topeak Expedition, Beckman, and Blackburn EX-2 Expedition racks.

Note: The bag pictured at right looks frumpier than yours has to.

Using Your Panniers

Step 1. Pack them. Lightweight, color-coded coated nylon stuff sacks organize your gear and protect it when you pitch into the drink.

Step 2. Drape them over the rack and secure the panel to the front of the rack or your seat post, using the buckle provided. Or use some cord or a toe strap. You can drape first, pack second, if you want.

Step 3. Secure them to the rack using the compression straps, provided. Rope or cord works as well.

Step 4. Secure them to a lower portion of the rack, using the attachment straps. You may reverse steps 3 and 4 if you like.

Test with a shake and jiggle, take them for a short ride to make sure all's well. Naturally, we provide instructions with the bags, and at www.rivendellbicycles.com

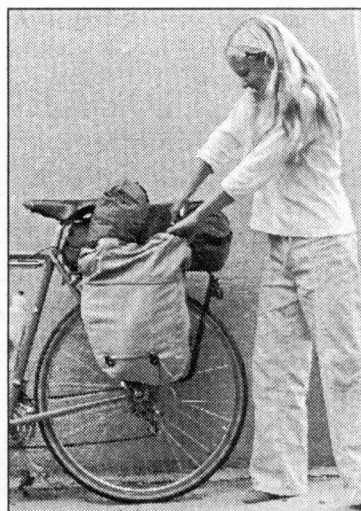


BAGGINS REAR PANNIERS

ITEM# 20-056

MEMBER PRICE \$175
NON-MEMBER \$185

USA



Nitto, the Metal Masters



Three Yoshikawas (front row and second from left in the rear). Mrs. Yoshikawa is holding a photo of the princess of Japan, who naturally rides a Nitto-equipped bike.

Nobody makes anything better than Nitto (say “neat-oh”) makes anything Nitto makes. Handlebars, stems, seat posts, racks, bottle cages—if it can be forged, bent, fillet brazed or welded, Nitto does it, and they’re the best in the world at whatever it is. The quality and consistency is so far beyond anything else we’ve seen or used that it’s almost not even fair to compare them. Even in Japan, a country known (among those who are in a position to know) for its legendary quality, a mention of Nitto elicits instant reverence. Nitto is in a class by itself, looking down at the rest of the world with binoculars. The Tiger Woods of bike parts.

Nitto designs are simple and clever, with nothing extra and nothing lacking. The curves are beautiful, the joints are strong, and the surface finish on anything Nitto makes is jewel-like.

Nitto is a family-owned business in Tokyo, with eighty-five employees. The big bosses are the Yoshikawas, and even among Japanese companies, they seem off on their own. Nitto’s chairman loves bicycles, rides one every day, and went on 6 tours last year alone. He has refused to compromise quality or farm out production. He likes to snack on peanuts.

Nitto isn’t oblivious to market trends, but doesn’t bend over backward to follow fads down to oblivion or embarrassment. They’re selective about what they design themselves, and what they’ll make as subcontractors for others. Unpacking a Nitto box is an event here. The boxes are premium cardboard, much better than the boxes from Italy, Taiwan, England, France, and America. They’re so solid you can whack them hard with a cue ball-sized monkey’s fist on the end of a two-foot tether, and it barely leaves a mark.

Inside the boxes, stems are lined up like soldiers, handlebars are tied in neat groups of five, the ribbons linking them color-coded according to width. There’s not much air in a box full of handlebars, and maybe you have to have tried to pack handlebars to appreciate that. The exact contents of each box is clearly marked on the outside, and whenever we think we’ve been misshipped, a recount always proves our error.

We’ve never seen any parts and accessories maker with Nitto’s quality, attention to detail, and quality control. Nitto is the best manufacturer in the bicycle business; certainly, nobody’s better.

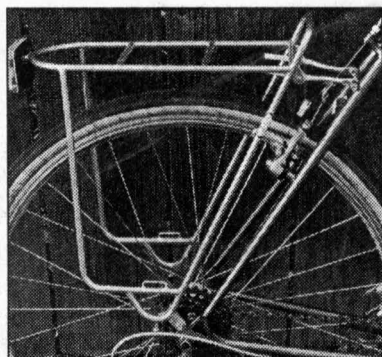
—Grant

NITTO REAR RACK

The best racks are tubular steel. It's stronger than aluminum, and if it does break on tour, it's easier to get a guy in a turban to weld it up for you. The best designed rear racks have widely spaced supports (as opposed to V-shaped ones), which stabilize your bags and keep them from wobbling. These Nitto racks satisfy both those requirements, and are a soft, satiny silver, too, so they enhance the look of any nice bike.

Each rack comes with an assortment of seat stay connecting rods, and you use the ones that best fit your frame. It's easy. If you don't have brazed-on rack mounts, use the included clamps, which are sized for 16mm seat stays.

Two sizes: Medium, for frames up to 57cm; Large, for bigger. We generally have good stock of these, but if you have a major trip planned, call us 3 months before you leave, because it often takes that long to get them!



ITEM# 20-022

MEMBER PRICE \$125

NON-MEMBER \$130

MEDIUM

JPN

ITEM# 20-021

MEMBER PRICE \$125

NON-MEMBER \$130

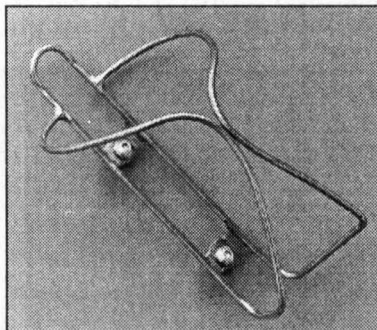
LARGE

JPN

NITTO BOTTLE CAGE

This might be the prettiest thing Nitto makes, and we've yet to see anybody hold it in their hand without frantically reaching for their wallet with the other. If a water bottle cage can be beyond words, this one is. The copies are already popping up.

Thirty dollars is a whopping lot for a bottle cage, but this one is fillet-brazed by hand, which makes that \$30 seem like a bargain. The perfect gift for cyclists who can't bring themselves to spend \$30 on a bottle cage. If you put one on your bike, and you'll want another. Right there's your warning. 53g.



ITEM# 20-030

MEMBER PRICE \$30

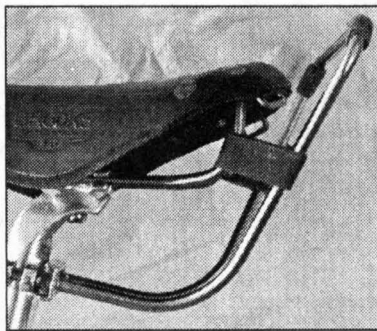
NON-MEMBER \$35

JPN

NITTO SADDLEBAG UPLIFT

If your saddle's too low to carry a Carradice, or if you max out with a Lowsaddle Longflap but need the larger capacity of a Nelson or a Camper, or if you just want to carry the bag higher and more upright, this neat Nitto widget will let you do that. Over the years we've seen and used a dozen devices intended to do the same; this one is by far the best.

It's the only one that mounts to the seat post, and this is better, because seat rail configurations vary, making universal fits impossible. Comes with instructions, which explains the tape you see in the picture there. Tape is good!



ITEM# 20-036

MEMBER PRICE \$32

NON-MEMBER \$37

JPN

— RACKS & CAGES —


ALE BOTTLE CAGE

One of cycling's great mysteries is the popularity of aluminum bottle cages. They mark up bottles and make them so ugly you don't want to touch them. Titanium and plastic cages don't do that, but Ti cages cost a lot, and plastic ones make any bike look like garbage. This one is chromed steel, about 100g. Sturdy, reliable, looks great, and no amount of jiggling will blacken the bottle. Being coated in genuine Italian chrome, it eventually will rust, but the rust doesn't look so bad, and rust or no, it ought to last a decade or more. A fantastic deal. 93g.

ITA ITEM# 29-001

MEMBER PRICE \$10
NON-MEMBER \$15

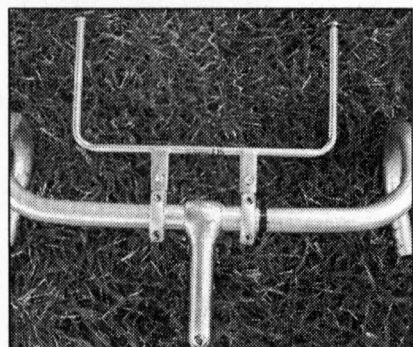

RIVENDELL WATER BOTTLES

Made by Specialized, and nobody makes a better bottle. They leak less than any other, and usually not at all. The flow is high. They don't make the water taste bad. What else matters in a water bottle?

Note our price: Half to one third of what most charge for bottles. It's not that they're gouging you; we just don't make anything on ours. White or clear, no choice. 28oz.

USA ITEM# 24-060

MEMBER PRICE \$3
NON-MEMBER \$4


NITTO BOXY BAG RACK

Made especially for the Carradice Boxy Bag. It clamps onto drop bar sleeves between 25.4mm and 26.4mm diameter, and tightens with 4mm allens. We'll try really hard to keep the Boxies and these racks in stock at all times, but they're both non-standard items for their respective manufacturers, and made at opposite ends of the world, so at any given time, we may be out of one or the other.

It mounts to any drop bar, clamps securely with 4mm allen bolts, won't scratch even the smoothest Nitto handlebars, and never slips.

JPN ITEM# 20-031

MEMBER PRICE \$46
NON-MEMBER \$51

Neat Things You Can Do With a Boxy Bar Bag & Rack

Shown without the bag, for clarity.

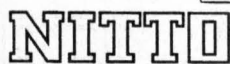
See our website for details. www.rivendellbicycles.com

1. **THE FIST GRIP.** Cram a fist between the corners of the rack and the handlebar. If your fist is the right size, it'll be secure. A change of pace on a long ride.
2. **THE BACHARACH GRIP.** Again, on long rides, slightly different grip breaks the boredom or gives your hands a break.
3. **THE SANS-HANDS WATERBOTTLE GRIP.** By sheer luck, the space between the rack and the handlebars just fits the neck of a 28-oz Specialized water bottle. You can fit one on each side. Not recommended for general riding, but a good place to temporarily keep a bottle during long, hot climbs and desert crossings.

Smart Light Parts

The smart way to reduce the weight of your bike is to remove it from the places where failure is unlikely, and probably won't result in paralysis or death. For instance—

1. **Inner tubes:** A standard 700c inner tube is about 0.8mm thick uninflated and weighs about 120g, or just over 4 ounces. It costs four to five dollars. Superlight inner tubes are usually 0.6mm thick uninflated and weigh about 75g—about 2.6 ounces—and cost \$9 to \$12. Since they start off thinner than the standard weight tubes, they're probably best used in tires up to about 700x28. They usually say "up to 700x23" on them, because they don't want you stretching an already thin too too much. It can be thin, but it shouldn't be balloon-thin.
2. **Tires:** Some narrow tires weigh more than some fatter ones. Casings, treads, and beads make the difference. In a 700c tire, a kevlar bead saves 40 to 60 g (2.1 ounces) over a wire bead tire. Properly seated on the rim, there's no difference in security between a kevlar bead and a wire one. But if you manage to blow out a tire at high speed and can't stop for thirty yards or more, a steel bead tire will stay on the rim better.
3. **Spoke nipples:** Aluminum nipples can save a couple of ounces over brass ones. (The shiny silvery ones you see are plated brass). Weight aside, aluminum nipples don't have much to offer—they round out more easily, are harder to retrue the wheel with, and breakages aren't by any means uncommon. If they do break, it's just a hassle and a minor expense, nothing life-threatening.
4. **Rim Tape:** Velox rim tape is a perfect product—it's been around forever, and never slips, rips, or punctures. But you can get lighter rim tapes that save you about 15 grams (half an ounce) per wheel. Rim tape is a smart place to reduce weight—if you're willing to give up the perfection of Velox.
5. **Nuts and Bolts:** Most bike parts come with steel chainring, crank, and brake bolts. We suggest leaving the brake and chainring bolts alone. The way to properly use aluminum or titanium crank bolts is to first tighten the crank on with steel ones, then remove the steel bolts and sub the others. Aluminum bolts are lighter than titanium ones, but titanium bolts are stronger. In any case, you'll save another ounce to ounce and a half per bike. Hardly worth it, but safe to do.
6. **Titanium saddle rails:** You'll save about 100 grams (3.5 ounces) over steel rails. Titanium rails are generally plenty strong for saddles.
7. **Handlebar tape:** Varies in weight from about half an ounce per bike to two ounces. Some riders, interestingly enough, like to wear gloves over bare bars.

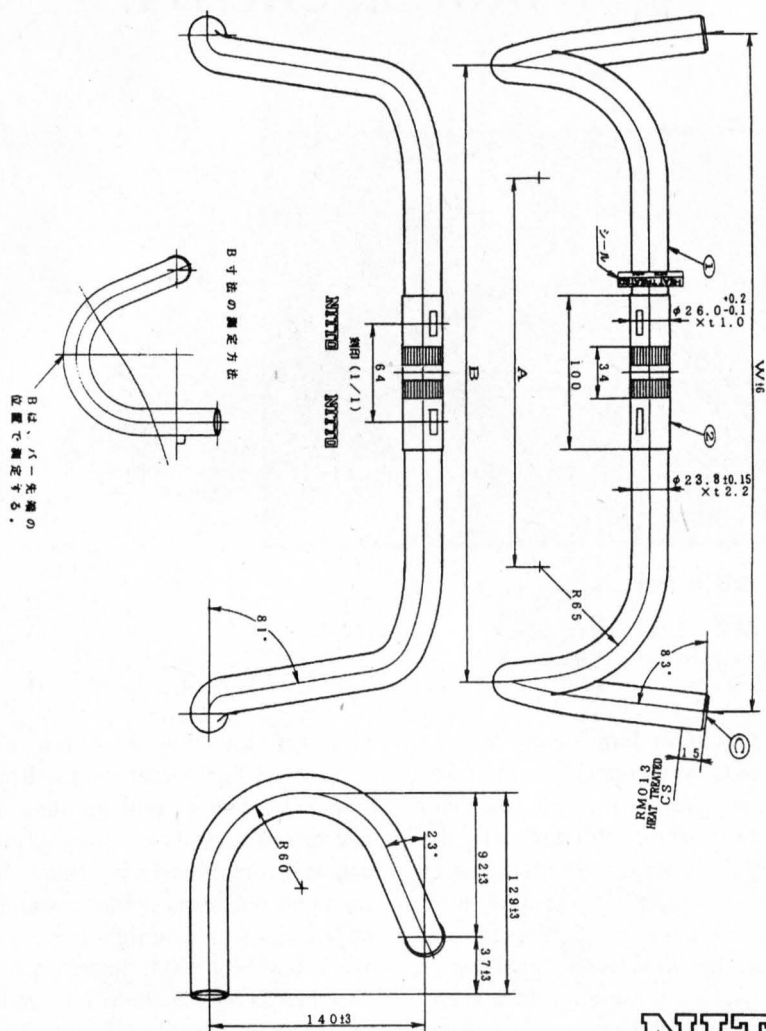


Sizes available: 42-44-46cm

46 CM

JPN | **ITEM# 16-097**

MEMBER PRICE	\$50
NON-MEMBER	\$55



NITTO

NITTO DIRTDROP

A wide, strong bar, perfect for controlling a loaded bike or tandem. It's good for unloaded singles, too, and if you ride it once, you may never look at a 42cm wide bar again (so, be warned). Wide bars lighten steering by offering more leverage, and many of our customers, after riding this one, won't even go back to 44cm bars. A 9-degree flare increases wrist clearance, important for climbing hills in the drops. The flare is subtle, so the brake levers stay vertical.

Don't read the width of this bar and get scared off. It flares 9-degrees, so the end-to-end winds up at a whopping 52cm. But the more important width is at the center of the curve, about where the brake levers go, and it's just 48cm wide there. Still wide enough, but not so wide that anybody you ride with will notice. But you'll feel the difference whenever you ride a bike with narrow bars. It'll be a relief to get back onto these.

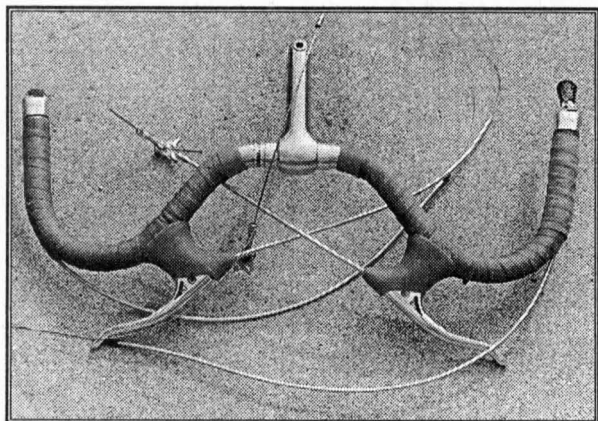
ITEM# 16-005

MEMBER PRICE \$50

NON-MEMBER \$55

JPN

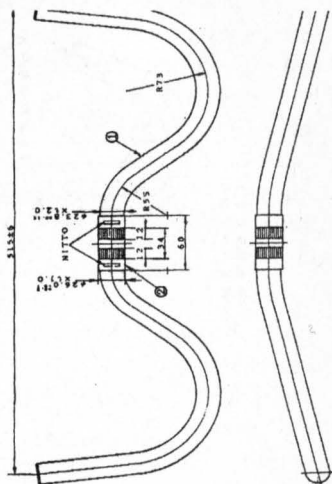
The Moustache Bar



25.4 MM

ITEM# 16-027

JPN MEMBER PRICE \$50
NON-MEMBER \$55



Our most popular bar, mainly because there are so many flat-handlebarred bikes out there, and the more people ride them for anything other than dirt downhill, the more they discover the disadvantage to having just one place to put their hands. Curves make the difference, and that's what the Moustache Handlebar is all about. This is a variation of a shape that evolved around the turn of last century, and is made to our spec by Nitto. It offers the quick and easy braking position of a flat bar with the multiple hand positions of a drop bar—and is better than either for a whole lot of riding.

On a commute bike where speed, visibility, quick brake access, and multiple hand positions matter, there is no better bar. You can go fast on the road and get

more aero than you can with a standard drop bar. The wider-than-a-drop-bar grip helps you to pull up steep climbs and stay in control on bumpy sprints. You can ride the Moustache Handlebar off road and reach the brakes instantly, just as you can with a straight bar.

We often hear from people who have switched to Moustache H'bars and found relief from back and neck pain. It's really hard not to like this bar.

Use it with the Nitto shim to fit into 26mm stems. It works great. The Moustache Handlebar fits all road fittings and bar-end shifters. Does not fit thumb-shifters or normal mountainbikey stuff. Heat-treated 2014 T6 aluminum, suitable for off-road riding as well.

3cm to 4cm shorter.

Set-up Tips

Since Moustache Handlebars don't have a straight section next to the clamp (as drop bars do), you'll find yourself riding on the brake lever hoods a lot. And, since the hoods are forward of the stem clamp, you should use a stem 3-4mm shorter than your drop-bar length stem. For most riders, a 7 to 8cm stem works fine. The DirtDrop stems we sell do, too. Just bring the bars up and back. Your hands will roam freely and always land in a comfortable spot.

— AROUND THE WORLD ON A BICYCLE —



Crossing the Sierra Nevada.



Encounter with a Mountain Lion.

The Priest Bar



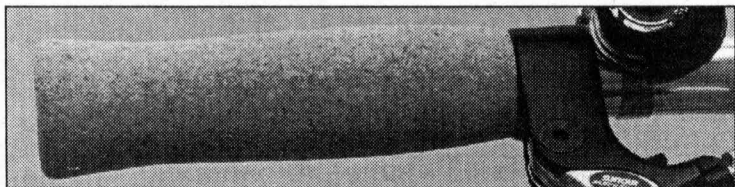
For casual rides and short trips, the Priest bar beats the daylights out of flat, mountain bike style bars. You get more hand positions. Your grip is wrist-in, far more natural and comfortable. You can have the bars close to you and still get up off the saddle and pedal up a hill without feeling cramped for space—your knees fit in the curves without hitting. The clamp diameter at the bar is 25.4mm, which means it fits most cheap stems, all mountain bike stems, and fancy Nitto stems, if you use a fancy Nitto shim (order part number 16-095, \$6). The perfect bar to get someone who doesn't like to ride, to like to ride again, and the perfect bar to convert tired old mountain bikes to comfortable, practical town bikes. Made by Hsin Lung

Width: 54cm. Weight: 360g.

TWN | **ITEM# 16-056**
MEMBER PRICE \$18
NON-MEMBER \$23

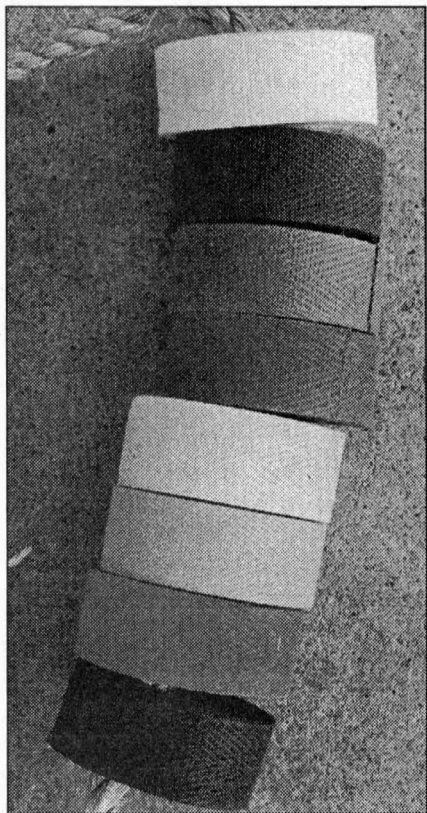
...and Genuine Cork Grips!

If you believe, as we do and we pray you do, that the way to enlightenment, inner peace, and wealth beyond your wildest dreams begins by equipping your bicycle so that all points of contact are natural, and you have Priest Bars or mountain bikey bars, then here you go. They're not the same grade of cork as you'd find on a fine fly rod, but they're still cork. Being cork, they 1) have to be glued on with contact cement, not included; and 2) probably won't suffer crashes as well as *synthetic* grips do. If that part bugs you, wrap them with cloth tape, and shellac over that, which still maintains your natural touch zones. Lots of possibilities. They are soon to be discontinued; the chief reason being their unpopularity. We bought 300 pair, and they are likely the only ones in the country.



TAI | **ITEM# 16-103**
MEMBER PRICE \$15
NON-MEMBER \$20

French Cotton Bar Tape



Thick, textured cotton, woven especially for wrapping bicycle handlebars, and unchanged for almost 50 years. Cut two inches off each roll and pre-wrap the brake lever clamp area. Start at the bottom of the bar, wrap clockwise on the left, c-clockwise on the right, or the other way around. Wiggle it as you go, watch for gaps. If you're new to cloth tape, buy an extra roll, because you're sure to miscalculate the amount of overlap (about 1/4 the width) and end up short. Sold per roll, you need two per bar.

COLOR	ITEM#
Black	16-068
Blue	16-069
Green	16-071
Lt Blue	16-076
Red	16-073
White	16-074
Yellow	16-075

ITEM# SEE LIST

MEMBER PRICE	\$3
NON-MEMBER	\$8

FRA

How To Get Brown and Grey Bar Tape

Right now, they don't exist. We're working with Velox to get some, but that may not ever happen. So until it doesn't, make it yourself (if you want it).

One way to get brown:

1. Start with yellow or white cloth tape, and brush on three layers or more of cinnamon (natural) shellac. When you buy shellac from us, it comes with instructions. The yellow gives it a golden brown color, similar to the honey-brown of a honey-brown Brooks saddle. The white results in a browner color, less golden. Either of these mixes are tintable with coffee.
2. Brush on thick coffee concentrate or brown rit dye. After it's dry, vinegar will help to seal it and prevent bleeding.

The Easy Way to Grey:

Mud! Rub it into white cloth tape. Usually two well-rubbed in layers will do, and then hose it off. The water will seem to take too much off, and you'll see the white tape behind the high-spots of mud, but after a week or so of riding, the colors blend and smooth, and it looks great. Maybe Rit dye works, too. Or soot! Wood ashes from your fireplace. Mix with water to a fine paste. Rub in. Light grey!

Wrapping bars with cloth tape

Start with three rolls. Use one roll to prewrap the brake lever area. Each side will need two to three strips, about two-inches long each, and you'll have plenty left over to use the same way on other bars. It's easiest to wrap this part if the clamp is on the bar, but the lever body is not. Re-installing the lever is easy.

Once the clamp area is wrapped, start down at the bottom with a fresh roll. Begin taping underneath the bar. Wrap the left side clockwise, and the right side counter-clockwise (it may not matter a lot). Overlap each successive layer by about 1/4 to 1/3 of the width of the tape.

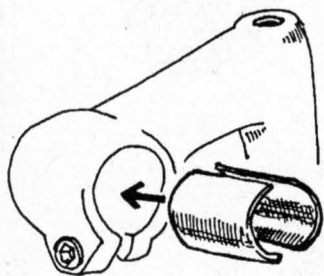
Cloth tape doesn't slip like plastic tape, or stretch like foamy tape, so it's harder to wrap neatly. It helps tremendously if you stretch the heck out of the tape as you wrap, and sort of wiggle it side-to-side as you lay it down. When you reach the brake lever area—which you've pre-wrapped, right?—cut the tape and lay the end forward, where the lever body or the lever hood will cover it. Then restart the tape above the clamp, and continue wrapping the same way to the edge of the bar sleeve. At the end, cut it diagonally from the outside of the tape. There is no great reason to do this if you're going to finish off the wrap with twine (that's another story) or electrician's tape, but it is tradition.

On your first attempts, expect gaps, folds, and tape shortages. Don't give up—even lousy tape jobs work well, and you'll only get better. Meanwhile, home-done bad tape jobs look cute—sort of like self-cut hair on little kids. You shouldn't try for this look, but if it happens, what's the harm? On the other hand, if you're a perfectionist, take it off and try again. No harm there, either.

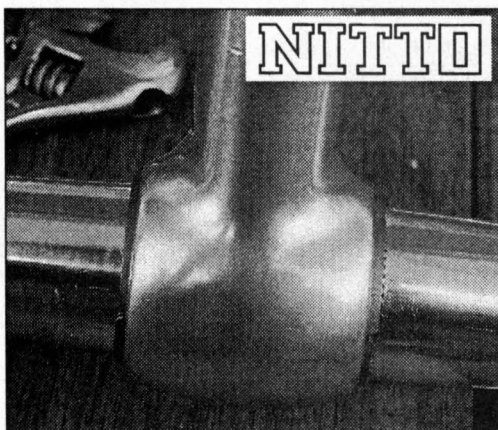
NITTO'S 25.4 TO 26MM HANDLEBAR SHIM

Beer and pop cans never fit great, they always require multiple wraps, you always get a sharp edge, and it usually takes about 40 minutes and several tries and either glue or Scotch tape to shim a 25.4mm handlebar so it'll fit into a 26mm handlebar clamp.

Nitto makes these from stainless steel. They have smooth edges so you won't cut yourself, they're heat treated we aren't sure why, and they're bead-blasted for better grip. Loosen the bar clamp, grease all contact points, and see what you can do.



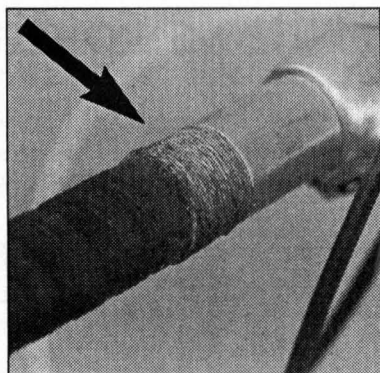
JPN ITEM# 16-095
 MEMBER PRICE \$6
 NON-MEMBER \$9



HANDLEBAR THINGS

HEMP TWINE

This is the hardest but best way to dress up a fine wrap of cloth tape. Start at the edge of the sleeve, cover about 3/4-inch of tape with twine wraps, and when you've 4 wraps from stopping, take another short piece, make a loop of it, lay it down and do the final 4 wraps over it. Then take the loose end of the wrapping twine, stick it in the loop, and pull it back under the last four wraps. Leave it raw, or coat it with Elmer's. One ball of twine will do seventy or eighty bars, and even if you never get that far, it's always good to have a ball of twine around, right?



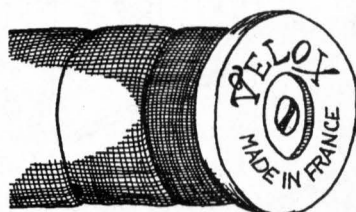
ITEM# 16-086

MEMBER PRICE \$5
NON-MEMBER \$10

HUN

BLACK VELOX PLUGS

The classy way to plug handlebars that aren't already plugged with handlebar-end shifters, and some riders who actually prefer bar-end shifters use something else on one of their bikes just so they can have a bike with these Velox handlebar plugs. Who can blame them? Made the same way for thousands of years. French. Last year Velox quit making them. Bar-end plug fans the world over screamed bloody murder, and so...they started making them again, black only. Maybe they'll quit again, so buy whilst y'can.



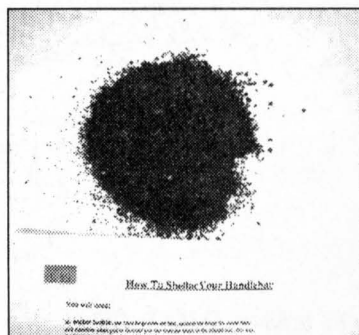
ITEM# 16-077

MEMBER PRICE \$6
NON-MEMBER \$11

FRA

SHELLAC

A *laccifer lacca* lands on a tree, bites the tree, and oozes out this stuff that hardens into a shell, which becomes a cocoon for baby bugs. They hatch and fly off, and then Indians scrape the now-empty cocoons off and crudely process them. All *you* do is dissolve it in denatured alcohol, then brush it onto cloth bar tape to add texture, color, durability. Shellacking is addictive. You can get colors and textures that are unduplicable in foam and and bad-boy logotapes. Two or three coats over yellow cotton gives a baseball-mit brown color—a perfect match for the HoneyB.17. It richens red. Experiment, and you'll be a pro on your third try. Instructions included. Enough for 10 bars at least.



NATURAL(CINNAMON)

ITEM# 16-061

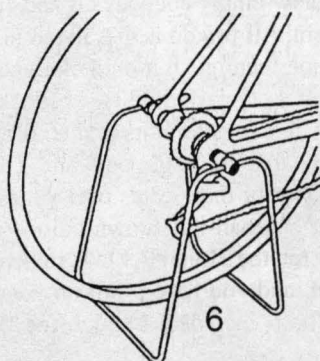
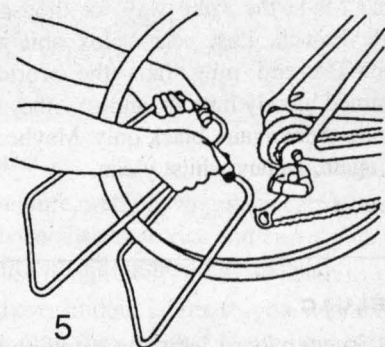
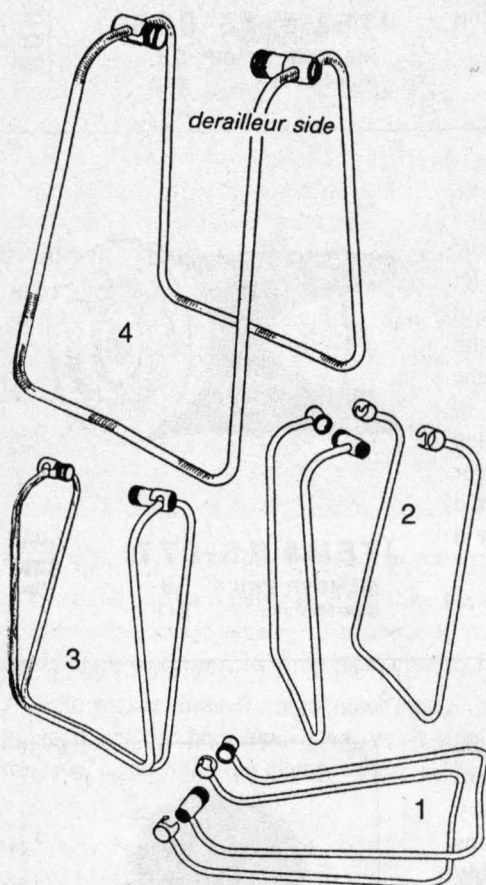
MEMBER PRICE \$8
NON-MEMBER \$13

IND

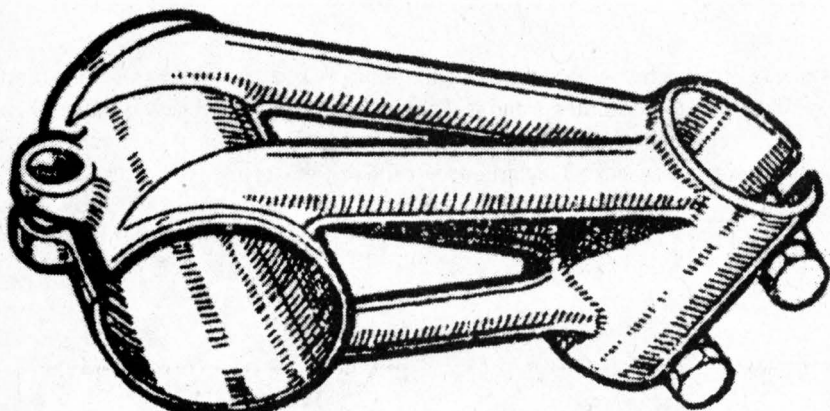
Nitto's Folding Bicycle Stand

A big stand is fine when you have the space and time, but for general maintenance and minor assemblies, this Nitto folding stand is the winner. It's small and gets smaller when you fold it, so you can take it with you to events, or work on your bike in the family room or kitchen. It lifts the rear wheel off the ground, so you can run through the gears and mess with the derailleurs. It holds the bike stably and vertically, so you can do things like shellac bar tap and not have the drips land on the fork blades. Simple, strong, light, pretty—just what you'd expect from Nitto.

NITTO



JPN ITEM# 20-042
 MEMBER PRICE \$45
 NON-MEMBER \$50



A stem from 1948

An ugly stem on a nice bike is like a too-big, brand new, factory-packed flat-billed made-in-Malaysia polyester corporate-logo baseball cap on Carly Simon. It's not right.

Twenty-three years ago there were no ugly stems. Even cheapies had their charm, and what they lacked in finish work and polish, they at least made up for in simplicity and balanced proportions. These days, you can spend \$200 on a stem and get something gross and out of balance, that seems to flaunt its mean looks.

Stems should be slender, or at least in proportion to the size of the frame tubes and handlebars. They shouldn't look like somebody got a block of aluminum and drilled two semi-strategically placed holes through it and *there you go, guy*.

Most road handlebars have 26mm center sections. Traditional Cinellis are 26.4mm, and fit only Cinelli stems. Cinelli has started making 26mm stems, though. Most 3ttt stems fit 26mm bars, although lately 3ttt bars are closer to 25.8mm. A 26mm stem can clamp onto that, but if quality control allows them to wander into the 25.7mm range, it'll slip.

On road bikes, we prefer stem angles between 70 and 75 degrees, because when you look at them from the side, they seem to flow into the curve of the handlebar. It looks good, and that's always something to shoot for.

We have a better-than-average selection of long-quill stems with 26mm clamps, and probably not a day goes by when we don't sell at least two or three stems to riders tired of riding their bars too low. Raising your handlebars an inch or two or sometimes three will do wonders for aching backs, sore-to-numb hands, and stiff necks. It's the single most comfort-increasing change you can make on your bicycle. That seems to be the theme in this catalogue—higher handlebars!

The Lugged One



The world doesn't actually need a lugged stem. But we like lugs in general, and thought it would be fun to make one. Had we know headaches and delays and expenses it would lead to, we wouldn't have started; but they're mostly behind us now, and by Winter of 2000 we expect to be delivering...lugged stems.

It is made for us by Nitto. We send them our lugs and design, they braze them, polish them, plate them, and test them.

There's nothing functionally revolutionary about it, but there are details worth noting.

1. The quill is 170mm long, or 35mm (about 1.375-inches) longer than the quill on an Italian forged stem. It lets you get the bars higher.

2. It is made of tubular steel, either Reynolds 853 or some other strong, CrMo steel. It will be neither light nor heavy, but it will be strong.

3. The clamp diameter is 26mm. This fits most road bars out there, and if you use

the shim we sell, it'll clasp onto any 25.4mm handlebar, as well.

4. It is nickel plated and nicely polished, to go with any fine bicycle.

5. It is sized for normal, threaded, one-inch steer tubes, and the angle between the quill and extension is 73.5-degrees. It is not available for threadless steerers, or in other angles.

6. Available in 1cm increments between 8cm and 12cm, from the center of the quill bolt, along the top of the extension, to the top-center of the clamp. The same as most stems.

Made to order. \$40 non-refundable deposit required. Typically, a 3 month delivery.

Price: \$175.

8cm 16-088

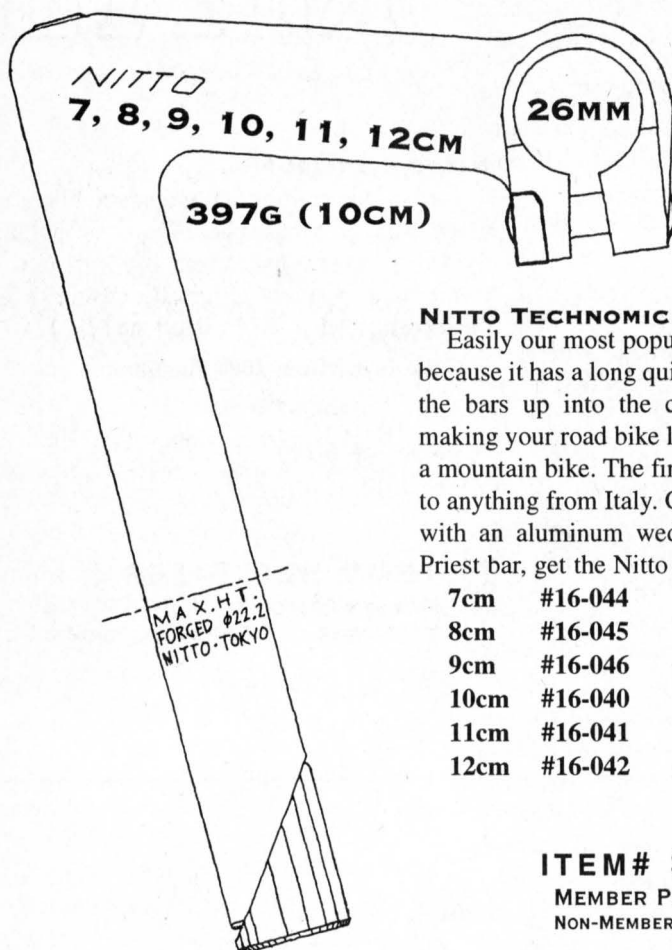
9cm 16-089

10cm 16-090

11cm 16-091

12cm 16-092

Other sizes may follow. Stay tuned.



NITTO TECHNOMIC DELUXE

Easily our most popular stem, undoubtedly because it has a long quill, which lets you jack the bars up into the comfort zone without making your road bike look like it wants to be a mountain bike. The finish is excellent, equal to anything from Italy. Cold-forged aluminum with an aluminum wedge. To use it with a Priest bar, get the Nitto shim, too.

7cm	#16-044
8cm	#16-045
9cm	#16-046
10cm	#16-040
11cm	#16-041
12cm	#16-042

ITEM#	SEE SIZES	JPN
MEMBER PRICE	\$37	
NON-MEMBER	\$42	

Be Nice To Your Hands

Almost all hand problems are caused by too much pressure or too constant pressure. To reduce pressure, raise your handlebars to saddle level or higher. This may mean getting a new stem—the Nitto Technomic Deluxe stem has saved hundreds of hands (and necks, and backs). But if that's not enough, your bike is probably too small. Sell it on e-bay (you can probably get what you paid for it), and next time, get a bigger bike.

To make the pressure less constant, move your hands around more. Curved bars offer more hand positions than do straight bars, but you have to take advantage of them by moving your hands. Ownership alone won't do it!

Padded gloves and bar tape can help, but if your bars are high enough and you move them frequently, you won't need the extra padding. If you like it anyway, that's fine. Gloves protect your hands if you crash, too.

NITTO

NITTO DIRTDROP

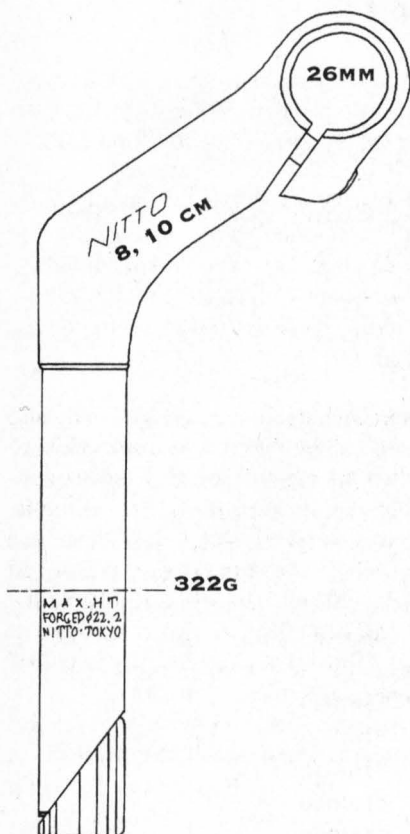
Perfect for retrofitting mountain bikes to drops bars or Moustache H'bars, or pulling too-long, too-low handlebars back up into a comfortable position. Originally designed for the drop-handlebar '87 Bridgestone MB-1.

Cold-forged from 2014 aluminum.

8cm #16-007

10cm #16-100

JPN	ITEM#	SEE SIZES
	MEMBER PRICE	\$45
	NON-MEMBER	\$50



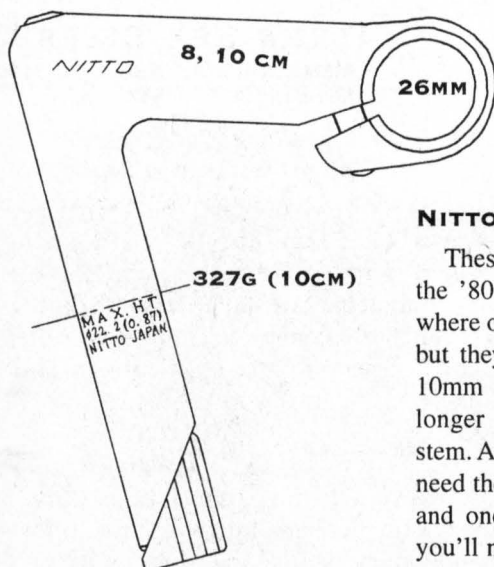
NITTO AERO

These were made for Specialized back in the '80s, but they don't say Specialized anywhere on them—not that that would ruin them, but they don't. The 140mm quill on these is 10mm shorter than the Pearls, but still 5mm longer than a standard Italian cold-forged stem. At \$23, it's way underpriced. If you don't need the added height of a Technomic Deluxe, and one of the three lengths works for you, you'll never find a better deal than this.

8cm #16-011

10cm #16-009

JPN	ITEM#	SEE SIZES
	MEMBER PRICE	\$23
	NON-MEMBER	\$28



Crotchtalk

The wrong saddle, or the wrong set-up, or the wrong way of sitting on it, can lead to numbness, boils, welts, abrasions and blood, and permanent damage. Hey—anybody up for a bike ride?!

Keys to a comfortable crotch:

- 1) Sufficient saddle width in the back part to support your sit bones. Most men do well with a sit area 17cm wide, as in the Brooks B.17. Many women do, too, but women's sit bones are wider apart than are men's, so women's-specific saddles are wider.
- 2) A flat rear portion of the saddle. If the saddle is curved, your sit bones slide off the sides, forcing the middle of the saddle up into your crotch.
- 3) The rear part should be slightly higher than the neck, so your sit bones, and not your crotch, bear the weight.
- 4) A narrow neck, so you don't scrape your thighs.

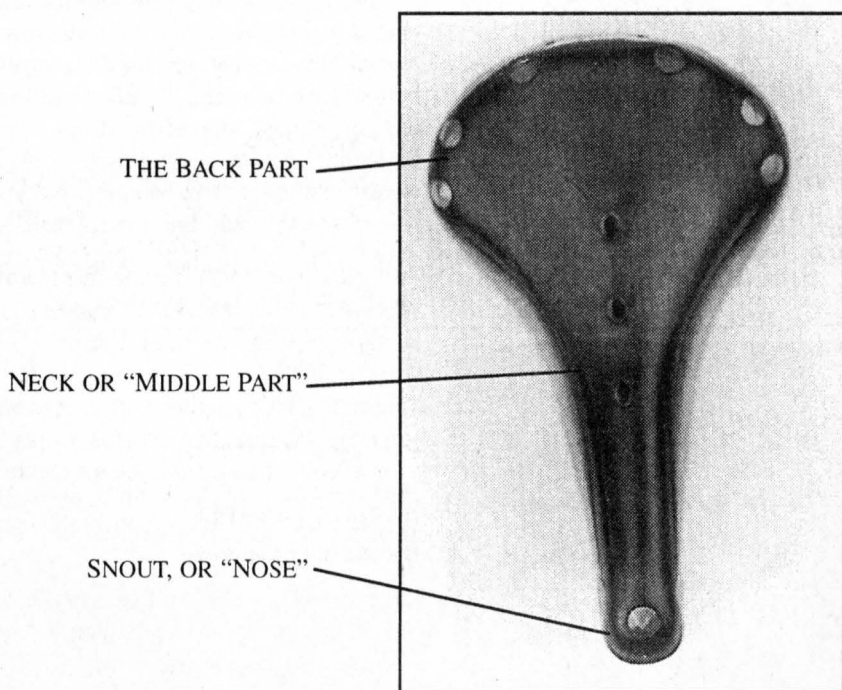
If you're used to a skinny saddle, you might find a more supportive saddle, like the B.17, slightly uncomfortable at first, as your sit bones getting used to the pres-

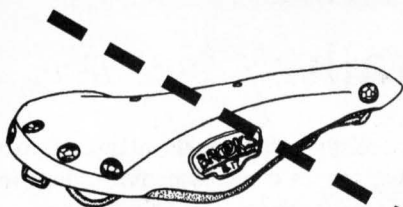
sure of support. After about 150 miles of riding, slight depressions form, the contact area increases, and you'll be fine.

In the last 3 years alone we've sold more than 900 Brooks B.17s. Most people who buy one, buy another and another, mainly because a properly set up, a broken in B.17 is like a pillow for your crotch.

Brooks saddles are made by hand, and there are slight differences from saddle to saddle—signs that they're made by people. The differences are subtle, cosmetic, harmless—and we like them! Once in a rare while you might get a crooked (points or dips to the left or right) saddle, and that's a different story, so send it back. But overall, Brooks quality, designs, and durability are tops.

Brooks has been making saddles for almost a century, and if they ever quit, the cost of a real Brooks saddle would quadruple in a week. These days, \$90 to \$150 for a real, handmade leather saddle is a screaming bargain. Forget those molded plastic jobbies—sit on a hunk of hide!





FLASH: At press time, Brook's future is uncertain. Boo!

STEEL

GBR ITEM# 11-006

MEMBER PRICE \$?

NON-MEMBER \$?

TITANIUM

GBR ITEM# 11-007

MEMBER PRICE \$?

NON-MEMBER \$?

BROOKS B.17

Ours is a spiffed up version with thicker leather than the normal B.17, 13mm hand-set copper rivets, and a skived lower edge. Wide enough and flat enough in back to support your sit bones, and shaped right so if you set it up properly with the rear portion slightly higher than the neck, it won't cut off flow to your plumbing or crush your folds. A perfect mate for a Carradice. Two choices: Honey brown with copper plated steel rails, about 522g; or grey, with titanium rails, about 40g.

We expect good availability after January 1. Check our website for latest news.



GBR ITEM# 19-013

MEMBER PRICE \$5

NON-MEMBER \$10

BROOKS SPANNER (TENSION TOOL)

Cute, compact, chromed. You may ride your Brooks for years and never need to use this, but if you ever want to tension the leather, supreme being help you if you're without one, No normal tool works worth beans.

One of these decades, Brooks may even supply it with a small hole in the non-business end, so you can hang it on a nail!



GBR ITEM# 11-014

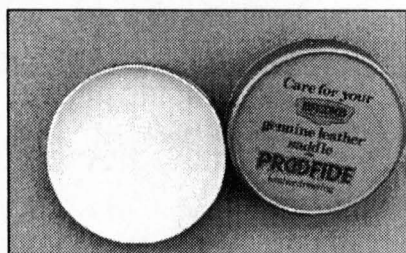
MEMBER PRICE \$15

NON-MEMBER \$20

B.17 BONNET, BY CARRADICE

Inspired by shower caps and made of black coated nylon, elastic, with leather reinforcements. This is what you need for super sweaty bottoms and rain rides. Leather-reinforced slots let you thread Carradice straps through it. Paranoid cyclists should put a plastic bag underneath it—not to suggest it isn't totally waterproof by itself, but it is stitched, after all.

If you have a leather saddle and you sometimes ride in the rain, get one.



GBR ITEM# 11-005

MEMBER PRICE \$6

NON-MEMBER \$8

BROOKS PROOFIDE

Brooks-approved leather dressing for Brooks saddles. Unless you prefer something Brooks didn't approve!

Brooks Is Gone. Who's Next?

ON SEPTEMBER 15 WE GOT WORD THAT BROOKS WAS SHUT DOWN and 300 employees were given ten minutes to leave the building, no severance. Brooks was 98 years old.

So, what we'd originally written for this page wouldn't make sense now (it was sort of a combination tribute to Brooks and how to take care of yours).

Our sadness at hearing this news has no commercial undertones. As a company, we'll get by fine without Brooks; but as bike riders who value our butts and nether regions, only time will tell.

These are scary screwball times for normal, traditional cycling gear. It seems that in order for an industry to sustain both traditional gear and the high tech plastic stuff, it has to not be the bike industry. In fishing, there are probably 50 makers of cane rods still, and probably half of them can't keep up with orders. It's that way in archery, too, where most of the bows now sold have stabilizers and pulleys and sights and all, but you can get all wood long bows from 30 or so mak-

ers, if you just know where to look. Diversity thrives other places, but not here in bicycles.

Name three makers of wool cycling clothing. Name two makers of leather saddles. Name two makers of cloth bar tape. Name two brands of toe clips. Who still makes toe straps? Who still makes friction shifters, the cycling equivalent of a manual camera? Does anybody make a double-eyelet box-section clincher rim?

Life works this way: Somebody makes something, somebody else buys it. The profit allows the maker to continue making it and to live a life, and the buyer gets the benefit of the thing, whatever it is.

FLASH AGAIN: October 14, off to the printer and we hear rumors that Brooks has been sold to somebody who will keep it alive. Prices will be higher, but who cares?

If you like something, get it while you can. Availability won't go up, the price won't go down, and while you're ruminating over whether to get it next month or next year, someone's accountant is figuring out the best way to present the worst news.

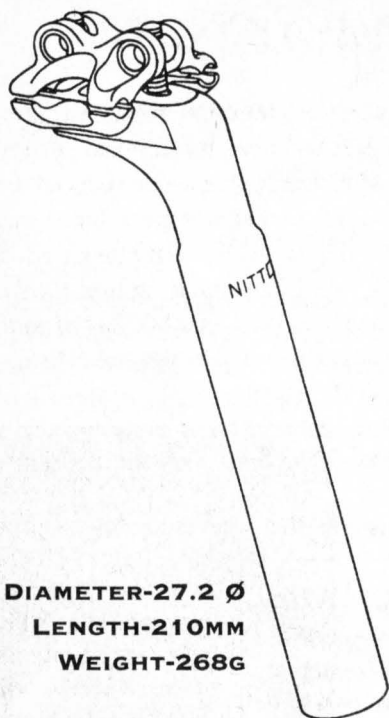
It is tragic news about Brooks. Nobody was prepared for it. How could we be?

Prevent and obliterate saddle sores

Start your ride with a clean crotch. To clean it, get into the shower, get a bar of soap, lather up, and rinse. Repeat. Repeat. Repeat. Dry off.

Then rub the fake chamois in your shorts with either Vaseline or Noxzema. Vaseline is medically superior, as it is pure and does not allow the growth of bacteria; but some people are bothered by the greasiness, and so prefer Noxzema. (Trivia: Noxzema was developed as an anti-eczema creme, hence the name.) Both substances reduce friction, which can lead to saddle sores, and make seated riding more comfortable.

If you still get a saddle sore—a raised, welt-like thing that hurts when you sit or cough—clean the area again the same way as described, then coat the sore with Bag Balm. If you catch it early enough, it may go away overnight.



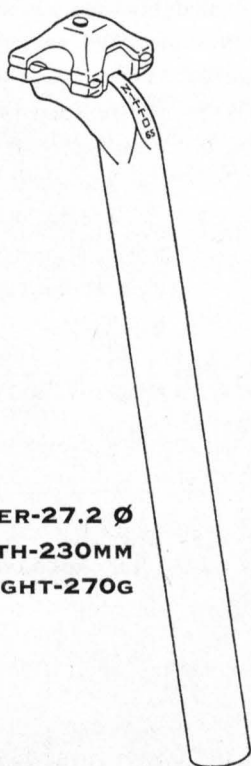
DIAMETER-27.2 Ø
LENGTH-210MM
WEIGHT-268G

GBR | **ITEM# 11-016**
 MEMBER PRICE \$75
 NON-MEMBER \$80

NITTO

NITTO FROG SEAT POST

Nitto calls it the Jaguar, but from the side it looks like a Frog. Two-bolt seat posts are slower to adjust than one-bolters, but are mechanically superior, since they're less prone to slipping and require less tightening force (per bolt) than a single bolt. This one's easier to use, since the bolts are 6mm allens, accessible from underneath. Seat posts don't come any better than this.



DIAMETER-27.2 Ø
LENGTH-230MM
WEIGHT-270G

JPN | **ITEM# 11-031**
 MEMBER PRICE \$55
 NON-MEMBER \$60

NITTO

NITTO CRYSTAL FELLOW

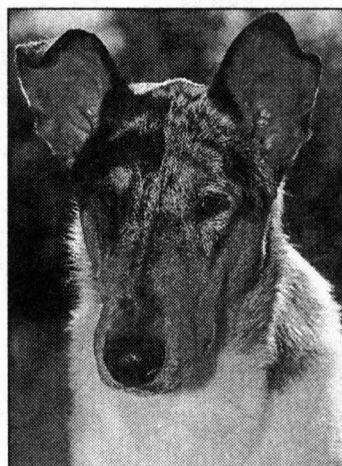
Nitto's one-bolt design. It's quicker to set up than the Frog, and slightly lighter for the same length, and even though a two-bolt design has inherent mechanical advantages, one can go one's entire life on this post and not have it slip. It is a beautiful post, with an elegant design, and a finish as fine as you'll see anywhere—hence, the name. We stock only the 27.2mm, since that's what all of our bikes and most good bikes require. Some are 300mm—cut off the extra if you don't need it.

System or Mutt?

In the '70s, the only full-group component packages were from Campagnolo (Italy), Zeus (Spain); and SunTour and Shimano (Japan). They were professional quality groups made for road racing; and expensive. Then about 1985, Shimano introduced the first people's priced full group, the Shimano 600. The full group/lower price combo was a hit, and ever since it's been nearly impossible to buy a complete bike without a full group. That's not a bad thing. If all you're after is a perfectly functioning bike (PFB), then a full parts group is a good way to go. But, putting together a mutt-bike out of parts plucked from different countries, decades, and manufacturers is pure fun and satisfaction. Chances are, it'll be the only bike just like it, in the world.

Such a bike is easy, and does not require years of mechanical experience or a week in an internet chat-room. The nucleus of such a bike is a friction (not indexed) shift lever.

Once you have friction shifting, doors that were slammed shut open up. Possibilities abound, and they all work perfectly. The reason is simple: Every derailleur, freewheel, cassette, and chain ever made is compatible with friction shifting! Friction shifters generally go either on the downtube, or stick in the ends of handlebars. Either way is fine.



Once you have friction shifters, you can nearly pick the other parts blindfolded. Naturally, if you want to ride a 32t rear cog, you'll need a rear derailleur that shifts that high, and so on. If you ride a triple-chainring crank, you might want to get a front derailleur designed for one, and they're all over the place. But you can mix French derailleurs with Japanese shifters, Italian chains, and Taiwanese freewheels. You can rob shift levers from dad's 1981 Stumpjumper or from Stella's 1970 Stella and mate them with Shimano's latest derailleur, and a new garage-sale freewheel. Just two caveats: Start with new chains and freewheels if possible, and don't try to friction-shift 9-speeds unless you're already good at friction shifting and are willing to raise the bar.

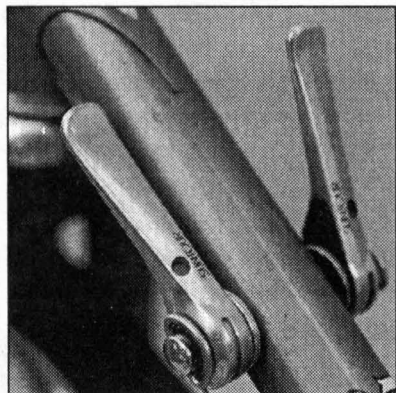
You often hear or read that picking your parts separately, as opposed to buying a full group, costs a lot more. Baloney. It can, but it can cost less, too.

We don't sell full-groupsets. The parts we offer are versatile, and if you have any doubts about their compatibility with your bike, please ask! Ninety-nine percent of the time we'll know the answer right off the bat. And, if we don't, we'll try to find out.

Knee Pain Fixes

If the outside of your knee hurts, toe outward and lower your saddle. If the inside hurts, toe inward. If it hurts beneath the cap, raise your saddle and ride lower gears. If it hurts behind, lower your saddle. If you have recurring knee pain, don't rely on this catalogue for advice!

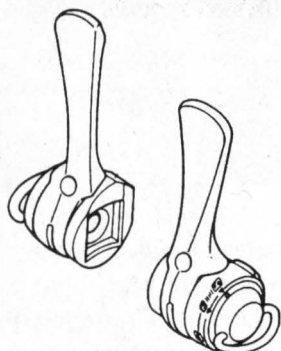
Frictionable Downtube Shifters



SUNTOUR SPRINT POWER RATCHET SHIFTERS

Our favorite shifters. They're slender, have no indexing option, and they work far, far better than any shifter has a right to work. Perfect on the downtube or on SuperMix bar-ends. They have the same Power Ratchet as the others. If I/Grant needed a pair of shifters, I'd easily spend \$200 for these. There are none better, and when these are gone, it's unlikely anybody will remake shifters with such a fine Power Ratchet. We have maybe a two-year supply of these, and are already starting to fret about *what then?* Don't go your whole life not having tried these!

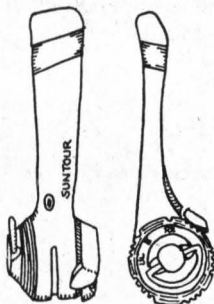
JPN | **ITEM# 17-036**
MEMBER PRICE \$30
NON-MEMBER \$35



SUNTOUR SUPERBE PRO 7/FRICTION SHIFTERS

The left lever has a really fine power ratchet, the right indexes or shifts in pure, unslipping friction, according to how you set the dial. The integral lever stops are curved to fit standard 28.6mm downtubes, but they fit on downtubes as fat as 31.8mm, no problem. The shape of the shift lever is the best (prettiest) we've seen, and the finish is ultra-ultra. For steel frames only (don't ask why; it takes longer to explain it than it's worth, but it has something to do with the brazed-on mounts that come on steel frames).

JPN | **ITEM# 17-037**
MEMBER PRICE \$28
NON-MEMBER \$33



SUNTOUR SUPERBE PRO 6/POWER RATCHET SHIFTERS

Fantastic shifters, either on the downtube, or mounted onto Kelley TakeOffs. The neat thing here is that both shifters have SunTour's power ratchet, and the right one indexes most modern (Shimano, Sachs, SunRace) 6-speed clusters, too, provided you have the right derailleur, such as a SunTour XC Pro. There's a grey band of rubber across the grip-portion of the lever. It doesn't add or take away anything important. Like all SunTour power-ratchet shifters, these blow away anything made before or since.

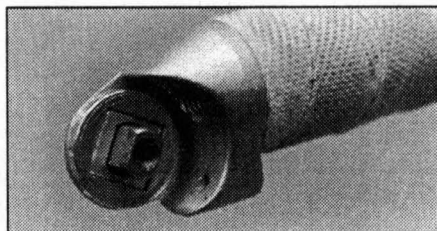
JPN | **ITEM# 17-038**
MEMBER PRICE \$35
NON-MEMBER \$40

Handlebar-End Shifters

SUPERMIX BAR-END SHIFTERS

No matter how happy you think you are, if you like bar-end shifters (and what's not to like about them?), you can double your happiness overnight by installing these on your bike. Among bar-end shifters, these are as good as they get, and we're the only ones in the universe who sell them.

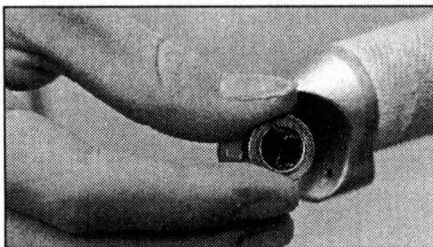
They're made by mounting SunTour Sprint power-ratchet downtube shifters onto made-for-us DiaTech brand shifter pods, which are pretty much a knock off of the Shimano bar-end shifter pod. The resulting shifter is longer by a few millimeters than prefab bar-end shifters, and the extra leverage and the light-action of the ratchet combine to give you smooth, accurate, light action, and positive shifting. You can shift these delicately with your baby finger, or smack them with your fist, and you get the gear every time....or so it seems. For five to eight-speed clusters.



Step One:

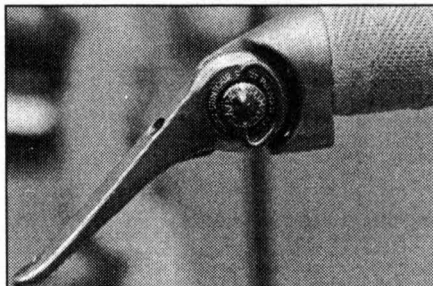
Mount the Dia-Tek pod. Slip the round spacer with the square hole over the raised square part. Stick in the threaded boss, too.

Note: Jerome set up his with the left shifter-mount on the right, and vice versa. That way, the wing nut is accessible as you ride, and it looks better from the outside, too.



Step Two

Put the silver SunTour washer onto it. Push it up flush.



Step Three:

Mount the lever. You may have to try a few different orientations until it slips on right. Then tighten it.

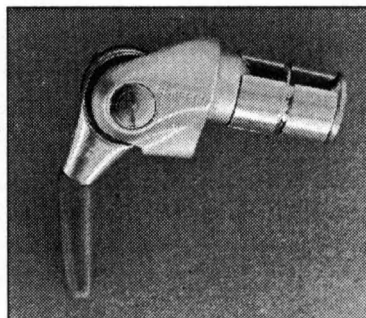
ITEM# 17-089

MEMBER PRICE \$65
NON-MEMBER \$70

If your bike has downtube shifter braze-ons, you'll also need the cable stop adapters, (#17-045), \$17 member price.

SHIMANO 8/9-SP/FRICTION BAR-ENDS

If you want to index Sachs or Shimano or SunRace clusters, these are the ones to get. Then, if you graduate to friction, you can turn the wingnut adjuster on the inside of the right shifter to Friction mode. Then, once you decide you no longer need the indexing, even as a backup (for what? when the friction stops working? It won't!), you can further graduate to the velveteen smoothness of SunTour Sprint downtube shifters, which mount right onto the Shimano pods, turn your formerly garden variety indexed shifters into SuperMix bar-ends.



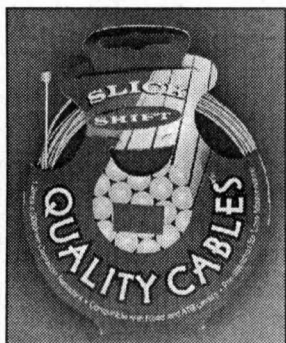
8/9-SPEED

ITEM# 17-049

MEMBER PRICE \$68
NON-MEMBER \$73

JPN

Shifter Accessories

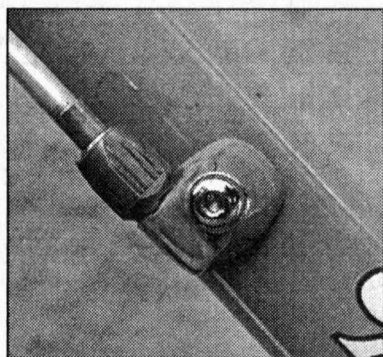


DERAILLEUR CABLES

Top, professional quality. Smooth and coated. Index compatible. We guarantee that these won't hold you back in your next race, or in your quest for a spot in the next Olympics.

TAI
ITEM# 17-003

MEMBER PRICE \$3
NON-MEMBER \$5

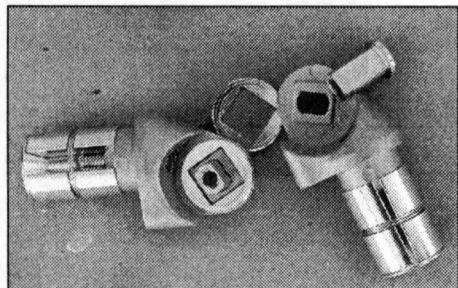


DOWNTUBE SHIFTER BOSS ADAPTERS

These slip over downtube shifter bosses, allowing you to use bar-end shifters on bikes with downtube shifter bosses. We have Shimano and SunTour, same part number, same price, same function, same quality, they both look fine, you'll not regret either, it just doesn't matter, your bike won't feel a difference. Shown: SunTour.

JPN
ITEM# 17-045

MEMBER PRICE \$17
NON-MEMBER \$22



DIA-COMPE SHIFTER PODS

If you have regular downtube shifters that you want to convert to bar-enders, this is what you need to do it. Almost all normal downtube shifters mount right on this; the only kind we've seen that don't are the ones with non-removable curved spacers, such as our Superbe Pro 7-speeder. The best way is to use SunTour Sprints, anyway, and if you don't have those, you might as well get the whole set-up. But if you want just the shifter pods, have at 'em!

JPN
ITEM# 17-068

MEMBER PRICE \$22
NON-MEMBER \$27

Body & Bike Weight & Roadworthiness & How To Inspect Your Frame

One weight bikesellers never talk about, is *your* weight. Would you want it any other way? They'll talk about bike weight, even though bikes of a given price range don't vary much that way, and even though they know that small difference in bike weight don't matter if you can pinch more than half an inch. They won't say, "Hey, if you want to go faster, lose 20 pounds." So they'll tell you this year's top group has shaved 200 grams off of last year's version, and this is worth paying an extra \$200 for.

Lose weight if you want. You'll probably be healthier, and riding a bike can help make it happen. But it's far easier and faster to consume 500 calories than it is to burn them up on a ride, so if you want to lose weight, you still have to watch the food. Modern, lightweight, multigeared bikes are so efficient that on level roads with moderate effort, you can ride two hours a day and still get fat, especially if you eat more for having ridden.

Depending on the particulars, what might be even healthier than losing weight is becoming comfortable with what it is. Then, you can enjoy the bike and all its efficiency and smoothness. Coast on the easy parts, let the wind dry your sweat, and relax. Over the years you'll ride more because of it, and whatever health benefit come of it, will do so insidiously. That's a good thing!

SUPERLIGHT FRAMES GOT TO BE SUPERLIGHT by shaving off toughness. They can handle lightweight riders on smooth roads, but they're often a minor accident away from permanent retirement.

If you like the idea of buying a fine bike and growing old with it, riding it everywhere and racking up some memories on it, don't buy a bike whose frame is made from tubing designed to offer every last psychological advantage to will-o-the-wisp professional racers, who rarely ride more than 20,000 miles on any frame before getting a new one. Get a frame with some accident-resistance built into it.

Don't be paranoid, but do inspect your frame for damage. Most frame and fork failures are born of fatigue. A crack develops, for whatever reason. A tube can be cracked halfway around without calling out to you by way of a click, creak, or movement of any sort. Hot spots include bottom of the seat tube, the right rear dropout where it joins the chainstay, and the right chainstay behind the bottom bracket shell. Inspect the fork crown area (with or without a crown). Steel bikes tend to give warning, but inspect them anyway. Non-steel frames give less warning, tending to fail suddenly.

Bike frames don't weigh much, and a lot is asked of them. Be safe, and inspect yours every month, at least. It takes less than a minute!

Front Derailleurs

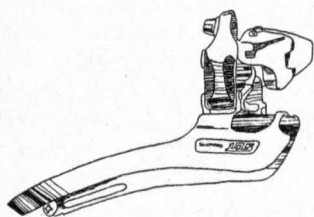
Front derailleurs have the easiest job of any bike part, and if anyone ever forces you to take one component off your bike, make it the front derailleur, because you can shift between chainrings with a bent stick or your finger. Front derailleurs just de-rail the chain by pushing it off one ring so falls onto to the next. When your front derailleur is correct and set up right, the only way to mess up is to pedal too slowly. You're supposed to pedal fast when shifting. And if pedaling fast isn't an option, pedal lightly.

There are front derailleurs for every gearing and frame configuration. Here's how to pick one that'll work for you for sure.

1. Make sure it fits your seat tube. Every derailleur we sell fits 28.6mm seat tubes, the standard size for steel frames. Aluminum seat tubes are fatter, and require a bigger clamp.

2. Capacity. Some are designed for two chainrings no more than 14t or 16t apart, and others are designed for triples, and a 24t chainring spread. But manufacturers build more range into their front derailleurs than they claim to. We've used racing models with up to a 50 x 46 x 24 front, and a 13 x 32 in the rear. Shimano would shriek at that, but it works perfectly, and we've done the same with enough other "racing" front derailleurs to state flatly that it works.

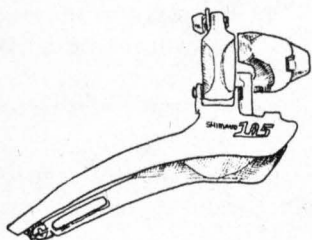
We sell just two front derailleurs, and they're both Shimano 105s. If you want to keep your all Campy bike all Campy, that's fine, but if all you're after is a smart, good-looking, and highly functional front derailleur, put on a Shimano 105. It looks better than the Ultegra and works as well as a front derailleur can.



JPN | **ITEM# 17-083**
 MEMBER PRICE \$35
 NON-MEMBER \$40

SHIMANO 105 NORMAL

The new 105 parts are nicely polished, minimally logo-ed, all silver, and are the best values in Shimano's line. This one here has a good-looking cage (so it looks good on a Rivendell, for instance), and shifts great on road doubles and most triples, as well.



JPN | **ITEM# 17-082**
 MEMBER PRICE \$35
 NON-MEMBER \$40

SHIMANO 105 RACING TRIPLE

This one's for three rings up front and big, 10-tooth or so jumps (50x40x30, etc). The inner cage is offset a lot lower than the outer cage, a slight advantage on mountain- or big-jump gearing. The lower cage also makes it incompatible with half-step gearing, because it runs into the middle ring when the chain is on the outer ring.

Shimano designed this for "racing triple" gearing (52x42x30, etc), but it works well for most "mountain triples" (46x36x24).

How To Pick A Rear Derailleur

THE CRITERIA ARE CAPACITY AND CHAIN WRAP.

Capacity is how big a rear cog it'll shift to. This is determined by how low the upper pulley is when it's all the way inward, close to the spokes. If the pulley runs into the cog, it won't shift onto it.

Some racing derailleurs have a 24t capacity, meaning the largest cog they're designed to shift to is 24t. Whenever you see t after a number, in a gearing context, it means teeth. Most racing derailleurs go to 26t. If you have a rear derailleur that's rated to 26t on your bike, and you have a special ride coming up and want just a little lower gear, try it out before buying a new derailleur, because it may work.

Chain wrap is another consideration. This is just the derailleur's ability to bend the chain and take up chain slack. The longer the rear cage is (the thing that the pulleys are in), the more chain the derailleur will wrap. Derailleurs are often categorized as short cage, medium cage, or long cage; the length of the cage determining how much slack chain they'll take up. Some people think long cage derailleurs shift to larger rear cogs than do short cage ones. That is a generally true coincidence, but the length of the cage has nothing to do with how large a rear cog it'll shift to; just how much slack it will take up when you're on the granny ring up from and one of the smaller cogs in back.

A relatively recent derailleur style is the "racing triple." It has the long cage of a touring derailleur—so it's just as good at

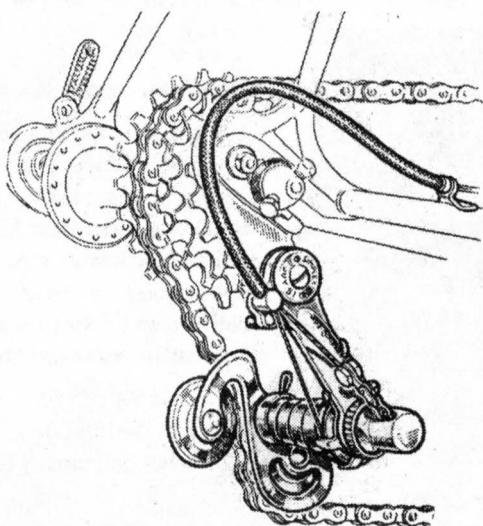
taking up chain slack—but its upper pulley (the "jockey" pulley) is positioned to ride close to freewheels up to 28t. The good side of this is improved index shifting on freewheels with 28t or fewer on the biggest cog. In theory, the closer the jockey pulley is to the cog, the faster will be the shift. In real life, it makes more of a difference if you index, and with non-indexed, or *friction* shifting, it doesn't seem to matter at all.

Our selection of derailleurs isn't extensive; in fact, it is bound to be the dinkiest selection in any bike shop or catalogue. Maybe even The Sharper Image beats us.

That's not because we don't like rear derailleurs, but because the ones we offer here cover any need you could possibly have, from racing to expedition off-road touring. The two Shimano models are indexable, but work great with friction shifters, too; and they're still being made. The SunTour was a top-of-the-line model for SunTour a couple of years before SunTour stopped production. They all look good, are well made, and offer a lot for the money. Rear derailleurs eventually wear out, but usually they get replaced whimsically, or when they get damaged in a crash. There used to be a rule to replace your rear derailleur when the pivots got loose and your rear shifting fell off; but it takes a lot

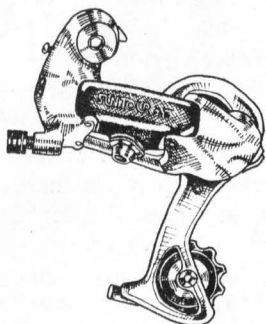
of time for pivots too loosen, and it happens gradually enough that it may go unnoticed. Even then, if you shift in friction, it may not make a difference.

—Grant



A Simplex derailleur from 1952

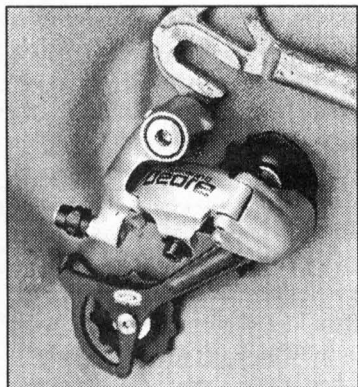
Rear Derailleurs



SUNTOUR XC PRO SHORTIE

This was SunTour's best mountain bike triple derailleur, in a short cage version, but it's equally suited to road bikes, and if you can live with a rear cog no larger than 28t and don't need to index, you can look around until you need a wash, and you won't do better than this one. The sealed pulleys alone are worth \$20. This derailleur is rugged, finely finished, attractive, and good for at least 40 thousand shifts. Perfect for road doubles and non-wide range triples—something like 46 x middle x 24, with up to 28t in the rear.

JPN | **ITEM# 17-040**
 MEMBER PRICE \$58
 NON-MEMBER \$63

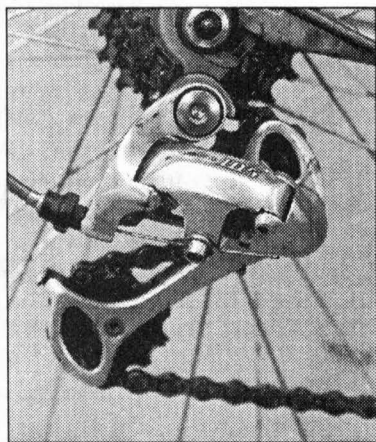


SHIMANO DEORE / 2000

Indexable, frictionable, and Shimano makes it, so you know it works. This one has gone through several changes throughout the years, all small, none of them made it any worse, and even the first ones, about 10 years ago, were just fine. Largest rear cog: 34T.

This is the derailleur we provide as standard equipment on our Atlantis line of bikes.

JPN | **ITEM# 17-088**
 MEMBER PRICE \$52
 NON-MEMBER \$57



SHIMANO 105 TRIPLE

For triples up front and up to 28t in the rear, although Shimano says 27t. This year's version is shiny silver, looks great, and given all that, it's hard to justify anything fancier and costlier. Ideal for a semicompact racing triple set-up with a good low gear for really weak legs or really steep hills (46 x 36 x 24 by 12 x 28); or our favorite half-step (46x42x24 by 12x28).

Shimano's 105 parts group is the best value out there, and the derailleurs are the best part of it. What bargains, what great shifters!

JPN | **ITEM# 17-059**
 MEMBER PRICE \$40
 NON-MEMBER \$49

Chainrings & Gearing

Observations, Revelations, Revolutions, and Opinions.

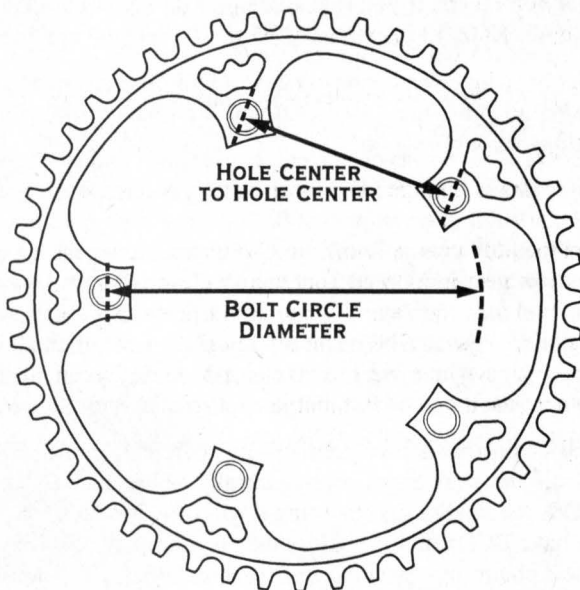
1. The selling of road bikes plays heavily on racing fantasies, and consequently, off-the-shelf, road bike gearing (typically 53 x 12, or a 119-inch top gear) is way too high for non-racers. If you ride alone or with friends who don't aim to drop you, then a 46x12 or 13 (top gear of 95 to 103 inches) is more useful.

The smaller big ring lowers your top gear, so you'll "run out of gear" earlier. But it also lowers all subsequent gears, so you'll probably ride them more. Smaller big chainrings are a revelation!

2. How many gears is enough? For most people, a super high gear, an extra high gear, a regular high gear, an almost high gear, a high-medium gear, a medium gear, a low medium gear, a lower medium gear, a low gear, an even lower gear, and a super low gear is enough. That there's eleven. You can split the differences even more, and you can say, "It's not about gears, it's about shifting sequence and accessibility." but maybe being offered more gears than we'd ever need has created a situation where we love vermicelli while hating spaghetti. No doubt that equipment itself can be fun, but keep a sensible perspective, too.
3. Cranks and chainrings are categorized by their bolt circle diameter, which is illustrated on the next page, and is usually abbreviate BCD. The smaller a crank's BCD, the smaller the chainring it will take. Modern road cranks designed for racing have BCDs of 130, unless they're Campagnolo, which uses 135mm. The smallest chainrings available for these cranks is 38t and 39t, respectively. The 130 BCD came first. Campy should have copied it, so people with Campy cranks would have a wider selection of chainrings, made by any of a number of makers of aftermarket chainrings.
4. Modern cranks designed for three chainrings have two different BCDs—a larger one for the outer and middle rings, and a smaller one for the inner or granny. These cranks are listed as 110/74, or 94/58, or 106/64, or 104/58 or whatever.
5. The best all-around chainring design is the 110mm x 74mm bolt circle (see no. 6, below). It began around 1980 and was the standard for about 17 years, until it was nudged out by the "mountain compact" designs. In the last 3 years, we've gone from one standard which offered countless chainring options between 24t and 53t, to several new compact designs, each trying to be the standard, for which you are limited to 22t, 32t, 42t, and 44t chainrings. You might be able to find a few others, but they are rare, and it'll take some time.
6. Even though the 110/74 BCD crank is less common than it used to be, it is still the one to get if you want a wide selection of chainrings. It was around for such a long time, and there are so many of them out there, that we can be assured of a good choice of rings for many years to come. Chainring makers know there's a market for 110mm and 74mm BCD chainrings.
7. The compact BCD cranks with dinky chainrings require lower-mounted front derailleurs. If you position them on the seat tube for 46t or smaller chainrings, the old normal front derailleurs, which moved downward as they move inward, often hit the chainstays. So compact BCD set-ups come with funky front derailleurs that have limited use outside of their own confined system. And, they look just terrible. The Shimano Sora triple front derailleur works on a wider range of bikes than does the latest 105. There shouldn't be a difference.

Chainrings

Our selection focuses on chainring sizes that mesh with our gearing notions, and are increasingly hard to find in you local bike shop. All the rings below are silver. The brands vary—Willow, Sugino, Ritchey, and maybe others—but they're all good rings, and you can mix them on cranks without a care.



135 bcd – fits New Campy road.

\$30.

#12-095 135 x 49

130 bcd. Fits modern road cranks except Campy. All sizes, \$30.

#12-019 130 x 39t

#12-088 130 x 48t

#12-090 130 x 49t

#12-092 130 x 50t

110 bcd - fits classic Mountain triples. Not "compact drive." \$25 each.

#12-075 110 x 34t

#12-013 110 x 36t

#12-014 110 x 38t

#12-015 110 x 40t

#12-116 110 x 42t

#12-115 110 x 44t

#12-016 110 x 46t

#12-017 110 x 48t

#12-120 110 x 50t

74 bcd - classic mountain granny.

\$20 each

#12-027 74 x 24t

#12-028 74 x 26t

#12-029 74 x 28t

WILLOW (BRAND)

TRIPLIZER CHAINRINGS!

Converts doubles to triples. Then you need a bottom bracket spindle 6 to 8mm longer than your current one. You may also need new derailleurs and a longer chain. Call for details if you're unsure.

74mm bcd fittings.

\$52 each, including bolts.

For old Campy

#12-114 144 x 42t

For new Campy

#12-112 135 x 39t W (silver)

Modern Road (non-Campy)

#12-107 130 x 39t

#12-137 130 x 40t

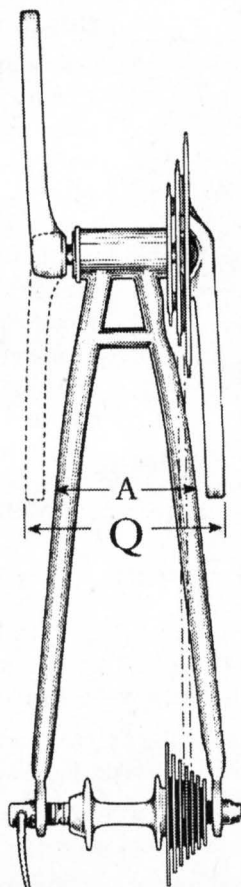
#12-110 130 x 46t

What Is Q-Factor & Should You Care?

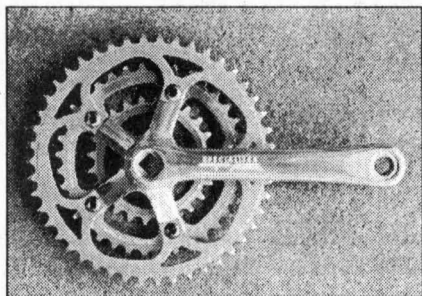
It's how far apart the crank arms are from the outside of one crank to the outside of the other, at the pedal hole. It affects how far apart your legs are when you pedal. That, in turn, affects pedal-to-ground clearance around turns, aerodynamics, how your muscles work, and most important of all, pedaling feel.

During the last 15 years, Q-Factors have increased humongously (we call 15mm to 30mm "humongously"), even though manufacturers privately acknowledge that narrower, for many people, is better. The reasons cited (for the widening cranks) are too many and varied to explain here, but we'll go into it more in a Rivendell Reader.

We are nut-extremists for cranks with low Q-Factors. Most cranks have wide ones. "Narrow" to us is below 155mm. Medium is up to about 164mm. Anything higher than that is wide. Crank makers don't list Q-Factors because they don't want you to ask. They'd rather it wasn't an issue. It is an issue, though. It's not up there with rain forests and health care, but narrow your focus to cranks and physiological minutiae, and Q factor becomes one of those things that thinking cyclists ought to think about. If you like wide, or if you aren't sensitive to wide Q's, you're in luck. If you require narrow, then pickings are slimmer.



Cranks



TA ZEPHYR

This is unquestionably our favorite touring or three-ring crank made today. It has a 110x74 bolt circle (and a 56 in addition, but you can ignore it), which means there's a wide selection of chainrings for it. It is hot-forged by TA in France, and has the second-best finish we've ever seen on a crank. Well-designed to eliminate stress; strong; and it is worthy of any fine bike.

FRA ITEM# 12-122 (170MM)
MEMBER PRICE \$200
NON-MEMBER \$210

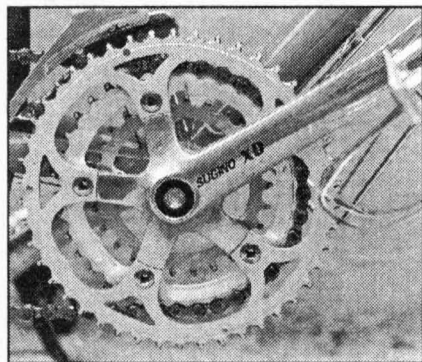
It costs a lot and is hard to get. We're often out, and our ability to keep these in stock is totally out of our control, but we'll try.

FRA ITEM# 12-123 (172.5)
MEMBER PRICE \$200
NON-MEMBER \$210

It sets up perfectly with a 123mm Phil bottom bracket. The price is for crank arms and chainring bolts only—no chainrings.

FRA ITEM# 12-124 (175MM)
MEMBER PRICE \$200
NON-MEMBER \$210

Low, 152mm Q factor, or thereabouts.



SUGINO XD-500

One of the last 110/74 bcd cranks made, and a pretty decent one. Comparisons with the other one (the TA Zephyr) are inevitable, so we'll do it for you: It's Q Factor is 9 to 11mm wider—but the Sugino is still narrower than any Shimano mountain crank; the finish isn't as good—but it is still good enough for anything short of a fancy bike show; and it costs less than half as much. Thank goodness this crank exists. If you're looking to put a nice bike together and the cost of a Zephyr/Phil wood crank/bb is taking all the fun out of it, get this Sugino!

JPN ITEM# 12-167 (170MM)
MEMBER PRICE \$100
NON-MEMBER \$105

JPN ITEM# 12-190 (175MM)
MEMBER PRICE \$100
NON-MEMBER \$105

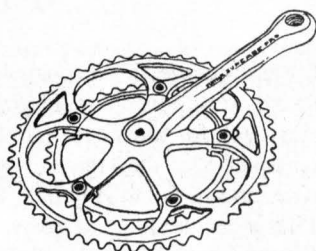
WHAT BOTTOM BRACKET FOR THE SUGINO XD?

A Shimano or Tange cartridge model. They're cheap, and the better ones seem to be holding up. Available in many lengths to fit many bikes. Sugino recommends a 113mm spindle.

We say: 107mm for road frames, so long as your middle ring is 36t or smaller and your granny is 26t or smaller. 110mm if your middle or inner is 38t+ or 28t+. On most mountain frames, go with the maker's recommended 113, to assure clearance.

SUNTOUR SUPERBE PRO CRANKS

Cold-forged (the strongest way) and beautifully finished, made in 1990, when SunTour was still making stuff the best possible way in Japan. 172.5mm arms only, with the 53 x 39t ring combo we're not nuts about—but the price is so low for a crank of this quality, that you can afford to buy a smaller big ring for it, and you still come out way ahead. Superbe Pro bottom brackets are hard to find, but Phil makes a superb Superbe replacement, and we have them (110mm).

**ITEM# 12-072****MEMBER PRICE \$100****NON-MEMBER \$125****JPN**

Chains

In general, it's easier to make a strong wide chain than it is a strong narrow one, but chains keep getting narrower anyway, to squeeze into small spaces between too many rear cogs that are crammed into too small of a space.

Modern chains are good. Many come with magic links which allow you to separate your chain by hand. This would be fantastic if we took off our chains a lot to clean them, but nobody really does that, so magic links are merely good.

Chains either stretch or break, but both terms are misleading. A chain is said to have stretched when grit and friction between the pins and links increase the size of the hole there. This is inevitable over time, but keeping you chain rela-

tively clean by using a non-dirt-attracting chain lube makes a big difference.

Chains "break" when one of the links lifts off the head of the pin holding it there. That's always the fault of the chain assembler. When you put a chain together with a chain tool, make sure the pin is sticking out the same amount on each side. Your fingernail should catch it equally. Experience helps, and don't be afraid to learn. Many modern chains come with hand-separable links that allow you to take apart the chain and put it back together without tools. These are fine, but some people find using a tool to be faster and easier, anyway.

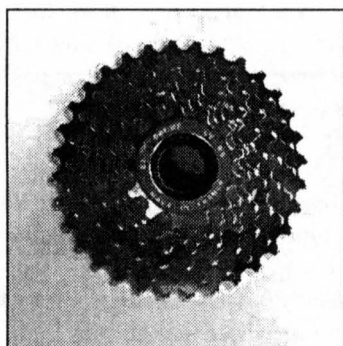
**SUNRACE**

A good-pretty-inexpensive chain that works with anything between friction and 8-speed indexing. Shiny silver, looks great on any bike, and won't break.

ITEM# 13-031**MEMBER PRICE \$10****NON-MEMBER \$11****TAI**

Freewheels

We're getting freewheels wherever we can: SunRaces from Taiwan, Sachs from France, Shimanos from Singapore. Freewheels have a future. The worldwide will continue to be high enough for years to come. India has half a dozen freewheel makers, and the only one I asked said they made 3-4,000 freewheels per day, which they sell at home, in Europe, and in South America. It's time to quit being a freewheel snob. Just pick one that has a decent range of gears, and go. At press time we don't have a reliable source for 6-speed freewheels. We'll offer them again when we do.



7-SPEEDS ONLY

SACHS: 12-13-15-18-22-24-28

ITEM# 13-015

MEMBER PRICE \$48

NON-MEMBER \$53

FRA

SUNRACE: 13-14-16-18-21-24-28

ITEM# 13-029

MEMBER PRICE \$20

NON-MEMBER \$25

TAI

Cassettes

A year ago we didn't want to carry cassettes. Our turnaround isn't a matter of "having seen the light," but of practicality. Cassettes are easy to get, and available in a wide range of ratios. Most are 9-speeds, and we still feel those are too radical for us—the cogs are too close together, and they require 9-speed chains. So we stock the following 8-speeders. Made by SunRace, Shimano, or SRAM, as available.

12-28

TAI ITEM# 13-045

MEMBER PRICE \$30

NON-MEMBER \$35

12-32

TAI ITEM# 13-041

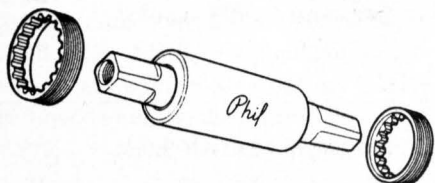
MEMBER PRICE \$30

NON-MEMBER \$35

Bottom Brackets

The length of the spindle is determined by the crank you use and the frame it's going on. Most crank makers specify a length, but you can often go narrower than spec. Another consideration is the taper dimension of the spindle flats, where the crank mounts. There is a JIS standard, popular in Japan and on most mountain bike bottom brackets; and an ISO standard, common on road cranks, especially European ones. The ISO spindle is skinnier.

We sell two styles. If you want the best and like the idea of buying a perfect, made-in-America model, get a Phil Wood. The other one we sell is a Japanese cartridge bearing model, similar to the Phil in design and concept, but way, way, way cheaper. These are made by Tange-Sekei, and sold either under their own brand name, or as Shimanos. They make various grades, and the one we offer is the second best, second most expensive one. As marketed by Shimano, it is the UN-72, or Deore XT model. It is among the most trustworthy non-Phil cartridge bottom brackets out there. —Grant



PHIL WOOD BOTTOM BRACKET

Totally reliable, no maintenance for fifteen to thirty thousand miles. Specify spindle length and threading: English, Italian, French, and Swiss. Instructions included.

PHIL BB TOOL

For installing and removing Phil Wood bottom brackets.



USA **ITEM# 19-035**
MEMBER PRICE \$9
NON-MEMBER \$14

Don't Forget the Retaining Rings: \$17 per set
English # 12-053
Italian # 12-054
French # 12-052

ITEM# BELOW

MEMBER PRICE \$123
NON-MEMBER \$128

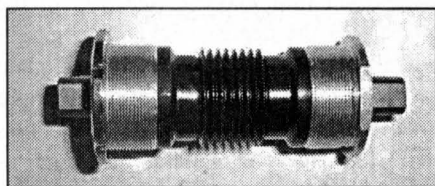
Spindle length	Item #
108	12-045
111	12-046
113	12-047
116	12-048
110.5 Superbe	12-049
119	12-050
123	12-051
125	12-140

USA

CARTRIDGE BOTTOM BRACKETS FOR THE SUGINO XD-500 CRANK

The 107mm spindle is for most road frames, with middle rings no larger than 36 and inner rings no larger than 26. The 110 is for road frames with larger middle and inner rings.

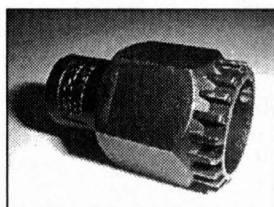
107: #12-191 110: #12-192



ITEM# LEFT

MEMBER PRICE \$40
NON-MEMBER \$45

USA



SHIMANO BB TOOL

For installing and removing Shimano bottom brackets.

ITEM# 19-055
MEMBER PRICE \$10
NON-MEMBER \$15

USA

Ain't Nothin' Wrong With Regular Old Pedals

The performance difference between traditional and clipless pedals has been exaggerated, and the tales of toe straps cutting off your circulation are laughable if they weren't so misleading. If you can manage your belt, a scarf, or a neck tie, you can manage toe straps. As far as "getting locked in to the pedals" goes, that's malarkey. It's always been good practice to slightly loosen the straps for descents and trails, but even if you don't, you'll probably come out of the pedals in a crash. I always have.

So it boils down to efficiency. *Does efficiency matter?* And if it does, and if you say clipless pedals are more efficient, let's see the proof.

Clearly, for competitive riding, inefficiency is your enemy. If two biological clones on identical bicycles are sprinting for the line, the one with the flat tire and the too-tight bottom bracket will lose.

But that sort of inefficiency can't be compared to the difference between a clipless pedal system and a toe-clip/strap and cycling shoe with a cleat or ridged sole to grab the pedal. On the down stroke, how can there be a difference? All you're doing is pushing down. Moving the pedals over the top or through the bottom requires a little more connection to the pedal, but the degree of connection provided by a standard/non-clipless shoe with a toe clip and strap is probably more than enough. In any case, no connection will improve your technique as much as practice will.

What about on the pedal's upstroke? Pedal studies show that, with the possible exception of a short steep climb, the best you can do is unweight the up-pedal. Forget about actually pulling up on it. Even if that were possible, it wouldn't be good, because your legs need some rest, and the up-stroke is the best place to get it.

One benefit of regular pedals is that you can hop onto your bike with any shoe, and

run an errand. When you get off your bike, you can walk into a store jam-packed with Quimper pottery, without fear of slipping. You can carry your bike up stairs to the train station, go into stores without drawing attention to yourself (plain clothes help here, too), and in general, ride your bike to help you do things.

For a lot of riding, you don't even need cycling shoes. Good normal shoe choices: Adidas Samba soccer shoes, Nike Leather Cortez, or just about any court shoe. Just avoid running shoes, sport-utility sneakers, or anything with knobs and a flared sole. If the shoes have soft soles, use the MKS platform pedals—pure comfort, even with Converse All-Stars!

One of our members has crossed the country three times and is just now finishing a trip from Alaska to Tierra del Fuego. We've spoken a few times along the way, and the last time I asked him, "Hey, Carter, what shoes are you riding in?" He's riding in Hush Puppies—and if you think he bought them new, or out of nostalgia, you don't know Carter. He doesn't wear cycling shoes, and he's as bicycle-y as a human being gets. Another member lives in Toronto. For the past 15 years, he's averaged between 6,000 and 10,000 miles per year and completed numerous brevets, and—because of a foot condition—the only shoes that his feet allow are Birkenstocks. In cold weather, he wears booties over them. I found this out only after asking, "Graham, what shoes do you wear?" and even then, the word "inefficient" never came up. I'm not suggesting you ride in Birkies, but for me, to know that Graham does, puts everything in a better perspective.

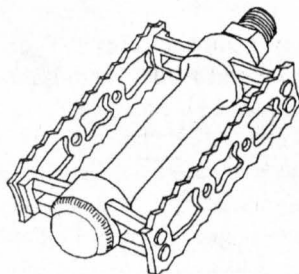
Even if you prefer clipless pedals for your race bike or weekend marauder, it's good to have at least one bike you can ride in regular old shoes.

—Grant

Regular Old Pedals

MKS TOURING/CYCLO CROSS PEDALS

Our most popular pedal, and the one that draws the most raves. It looks like the cheap rat-trap pedals from the '70s, but it's excellent quality, lasts for years of hard use, and is our first choice for off-road, city, and general rough-stuff riding. Big foot support. Excellent pedal for toe-clipless riding, too, since both sides are the same. Easy to flip into if you use clips, as most people do. A favorite around here, and probably everybody should have one bike with a pair of these on it. They always feel good under your foot. Supportive and grippy.



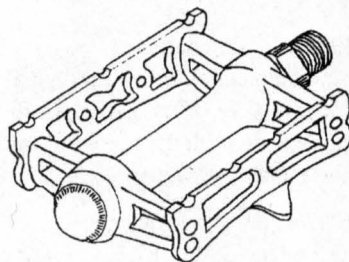
ITEM# 14-020

MEMBER PRICE \$38
NON-MEMBER \$43

JPN

MKS SYLVAN TRACK PEDALS

Classic track-style aluminum cages with screw-on dustcaps, and serviceable bearings. Not pro quality, but they break in nicely, get smoother as they go, and ought to last 15,000 miles. Sometimes the factory adjustment is a little tight (as factory adjustments tend to be). If so, remove the dustcap, hold the wrench flats in a bench vise, and loosen the lock-nut. Then loosen the cone 1/12 turn, and cinch down the locknut. If you grew up on Campy road pedals and now you can't find them, these are the logical choice.



ITEM# 14-021

MEMBER PRICE \$45
NON-MEMBER \$50

JPN

MKS PLATFORM

Our cheapest pedal in price and quality, but it's not garbage by any means, and it's the best pedal we know of for pedaling with sneakers, Hush Puppies, dress shoes, or thongs (shoe-type). I've often worn Converse All-Stars and pedaled up the local 11-mile mountain with no measurable loss in time or comfort, and Jerome rides them with Keds and beats me in my Sidis. If you commute to work in regular shoes, or just want a nice, comfortable and easy-to-flip-into pedal, this is it. Designed to be used with toe clips and straps, of course.



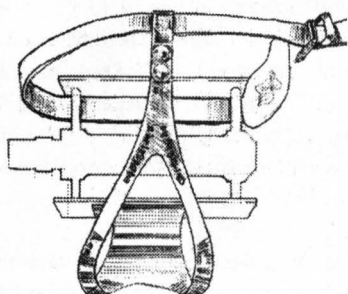
300G

ITEM# 14-030

MEMBER PRICE \$26
NON-MEMBER \$31

JPN

Toe Clips, Straps, & Buckle Pads

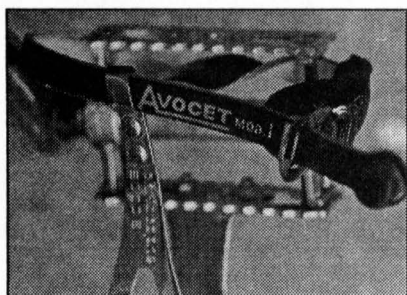


CHRISTOPHE TOE CLIPS

Chromed steel toe clips that were the standard for decades, maybe scores. Toe clips keep your foot from sliding forward on the pedal, possibly preventing some kind of bad accident. They also hold the toe strap open, so you can put your foot in there. These are Christophes—chromed steel classics from France that have somehow managed to survive unchanged in these wacky times. Pedals and straps are sold separately, of course.

FRA	ITEM#	SEE SIZES
	MEMBER PRICE	\$9
	NON-MEMBER	\$14

Size	Item #		
S	14-015	M	14-014
L	14-013	XL	14-016



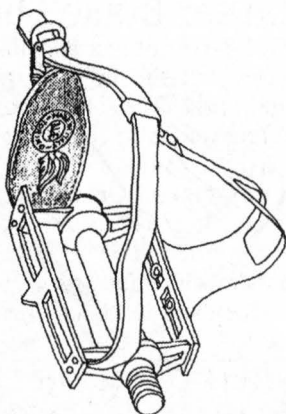
LEATHER TOE STRAPS

Solid and well-made leather toe straps from France, generally, but we may get some Italian ones, as well. Usually dark blue.

Historically, fancy toe straps have been laminations of leather-nylon-leather. Sandwiching the nylon in between leather made them expensive and reduced the stretch, so a tree trunk-thighed rider wouldn't pull out of them during the finishing sprint. For normal riding, plain leather is 100 percent as good.

Get them while you can! Also useful for miscellaneous lashing, such as bikes to racks.

FRA	ITEM#	14-040
	MEMBER PRICE	\$7
	NON-MEMBER	\$11



BUCKLE PADS

These are a nice way to add a little comfort and class to your bike for about the same price as a couple of packets of those caffeinated exercise goops you suck out of plastic; and these will last twenty million times as long.

Last year (and last catalogue) they were made in Italy, be ALE. Then we lost communication with ALE—they'd write in Italian, we'd write in English, nobody could understand anything. So we're having these made domestically, by Duluth Pack. They use the scrap leather from pack projects. Colors vary, but there's no chartreuse or hot pink, etc.

ITA	ITEM#	14-007
	MEMBER PRICE	\$6
	NON-MEMBER	\$10

Brakes

We're one of the last places you can buy single-pivot sidepulls. In the mainstream market they're dead, and I don't know any manufacturer who still makes them. Dual-pivots have taken over.

Dual pivot brakes work great. They're the bike equivalent of power brakes, but the advantages come at a price, and the price is fender clearance. "Fender clearance?!" you say, "I don't need no fetid fender clearance!"

That's true if you're a sunny weather weekend warrior, but rain rides can be pleasant if your bike has fenders, and rain rides can be a nice change of pace once in a while. We think every bike should have the potential to be a year-round, all-weather bike, and we're doing our part to make that a reality for you, by selling single pivot sidepulls.

Don't get the idea that single pivot sidepulls are less brake than a dual pivot. True, you do have to squeeze harder for the same amount of stopping power. But cyclists did this for years, and nobody complained. Certainly, modern brake shoes have supercharged the performance of thousands of brakes, and if your braking demands are high, you can equip sin-

gle-pivot models with aftermarket brake shoes. Mathausers are hard to get now, but there are others out there that, even if they aren't as good (and they aren't), they'll still boost your brakes a bunch. Why won't somebody make a standard reach dual pivot that offers good fender clearance?

Likewise, V-brakes have taken over the off-road market, and you see them on lots of touring bikes, too. V-brakes were developed because dual-suspension mountain bikes presented cable-routing problems. So, Shimano came up with a powerful brake that didn't require cable stops, and that is the V-brake. For normal off-road riding or touring, we prefer the cantilever. Avid makes a really nice one that's designed to work with normal road levers (in truth, we haven't found one that doesn't), and we offer that for the first time this year. It's really good.

There are tricks to setting up any cantilever. We like the straddle cable hanger near the bottom of the fork crown. For more information about cantilevers (apologies to the computerless), look up: http://bontrager.com/rants/rant_0008_08_03_1998.html#Stnd_Canti_basics.

—Grant

Cables & Housing

Top, professional quality.

SunTour brake cables & housing:

For front and rear brake cables, taupe housing, stout cables, and four housing ferrules. Japan.

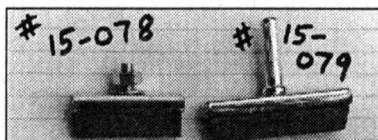
\$7 Item #15-025

Brake cables, no housing: Stiff, strong, smooth. QBP brand. Coated, which is why they cost so much. Taiwan.

\$3 each Item #15-001

Mathauser Brake Shoes

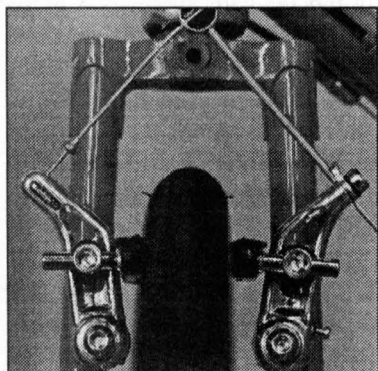
After almost a year of unavailability, the original and still the best aftermarket brake shoe is back. The solid, grooveless shoes offer the best stopping and smartest design of any we've seen. These powerize any brakes. On two-mile, 18 percent grade descents, they're the only ones we've tried that don't fade. Roughen them with a file as soon as you get them. Toe them in. Sand your rims. Then brake!



\$10 pair Item #15-078

\$24 set of four Item #15-079

Cantilevers



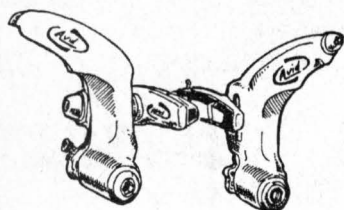
SHIMANO CT-91

Don't flog yourself if you've never heard of this. As of September 2000, it's the cheapest and last cantilever in Shimano's line, not even warranting a real name. But it sets up easy and works great. I've long felt and often said that Shimano's strength and real contribution is in the function of its cheap parts, and there's no better example than this. Forged in Malaysia, where they know forging almost as well as they know clear-cutting. Let us hope that Shimano's factory is luring the tree-fellers out of the forests. One bikesworth.

MAL ITEM# 15-074
MEMBER PRICE \$28
NON-MEMBER \$33

AVID CANTILEVERS

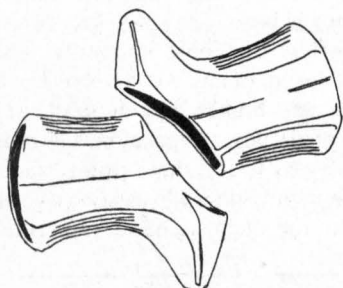
A relatively new designed-in-Colorado, made-in-Taiwan cold-forged aluminum cantilever designed specifically for regular old road brake levers. It has a slightly different arm design and a linear spring (not a coil), and according to Avid, the spring "builds tension faster and with less movement" than does a coil. We haven't had problems with coil-spring brakes, and continue to sell them, but in any case, this Avid works great, and we like it a lot. Set up is easy, and the brake shoes are grippy.



TAI ITEM# 15-062
MEMBER PRICE \$80
NON-MEMBER \$85

FAKE CAMPY BRAKE HOODS

Replacement hoods for old Campagnolo, Modolo, and SunTour Superbe levers. Thicker than old Campy, but not by much, and they fit just as well. Brownish color, darker than some of the old thin translucent ones, but more durable, too. Not the hoods for your museum showpiece restoration project, but if you're the kind of rider who grabs a pocketful of cookies and a big bite of a ham-with-jelly sandwich on white before going out for a 90km solo circumnavigation of the Flemish industrial centers, you'll find these will do the job just fine. Instructions not included. Just remove the bar clamp and wiggle them on from the rear, like a python swallowing a piglet.



USA ITEM# 15-053
MEMBER PRICE \$15
NON-MEMBER \$20

Sidepull Brake Calipers

SUNTOUR CYCLONE

These work great and lack nothing. There's a true micro-adjusting quick release and a rubber barrel adjuster—two features that make life wonderful, and two features lacking in modern sidepulls. They center by means of two 5mm hex keys; simple. New old stock from the mid-'80s, good enough for any bike.

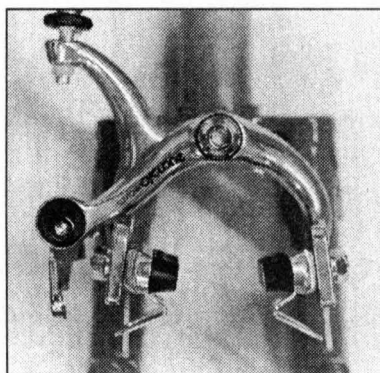
Maximum reach: 50mm.

Specify allen or nuted centerbolts, or we'll assume you want allen.

ALLEN# 15-026

MEMBER PRICE \$45
NON-MEMBER \$50

JPN



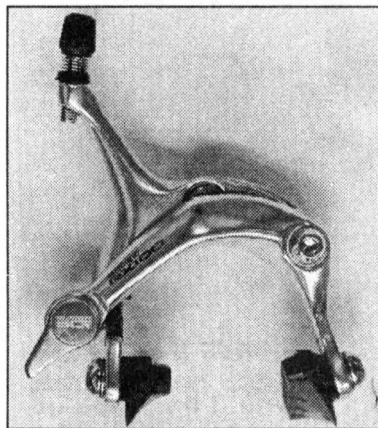
NUTTED# 15-027

MEMBER PRICE \$45
NON-MEMBER \$50

JPN

SHIMANO RX100 DUAL PIVOTS

The only **standard reach dual pivot sidepull** made, and it may not be made for long. In fact, Shimano may have quit making it last year, but we have a fair number of them (80 pair or so). When you need or want a standard reach sidepull, these are the most powerful, efficient ones on the planet. They don't look as good as old Campys, and they crowd fenders more, but they have more reach, and if you need the reach, you don't have much choice. They stop the bike really well, and aren't ugly. We put them on standard-reach Rivendells.



ITEM# 15-040

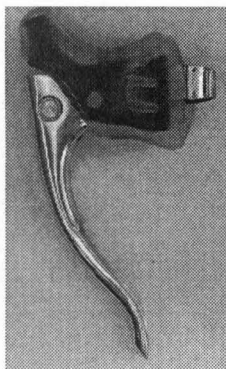
MEMBER PRICE \$57
NON-MEMBER \$62

JPN

Standard Reach? Short Reach?

Brake dimensions are categorized by reach—how far down the brake pads go from the brake center (mounting) bolt. Simple? Not for long. "Standard" reach brakes reach down about 56 to 57mm, and used to be by far the most common. "Short reach" brakes reach down 49 to 50mm, and used to be the freaks. But fashion beat out function, and now short reach brakes are almost the only kind you can get; they are the new and current "standard." The original standard reach brakes are no longer being made, although there are a few in the pipeline still, and we expect someone to make them again soon. In all Rivendell-designed road frames, we maximize the tire and fender clearance allowable by any design. So, your fender clearance is decent even with short-reach sidepull brakes.

Brake Levers

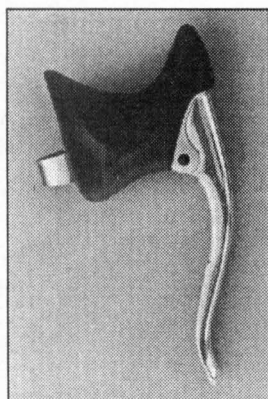


ITA ITEM# 15-055

MEMBER PRICE \$54
NON-MEMBER \$59

CAMPAGNOLO TRIOMPHE ROAD LEVERS

The only difference between these and Campy Record brake levers is the bar clamp; and there's nothing weird about this one. The rest of the lever is identical. The hoods are weird, though. The supplier stripped the original hoods off them to sell separately, so he supplied them to us with clear Modolo hoods. The fit is fine, the quality is even better, and the anatomic part is fine; but the clear hoods give the lever a spooky iMac look, and you have to wrestle them on yourself. We supply instructions, but if you don't have strong thumbs, patience, a spare 20 minutes, or Pural moisturizer, don't buy.



JPN ITEM# 15-013

MEMBER PRICE \$50
NON-MEMBER \$55

DIA-COMPE AGC 251 AERO ROAD LEVER

These were made when the U.S. dollar was strong, the Yen was weak, and Japanese makers didn't have to figure out how to cut costs. The black hoods fit snug, the metal is polished pretty well, and there are no obvious shortcuts. They don't have as large a body as modern aero levers, so if you have big hands and like big levers, these aren't the ones. But they are excellent levers, and good enough quality for any bike,

Positioning brake levers and angling the handlebars (on drop bars)

For small hands: Put a straight edge along the lower edge of the handlebar, and position the lever so that the end of the lever is about a centimeter below the straight edge. This makes it easier to reach the levers. If you have big hands, you can put the levers higher up, but probably no more than a centimeter above the straight-edge.

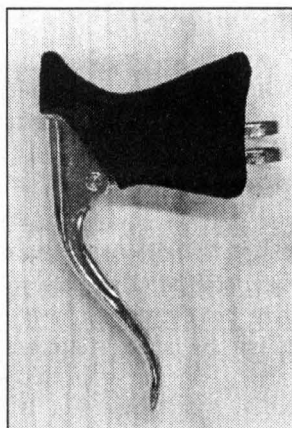
Next, get good angle on the handlebar. The part that matters most is the "ramp," or the portion of the bar that's just behind the brake lever. You spend a lot of time there, so it should offer a good perch. A good perch is flattish, and you can "flatten" any ramp by rotating the bars upward, so that the drop portion of the bar is about 10-degrees up from horizontal.

DIA-COMPE COMPACT BRAKE LEVER

Designed for smaller hands, but we can't really tell any difference. The main thing we like about the is that among all our brake levers, these give you the best grip while braking from the hoods.

We recommend them for anybody, big-handed or tiny, who does a lot of braking from the hoods and wants a good, powerful hand action from up there.

The actual lever itself is shorter than most, but just a little. Consider these all-round aero levers, not freaks for tiny hands.



ITEM# 15-049

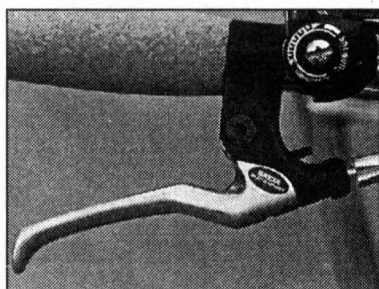
MEMBER PRICE \$28
NON-MEMBER \$33

TAI

MOUNTAINY LEVER

Either a SunTour, Dia-Compe, or Dia-Tech lever, whatever we can get. They're all fine, none has any snob appeal, and they'll get the job done.

It's what you need for Priest bars or any with a 22.2 clamp diameter. Whatever we send you will have a die-cast aluminum body, a cold-forged aluminum lever, a barrel adjuster to take up the cable tension, and will look low-key enough to work with any bike.



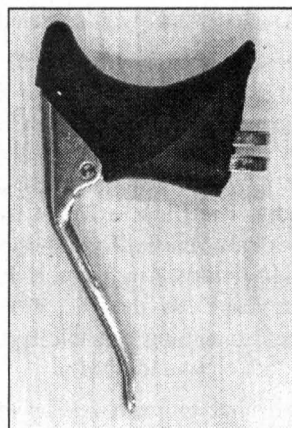
ITEM# 15-033

MEMBER PRICE \$25
NON-MEMBER \$30

JPN or TAI

DIA-COMPE 287 BRAKE LEVER

This lever is regarded as the premier road brake lever for cantilever brakes; and riders who use it swear by it. We've had good luck using normal road brake levers with cantilever brakes, though, and haven't experienced a need for a lever that pulls any more cable. There may be some cantilevers out there that require this lever, but for the record: We sell this lever because it's a good lever, period. Fits big hands well, too.



ITEM# 15-066

MEMBER PRICE \$63
NON-MEMBER \$68

TAI

Spoked Wheels!

For Strength, Toughness, Safety, & Beauty

A wheel laced with shiny, slender, sparkling silver spokes, with its strength-belying delicacy, is the universal symbol of bikes and bicycling. It's an engineering phenomenon, and a work of art.

Spoked wheels are the last remaining bicycle part whose manufacture can't be totally robotized. There are robot wheel builders, but the spokes have to be stuck in the hub by hand. In the big factories, teams of young women grab six to ten spokes at a time in their fist, then fan them out just right, and stick them in the hub in one motion. A few rounds of that, and the hub's full of spokes and ready to be laced to the rim. Then it goes into one of several types of wheel-robots, and it comes out pretty good, but not good enough. A human catches it as it rolls down a trough, and puts the finishing touches on it.

As traditional and archetypal and symbolic as the spoked wheels is, it is also the best kind. There's a safety and repairability built into it that spokeless wheels don't have. If one spoke on a 32 to 48-spoke wheel breaks, big deal.

If two break, bigger deal, but it's not likely to happen on the same ride, and even if it does, you've still got 30 to 46 spokes to ride home on. Be careful around those 20-spoke wheels that are starting to pop up, though. They require heavier rims and higher tension, so each spoke is under greater tension (stress). If one highly tensioned spoke in a low-spoke wheel breaks, that wheel won't be rideable.

Expensive spokes cost \$0.35 each. A cheap spoke wrench costs four dollars, so fixing a spoked wheel costs less than a candy lunch, provided your effort doesn't make it worse. For guidance, buy Jobst Brandt's *The Bicycle Wheel* for twenty-four dollars, and now you're up to twenty-eight dollars. You replace the spokes, you're back on the bike, and you've learned something valuable and added to your tool chest and library.

The absolute ultimate road wheel for sub-211 pound riders, is a parallel-sided box-section rim laced with stainless spokes with brass nipples to a top quality hub. If

it's a front wheel, it can have 32 or 36 spokes. If it's a rear wheel, it can have 32 to 40 spokes. It will cost, depending on some particulars, between \$160 and \$250, and will last you 15,000 to 35,000 miles, depending on how much wet pumice you ride through on your prolonged, rain-soaked, descents.

Rear wheels don't have to have more spokes than the fronts, but there's logic in doing it that way. The rear wheel is dished, which makes it weaker; and it carries more weight, which makes it more vulnerable. When you see a pothole or a bump, you unweight the front wheel to get over it without crashing, and that puts more weight on the rear, just in time to smack into it. Four extra spokes back there make a lot of sense. Off-center rear wheel rims are smart—one of the few good things to come about in the high-tech devolution. A 32-spoke rear wheel built on an off-center rim has little to no dish, and is as strong as a dished wheel built with 36 spokes.

Front wheels rarely go out of whack. They're not dished, and usually, when you find yourself about ready to hit an unavoidable bump or hole, you can lift the front wheel over it (but the rear smacks it). There's nothing wrong with 36-spoke front wheels, but the weight and wind resistance penalties are minimal, and an argument can be made for a super damage-resistant front wheel, since a wobbly front wheel is more dangerous to ride than a wobbly rear one.

The spoked wheel is the last part of the bike that still has to be made with human labor. Robots and computers can do the rest. In fourteen years the spoked wheel will be as rare as leather saddles are now.

Even if the molded wheel evolves and surpasses the spoked wheel in reliability, and comes under it in price, and weighs even less, and all of the problems inherent in the current ones just go away, some riders will still want to ride around on the real thing.

—Grant

Hubs and Quick-Releases

Rear hubs lead a hard life, and Phil Wood makes as good a hub as any, maybe better, so the only rear hubs we sell are Phils. We sell front Phils, too.

Front hubs—all they do is roll. The SunTour XC9000 front hub we offer has to be the best hub deal in the world, and is as good as any front hub made. It has a cold-forged body, angled flanges, high polish, and bearings that are both sealed and shielded. You'll get 10 years out of it before you'll need to replace the readily available bearings, and replacing the bearings is easy.

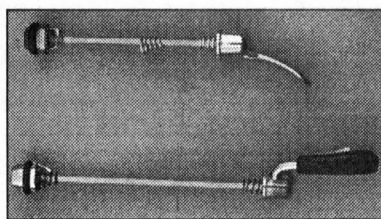
QUICK-RELEASE SKEWERS

Assorted top-quality SunTour, Shimano, and SunTour-made-for-Specialized skewers.

Fronts and rears. We'll try to match them by brand, but no guarantees. They're close enough!

Front Q/R: #18-043

Rear Q/R: #18-041



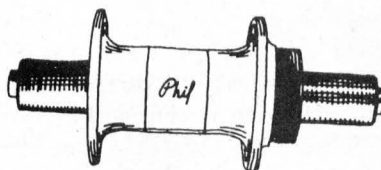
ITEM# SEE LEFT

MEMBER PRICE \$8
NON-MEMBER \$13

JPN

PHIL WOOD HUBS

Phil Wood has been making this hub for 28 years, with only minor changes (always improvements). It is highly evolved, refined, there never were any bugs, and since 1998 or so, it's been field-serviceable with two 5mm allens, but you'll probably never have to.



Hub	Item#
Front 32°	18-033
Front 36°	18-034
Rear 32° x 130 x 7sp	18-035
Rear 36° x 130 x 7sp	18-037
Rear 32° x 135 x 7sp	18-036
Rear 36° x 135 x 7sp	18-038

ITEM# SEE CHART

MEMBER PRICE \$97
NON-MEMBER \$102

USA

SUNTOUR XC 9000 32H FRONT, NO Q/R

SunTour's best in 1988, and right up there with a Philt. If you ride 32-hole fronts (and who can't?), this is the best deal in the world. A quick-release is not included, although they are quick-release hubs.



ITEM# 18-052

MEMBER PRICE \$20
NON-MEMBER \$25

JPN

The Wheel Deal

We can supply wheels for Rivendell-Atlantis-Heron bicycles. Call for rim and hub options and prices. For a bike you already have, it may be best to buy locally, or call Joe Young in New Hampshire (603) 740-4539 or www.youngwheels.com.

Rims

If you ignore for a moment all single purpose, special purpose or special event rims that don't have to live a working rim's life, rims can be heaped into just 2 groups: Normal and Heavy Duty; Road and Mountain.

Normal road rims are for road riding with unloaded bikes. They generally weigh between 395g and 500g and are between 18.5mm and 20.5mm wide between the braking surfaces. Most normal rims can hold tires up to 700x35.

Heavy duty road rims are for carrying heavier-than usual loads, for riding on rougher than usual surfaces, or both. They weigh between 490g and 590g, and measure from 21mm to 24mm between the braking surfaces. The extra width allows them to carry even wider tires, sometimes up to 700x45 or 50 (like a mountain bike tire).

In mountain bike rims, it's harder to distinguish between medium and heavy duty, unless you include the extremes at either end. Let's just say that barring race-only wheels or paranoid specials, you're looking at rim weights between 395g and 500g—about the same as medium duty road rims. They're usually 22mm to 24mm wide, the better to hold wide tires with.

Rims should have parallel braking surface. V-shaped braking surface make braking worse with cantilevers.

Anodizing is a controversial issue. Some experts say all it does is make the braking surface more slippery. Other say it increases strength just a hair. Nobody claims it makes a significant difference, because everybody knows it doesn't.

Many modern rims have machined sidewalls, to improve braking. Among rim makers and marketers, it is understood that this is a must-have feature above a certain price point, but anybody who says it's a revolutionary has a disturbingly provincial view. It justifies a higher price, makes the braking surface even even than

it would be without it, and always results in a pre-worn out rim. If you ride machined rims, ceramic-coatings will make the sidewalls last longer.

The rims we offer are strong, reliable, and without gimmicks. In picking them, we looked at design, quality, reputation (we spoke to many wheel builders and shop folks with experience); and price, and availability. We have a hard time selling \$80 rims, because we don't ride them ourselves. That's not a knock on expensive rims, but they're not a great value.

For **normal duty road rims**, it's hard to beat the Torelli Master Road, made in Italy by Ambrosio. It's an Italian rim, all silver, with the rare-these-days double eyelets. It's a no-nonsense workhorse, and light enough for anybody's non-competitive rides. In 36H and 32H.

For **heavy duty road rims**, we like the Bontrager Fairlane or the Sun CR18. The Fairlane comes in an asymmetrical version, so we like that one for rear wheels. We'll go with Keith's rim this time around. In 36H or 32H.

For **mountain or 26-inch wheels**, it's the Sun CR18, or the Bontrager Maverick. We've had great luck with the Sun rim, but again, we'll go with the at-least-as-good Bontrager this round. In 32H only.

700c Road/Normal— \$35 each

Torelli Master 32H #18-094

Torelli Master 36H #18-095

700c Road/Heavy Duty— \$40 each

Bontrager Fairlane 36H F #18-114

Bontrager Fairlane 36H R #18-115

26-inch/mountain rim— \$35 each

Bontrager Maverick 32H F #18-116

Bontrager Maverick 32H R #18-117

This catalogue goes to print at about the same time manufacturers redo their line and change models and names. If these rims disappear, we'll make sure the replacements are fungible!

Tires

Here's what we value in tires.

Sufficient volume. There's no reason to ride a road clincher that's narrower than 24mm wide. Tires of this size get as light as 220g, and you can get 70g tubes. If that's not light enough, ride tubulars. The extra air in a slightly puffer tire is the best bargain in bikes. It tolerates a wider range of pressures better than does a skinny one, so you can soften it to 80 psi for rain or chip sealed roads, or pump it to 100psi+ for smooth ones.

With a fatter tire, if you have a slow leak and no spare or patch, you can ride it longer between pump-ups. The slightly fatter, slightly softer tire protects the wheel more, and is faster on rough roads, because it deforms and rolls over bumps, instead of getting bounced upward, losing speed and jarring you.

Round cross-sections for corners, or wide ridges for durability. A round tire leans over consistently. Tires with ridges

or pointed middles feel as though they're pulling you down when you lean over hard. But for touring, the ridge is desirable. It adds rubber at the wear point, and fast cornering isn't an issue.

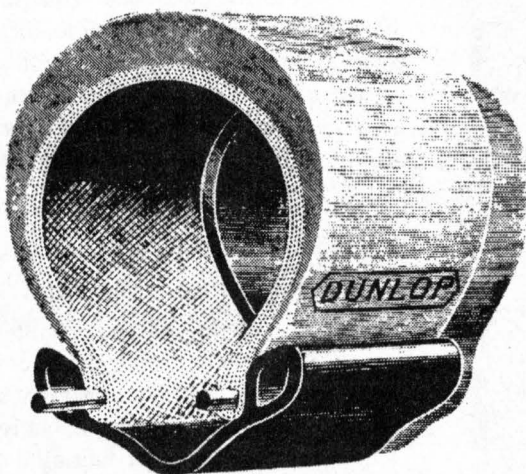
Strong casings, for safety. A blown or cut sidewall makes you crash instantly. Inspect your sidewalls, and start with strong ones.

A little tread on wet roads. Tire theory and some lab tests say bike tires are too skinny to hydroplane, and that tread traps water and reduces grip on wet roads. It doesn't seem to work that way in our county. It's sort of hard to tell, though.

Tan sidewalls. These look the best and make it easier to tell (by looking) when your tire's going flat. If the sidewalls are black, you can't tell. Same with grey.

We have our own tire now. It's called the Roll-y Pol-y. You can read more about it on page 63.

—Grant



A tire from the early 1900s

Presta-Valve Tubes, \$4 ea.

700c

Item #10-004

BLACK. 97G MINIMUM, 120G MAXIMUM. FITS FROM 700 X 23 TO 700 X 35.

26 Skinny Item #10-003

BLACK. 93G MIN; 135 MAX. FOR 26-INCH TIRES UP TO 35MM WIDE (ABOUT 26 X 1.3)

26 Medium Item #10-002

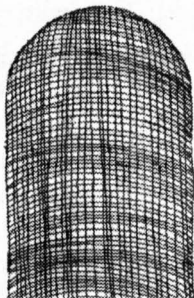
BLACK. 140G MIN, 165G. FOR 26-INCH TIRES UP TO 45MM WIDE (ABOUT 26 X 2.1)

Tires

A sound-bite history of them

In 1897, the standard tire was 1/2-inch wide and solid rubber. If you're going to go the solid rubber route, you might as well go skinny, since solid rubber weighs a lot. The pneumatic, or air-filled tire was invented a year later by John Dunlop, a lowland Scottish veterinarian, for his little boy. This tire, in contrast, was two inches wide and a fraction of the weight (you can do that when most of the volume is air). It changed everything for the good. The greatest bargain in bikes is the air in your tires. It protects, it cushions, it's cheap, it weighs nothing, and it allows fine tuning by changing the pressure. Higher volume tires have a greater range of rideable pressures.

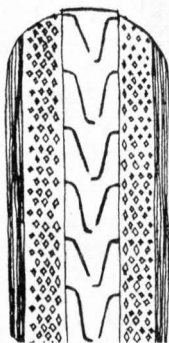
The concept of riding on a cushion of air has been lost in modern road tires. They're so skinny that they have to be pumped up rock hard, to protect the rims. They're light, but hard—supple casings don't flex when they're at 130 psi. We're not suggesting you ride on 2-inchers. Today's roads are better. But most road tires are less than an inch wide. That's too skinny. "You blimey lads and lasses," Dunlop would have said, "don't be daft! Make it a wee bit bigger so y'can ride it softer and be comfy, like my bully pal Bobbie Burns!"



AVOCET 700 x 32 ROAD SLICKS

If your frame can fit it and you don't have any psychological hurdles about riding tires labeled 700x32, then you won't find a better tire for all-around road riding on dry roads. They're round, they're slick, and they corner and grip unspeakably well. They're silent, even around hairpins. Remarkable! They have sufficient volume to run as low as 80 p.s.i. if the surface calls for it. **369g. 690mm Ø. 27.4mm wide on most rims.**

JPN | **ITEM# 10-005**
 MEMBER PRICE \$28
 NON-MEMBER \$33



PANARACER PASELA 700x35 OR 26

A light, tough, reliable tire for touring, commuting, tandems, fire trails, and rough asphalt. It won't corner like an Avocet until the center rib wears down, but for straighter roads, and certainly for touring and distance riding, it's a better choice. Rave reviews from users. Durable, comfortable, long wearing—you put it on and forget about it. 700c in kevlar bead (369g. 695Ø. 31.5mm wide on most rims); and the 26 in wire (320g. 680mm Ø. 27.4mm wide on most rims).

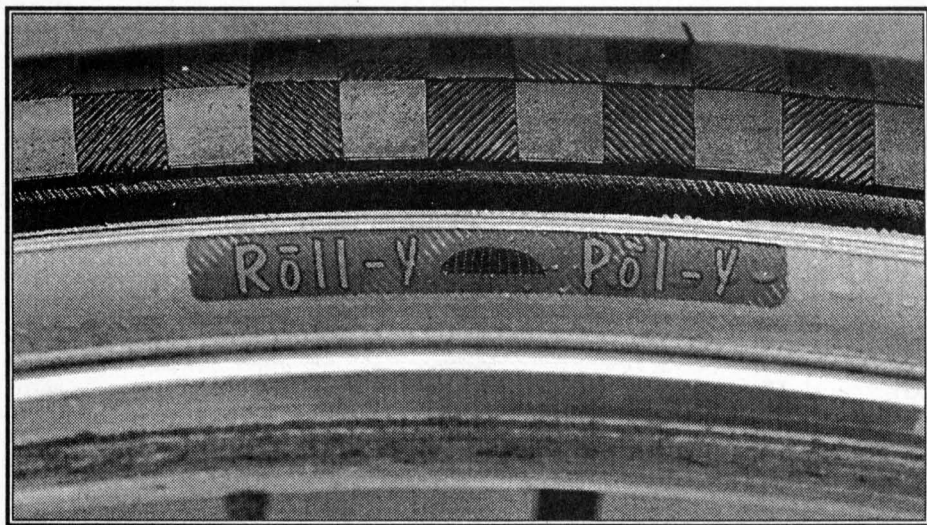
26" WIRE BEAD

JPN | **ITEM# 10-028**
 MEMBER PRICE \$25
 NON-MEMBER \$30

700C KEVLAR BEAD

JPN | **ITEM# 10-011**
 MEMBER PRICE \$35
 NON-MEMBER \$40

Make Way For the Rōll-y Pōl-y



Road tires today are pretty good technically, but they're mostly too skinny, and we don't love the colors. We gave up asking tire makers to make one like this, so we went to Panaracer, designed it our way, paid for the mold, and here's the Rōll-y Pōl-y.

Here's what's unique/special/neat/or just different about it:

1. **SMART SIZE.** It's a 700x27, and it actually measures 27mm wide on most road rims. Few people are familiar with tire diameters, but this one is about 686.5mm. It is larger than most tires marked 700x28, and smaller than most tires that are marked 700x32. Because it is a higher volume tire than most "high performance" road tires, it brings along with it all the wonderful attributes of more volume: A greater range of rideable tire pressures. More rim protection. And generally, more comfort.
2. **CHECKERBOARD TREAD.** Alternating 8mm squares of and and angled ribs. If you believe slicks are best, you get plenty of slickness; and if you think a little tread helps, you get some of that, too. It is not directional; you can't mount it incorrectly.
3. **DDT SIDEWALLS.** That's Deflation Detection Technology, also known as tan. Tan sidewalls are the best, because you can look down at them while you're riding and tell whether or not you're losing air. It's a good thing to be able to do.
4. **ROUND SHAPE.** It has a round cross section for good cornering.
5. **TOUGH CASING.** It has a light, strong, kevlar-reinforced casing, not just for flat resistance, but for sidewall strength. It is not stiff or heavy; just tough...and costly.
6. **GOOD GRIPION.** The rubber is Panaracer's latest and greatest "Zero Slip/Grip" compound, which tests prove to be grippy and durable.
7. **BLACK TREAD.** Don't call it "retro." It's just black.
6. **FOLDABLE, OR NOT.** With a kevlar bead (250g) or a wire one (298g).

Rōll-y Pōl-y

WIRE BEAD

ITEM# 10-035

MEMBER PRICE \$30
NON-MEMBER \$35



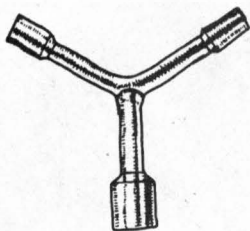
KEVLAR BEAD

ITEM# 10-034

MEMBER PRICE \$40
NON-MEMBER \$45



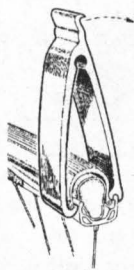
Tools



JPN ITEM# 19-023
MEMBER PRICE \$10
NON-MEMBER \$15

HOZAN Y-WRENCH

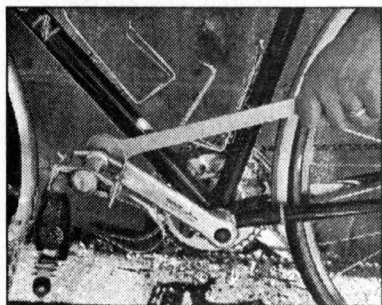
Everybody needs a Y-wrench, and tool losers need at least three. This Hozan is the best and most expensive one. Chromed steel, precise, and one of those tools you use all the time for decades and don't appreciate until you can't find it. For brake levers, fenders, nitted brakes, brake shoes, and that's about it. Shiny chromed hardened steel; it won't wear out.



FRA ITEM# 19-045
MEMBER PRICE \$9
NON-MEMBER \$11

THE TYRE LEVER FORMERLY KNOWN AS VAR

These won't pinch tubes or mark up rims. They're French, they used to be marketed as VAR brand lever, and they are by far the best tire lever I've used for 35mm wide and skinnier tires. I'm now using the Eldi levers on larger tires.

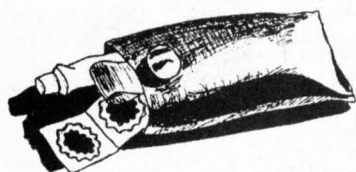


GER ITEM# 19-051
MEMBER PRICE \$15
NON-MEMBER \$20

ELDI NO. 61 PEDAL WRENCH

Throw every other pedal wrench you own into the nearest garbage can. The best pedal wrench is the venerable ELDI No. 61. Long, heavy, solid hardened steel; and rustproof. What a beaut, and our price is cheap.

Tip: During installation, hold the wrench in the middle to do the final snugging. That way, you won't have to wrestle as much when you remove them. Use the full length for removing stubborn pedals, and aren't they all that way?



FRA/USA ITEM# 10-012
MEMBER PRICE \$5
NON-MEMBER \$7

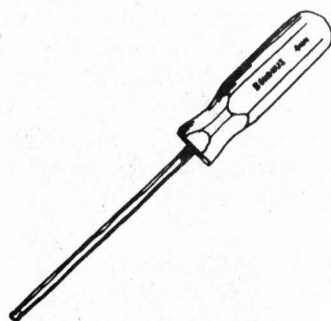
ANTLOAD PATCH KITS

Mike Cobb makes patch kit containers from broken inner tubes and snaps, and stuffs them full of what you need to fix a flat with, minus the tire levers. Namely, rubber cement, a square of sandpaper, and genuine Rema patches. Kim Young, some of you know, was a Bstone catalogue cover girl (1994), and runs BICAS, a youth bicycle mechanic organization. They go through a thousand or so patches a year, and she says the only patches that work consistently are Remas.

Tools

4MM BONDHUS (BALL-HEAD) ALLEN WRENCHES

Handy for bottle cages and racks. The ball-head lets you go in at a slight angle, a real blessing when mounting racks or bottle cages. Actually, "a real blessing" doesn't go far enough. Mounting a single bottle cage without one of these will drive you bananas. The L handle hits the cage, so you can barely tighten it before you have to start over again. German, top quality, and when you need one, nothing else will do...as well.



ITEM# 19-011

MEMBER PRICE \$6

NON-MEMBER \$9

USA

ELDI TIRE LEVERS

The challenge:

Tire levers that will last 50 to 150 years or 10,000 tire changes, whichever comes first.

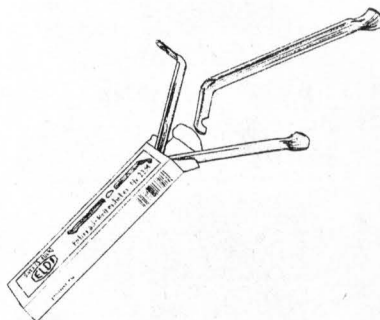
The budget:

\$100.

The solution:

These, and you have \$97 left over.

They have smoothish roundish edges, and don't harm rims. Three pieces of solid, bent, shaped genuine steel for only \$3? Buy some before Eldi gets bought out by a heartless conglomerate that thinks steel tire levers are archaic. Some pro mechanics use no others.



ITEM# 19-050

MEMBER PRICE \$3

NON-MEMBER \$6

GER

Before You Stick In the Inner Tube

Put talc or baby powder or even roadside dirt on it. It does two good things:

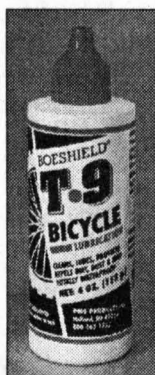
1. It makes the surface less likely to hold a thorn or piece of glass that barely penetrates the tire tread (so you might not get a flat).
2. It makes the tube easier to remove if you do get one. Sometimes, if you've ridden a lot in blasting hot weather, an uncoated tube will glue itself to the inside of the tire. There's no benefit to that.

The easy way to talc-powder-dirt the tube is to get a handfull of the stuff, and and drag both sides of a fresh, airless tube through it. That's a lot easier than keeping the tube stationary and moving your hand-with-talc over it. Then, before you install the tube, inflate it just enough to take any wrinkles out. Start at the valve, work your way around both sides at the same time, and sort of stretch the tire as you go, to make the last part easier. Some people, as a matter of pride, refuse to use levers for the last bit. But some tires and rim combinations require it. Use levers, make life easy, and figure out something more important to be proud of!

Lubes & Liquids

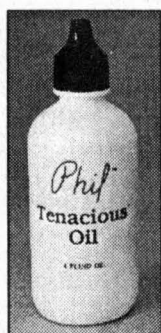
BOESHIELD T-9

Developed to keep Boeing's airplanes from rusting. It is our current favorite chain lube. It's wax-based, so it's relatively tidy and doesn't tend to collect gunk as fast as oil-based lubes. You don't need to look around any more for the ultimate chain lube; T-9 is good enough forever. In a 4oz drip bottle for chains, or a big old 12-oz flouorocarbonless spray, which doubles as an anti-rust spray for inside steel frames, or anything else you don't want rusting. Not shippable by air, not even in Boeing-built airplanes.



USA ITEM# 13-033
MEMBER PRICE \$7
NON-MEMBER \$9

USA ITEM# 13-034
MEMBER PRICE \$14
NON-MEMBER \$18



PHIL TENACIOUS OIL

Every bike rider should have a bottle of this around. The slowest-running oil on earth, which makes it good for places where you really should use grease, but you either don't have any, or you're too lazy to overhaul and regrease it. The absolute best lube for pinch bolts—how do you get grease on them without taking them out? This is perfect. So many times you don't want to dip your finger into the grease, and that's when you grab for this. Six dollars for about a 5-year supply.

USA ITEM# 31-013
MEMBER PRICE \$6
NON-MEMBER \$7

Wipe Tires Right or Wish You Had

When you can't help but ride over what looks like sparkling diamonds or shards of frozen root beer—but it's a hot day on the poor side of town—you should wipe your tires, just in case it's actually glass. You can do this with a bare hand or with gloves, but there's only one right way to do it.

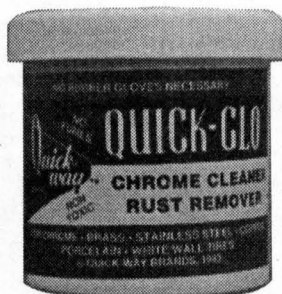
To wipe off the front tire, gently rest your fingertips (if gloveless) on the tire in front of your front brake. If you have gloves, use the palm. To wipe the rear tire, do the same immediately behind the seat tube.

If you try to wipe from behind the fork or behind the rear brake, the tire will suck your fingers or hand into the fork or brake, and you will regret that day for the rest of your life.

Polish, Hand Cleaner & Wax

QUICK-GLO RUST REMOVER/POLISHER

Use this with a Scotchbrite pad, and rust comes off so fast you'll think it must be poison, but it's not toxic at all. Quick-Glo is really amazing stuff, it's been around since the '50s or so, and it's not just for rusty bike parts. It's also a great general purpose metal polisher, and everybody has some tarnished and ugly-looking metal around. For instance, if you're boiling water for tea in an enameled tea kettle, and you forget it's on and boil the pot dry, the enamel will brown pretty badly, and you'll think, "Great Scot! I've just ruined another kettle!" But Quick-Glo can fix it, and will fix it, if you just rub it on enough.



ITEM# 31-015

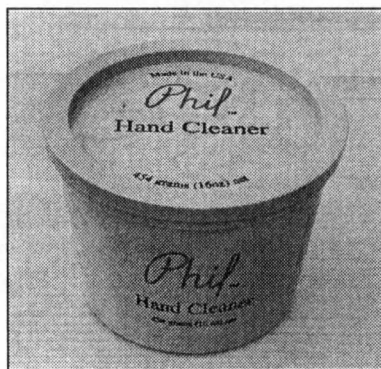
MEMBER PRICE \$6
NON-MEMBER \$7

USA

PHIL HAND CLEANER

By far the best hand cleaner we've tried, and we here at Rivendell Bicycle Works fancy ourselves hand-cleaner connoisseurs. This grainy brown stuff gets out the grime and rinses off in a jiffy. It's all natural, doesn't smell, isn't toxic, and when it's all used up, you've got yourself a plastic celeste-colored bowl. Not sold in hardware or auto-supply stores, and I've never even seen it in a bike shop.

You'll never find a better hand cleaner, or one that's more pleasant to use. Cheaper, maybe, but none as good.



ITEM# 31-038

MEMBER PRICE \$6
NON-MEMBER \$7

USA

BEESWAX

From local bees. Tons of uses on and off a bike. Put it on all threaded surfaces to prevent loosening. Make emergency cable end-caps, to prevent fraying. Put it on shoe laces to prevent loosening. Strengthen string, lubricate screws and nails. First, break off a small chunk and knead it till it's soft and gummy. It'll harden up again, but will never get crumbly, and will always be ready to rub into threads (like pedal dust caps or headset locknuts).

Beeswax is one of the best smelling substances on earth, as you probably know already.

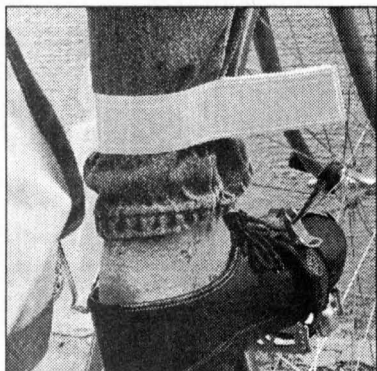


ITEM# 31-002

MEMBER PRICE \$3
NON-MEMBER \$4

USA

Wheel and Ankle Reflectors

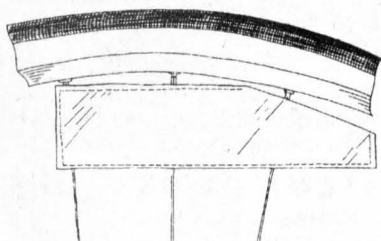


USA | **ITEM# 31-016**
 MEMBER PRICE \$5
 NON-MEMBER \$10

ACME ANKLE REFLECTOR

More surface area and reflectivity than any other ankle reflector. Ankle reflectors, by the way, do so much for so little money and weight and hassle, that every rider needs at least one. Even during daylight, they keep your pants out of the chain grease, and make you slightly more visible. These are our own design, and are the best ankle band made.

Made of Reflexite, the shiniest and most reflective material we've used. Some shade of white, yellow, or orange, as available. Also good for night running, on legs or arms.



USA | **ITEM# 21-080**
 MEMBER PRICE \$5
 NON-MEMBER \$7

ACME WHEEL REFLECTOR

We've all seen cheap bikes at night, their wheel reflectors shining and turning around, and as Riders of Good Bikes, we've all kind of sort of been slightly envious, right? Maybe I'm just speaking for myself. Anyway, these white Reflexite-n-Velcro reflectors weigh about 4g each, go on and off in seconds, don't throw the wheels off balance or interfere with spoke tension. I/Grant have used them for more than 15 years, and wouldn't ride at night without them. They're no substitute for lights, but you can't be too visible at night, you know? Sold each.

Prevent Paralysis

If your bike allows you to carry a third water bottle under the downtube, NEVER grab it while the bike is moving. The front tire will catch it and drag it up behind the fork, jamming it instantly and flipping your over onto your head and neck. Third water bottles are handy on long hot rides and tours, but don't be dumb about them. Rotate your empties there, and wait till you're stopped to do that.

Safety Stuff



WIRE FRAMES

USA	ITEM# 21-023	
	MEMBER PRICE	\$16
	NON-MEMBER	\$19

PLASTIC FRAMES

USA	ITEM# 21-022	
	MEMBER PRICE	\$16
	NON-MEMBER	\$19

CHUCK HARRIS'S REAR VIEW MIRROR

The best we've used—it keeps its adjustment over long miles and bumps. Chuck makes it from recycled materials, and he's made more than 60,000, so the bugs are gone. The arm is a spoke. The mirror is big, easy to use on your first try. Racers and cool guys eschew rear view mirrors. Tourists, commuters, and others with stronger survival instincts, know there's nothing cool about not knowing what's bearing down on you, and it's nice to know when you're dropping folks you don't want to drop.

We sell only the model designed for plastic-framed glasses. Hard to keep them in stock, expect short delays.

Mirrors Are Good

Although you ought to be able to ride and look behind you without veering off the road or into traffic; and although you ought to be aware of oncoming traffic by the noise it makes; and although you ought to be sensitive enough to slower friends behind you so as not to inadvertently leave them far behind you— don't push your luck.

Use a rear view mirror. It makes it easy to see oncoming traffic, and to ride with friends who are slower than you are. When you look back at them over your shoulder, you're sending a "Giddyup!" message, whether you intend to or not. It's better to keep tabs on them from your rear view mirror, and drift back secretly when you're more than 30-feet ahead.

The Plain-Clothes Cyclist

It may seem inconsistent that we offer fancy-expensive cycling gear, including frames that cost \$2300 and take a year to get...and then suggest you ride in civvies. We aren't suggesting you give up your cycling costume, just expand it. Lots of plain clothes work remarkably well for riding; and you'll ride more often if you don't have to change into Superman every time you want to just go. A plain-clothes get-up is more appropriate for those half-hour or so rides you'd like to squeeze in before work, during lunch, before or after dinner. If it takes ten minutes to suit up, you probably won't do it.

Another, overlooked advantage of dressing down, is the frame of mind it puts you in. Low-key clothing keeps you mellow and happy, and takes the pressure off performance. It also means you'll be less of a trophy for any rider who sees you up ahead, as a carrot. When that button-down madras shirt comes into focus, any racing fantasy gets blurry real fast. But if you happen to be on a nice bike, or are pedaling along there at a good clip, don't be surprised if you get a lecture on the benefits of "real" cycling clothing!

Socks: You can wear any socks that fit. Wool is nice because it can get sweaty and still feel dry and cushy, but for day rides in fair weather, any old socks will do.

Shoes: With the \$26 platform pedals we offer, you can comfortably ride in old-fashioned canvas sneakers with plenty of comfort and little to no loss of performance. If you have regular pedals, not platform type, then it's still do-able and fine. Court shoes are fine, as are many indoor soccer shoes. The Nike Cortez, a pre-Prefontaine running shoe favorite that still exists, works great, too, and the leather model lasts a long time. When you ride with toe clips, avoid running or trail shoes with lugged or flared soles.

Shorts: For day rides of up to 3 hours or so, those ubiquitous Supplex™ sports shorts or shorts-style swimming trunks (please no brief types) with the dry-fast liners work amazingly well. It pains us to admit it, but they work better than cotton

shorts. They come in a variety of colors, even black, and cost about \$20. If you can't do without the padding of a chamois, you can get Andiamo (brand) padded cycling undies made for wearing under casual shorts; or you can wear your actual cycling shorts under them. Casual shorts such as these are ideal for short or impromptu rides when you don't feel like getting decked out in full, glorious regalia.

Shirts: Wear whatever you'd wear off the bike. No doubt cycling-specific clothing works well, but it's less critical in shirts than in any other area. Non-cycling shirts are great. You can still ride hard in them, but you don't feel pressured to. For hot weather, nothing beats a lightweight, longsleeved seersucker. The long sleeves keep the sun off your arms, and the crinkles keep the fabric from laying close. The looseness lets the wind fill the shirt up like a balloon, shading your skin and letting the air circulate around it. It beats the pants off a snug synthetic jersey, pressing its sun-heated fabric tight against your skin. A garden-variety short-sleeved cotton t-shirt works well, too. The flapping cools you.

Helmet Tips: For longer rides or in hot weather, wear a sweat band under your helmet. A cotton bandana (fold in half diagonally, then roll from the corner inward), or a cycling cap with the crown cut out of it (so it's a visor) works well. It fits under a helmet better that way, especially if you have a fat head to begin with.

It is highly unlikely that anybody in a position to affect helmet design will read this or has even heard of us, but if you know somebody who knows somebody who knows somebody who designs helmets and is looking for ideas, how about this one: A well-ventilated helmet with a round profile. No tail-fin in the rear, don't try to make it look fast when it's sitting on the hook in the store. Make it white, light, holey as all get-out, and round. No grey exposed styrofoam anywhere. Make it simple and boring. Keep the new retention systems, of course. Light grey straps would be fine. Why always black?

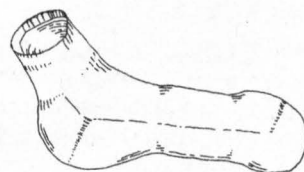
Clothing

SMARTWOOL SOCKS

Cycling-specific socks that you can wear off the bike, too. They're now 65 percent wool, with stretchy non-wool to keep them snug around the tops, and to increase toenail resistance up front.

Simple, off white, logoless. The wooliest parts are the bottoms, where you're more likely to sweat.

M:	M 4.5 to 8	W 6 to 9.5	(#21-082)
L:	M 8.5-11.5	W 10 to 12	(#21-081)
XL:	M 12-15	W 13.5-16.5	(#21-083)

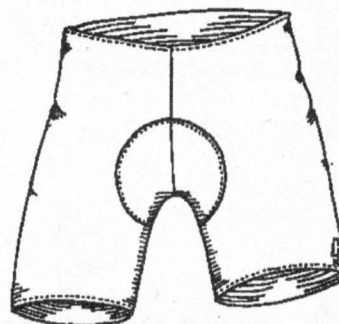


ITEM#	SEE SIZES
MEMBER PRICE	\$9
NON-MEMBER	\$10

USA

WOOL SHORTS (KUCHARIK)

Kucharik has been making cycling clothing since 1934, and these are the best wool shorts we've ridden. They still ride up like the wool shorts of old, but not as much, and most importantly, they don't ride down or give you a ring around the thigh, or that "too bad I have to pour myself into a spandex suit to enjoy the sport I love" feeling. You won't wear plastic after wearing these. Superwash wool with a fake chamois. They fit better after the first washing. These don't last as long as thick synthetic shorts, but they're far more comfortable for most people. They feel *normal*. Not hot!



S: to 29w (#21-038)	M: to 33w (#21-036)
L: to 36w (#21-034)	XL: 37-40 (#21-040)

ITEM#	SEE SIZES
MEMBER PRICE	\$58
NON-MEMBER	\$63

USA

Make Your Own Kind of Armwarmers (out of socks)

From wooly socks, which are available in all colors, weights, and knits, for anything from dress wear to skiing. The cost per pair ranges from about \$6 to \$24 (for hand-knit-in-Katmandu/imported to NYC models). Find a suitable pair and cut the toe out. Stick your elbow in the heel, and there you go. Sometimes it works best to have the top up by your shoulder; other times, down at your wrist. It all depends on the sock, and you'll figure it out.

Unfortunately there's no equivalent way to make leg warmers. Leg warmers are great, especially wool ones, but the wool one we'd planned to carry just went way up in price, and we're still in shock. We may offer them in a Riv Reader.

UNDERWOOLIES!

Our most popular item besides pine tar soap. Typically, a customer will try out one, like it, then buy two more. Many of our customers wear them virtually every day. They're 90 percent wool, 10 percent nylon (reinforcing in the collars and cuffs). They launder well, get soft and cozy, and don't stink. If you wear plastic jerseys and get chilled on descents, wear one of these underneath. On warm days, wear one instead of a jersey. On hot evening rides when you don't want to freeze at sunset, wear the sleeveless one under a lightweight seersucker. These are the most versatile cycling garments you can own. Triple layer them thusly: Skin, SS, LS, Sleeveless. Works great!

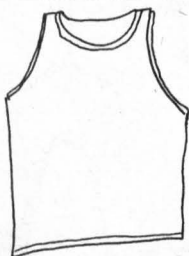


SHORT SLEEVE THIN WOOLY

Want to ride in wool, but don't want to pop for a real jersey? Here's a cheap solution. So comfortable and versatile So cheap, so good. Equally good general wear, too.

S: #21-117 M: #21-118
L: #21-119 XL: #21-120

CAN | **ITEM# SEE SIZES**
MEMBER PRICE \$24
NON-MEMBER \$29



SLEEVELESS THIN WOOLIES

Wear this under a cotton shirt or any jersey. You won't overheat on the climb, and it'll prevent freezing a cool descent. You should probably have one of these with you at all times, on or off the bike. Perfect for those late-spring picnics and such.

S: #21-113 M: #21-114
L: #21-115 XL: #21-116

CAN | **ITEM# SEE SIZES**
MEMBER PRICE \$17
NON-MEMBER \$22

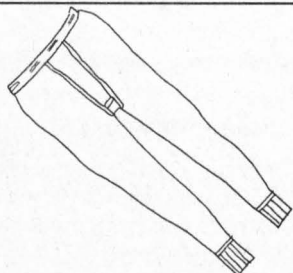


LONG SLEEVE THIN WOOLY

Ideal on cooler days, but works well up to 90-degrees, too, since it's so thin. We wear them alone or under other layers. Great PJ top.

S: #21-123 M: #21-124
L: #21-125 XL: #21-126

CAN | **ITEM# SEE SIZES**
MEMBER PRICE \$28
NON-MEMBER \$33



WOOLY LONGS

For winter or camping-out pajama bottoms, and chilly weather wear under your shorts or pants. Mate them with SmartWool sox and don an off-white toque, and you can be cream-colored from head to toe. For average length legs, and sized like regular underwear. When in doubt, go UP, and tolerate some poofiness. They work as cream-colored tights, too.

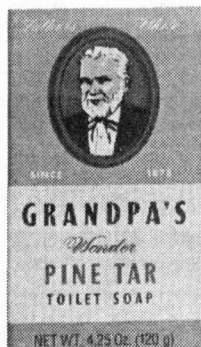
S: #22-067 M: #22-068
L: #22-069 XL: #22-070

CAN | **ITEM# SEE SIZES**
MEMBER PRICE \$28
NON-MEMBER \$33

Soap (and how to use it)

PINE TAR SOAP

Made the same way since 1878, with a strong pine tar scent that cuts through the stench, but washes off thoroughly. Most women hate the smell, most men love it. Many washers use it to cure or appease skin problems, or as a contact lens wash; and besides all that, it's also the best shampoo you'll find. It never builds up, doesn't strip your hair of oils, but gets out the grease. Our best selling item by far, and you only have to try it once to either understand why or think most of our customers have lost their ability to smell. Hefty, grandpa-sized 4oz. cake.



ITEM# 25-001

MEMBER PRICE	\$4
NON-MEMBER	\$6

USA

Soapy Armpits = All-Day Protection

Wash all over. Double-wash your armpits, and the second time around, leave the lather in there. You just get the bar and roll it around in the pocket, then take it out, put it on the rack, rinse your body and hands, but leave the lather in the pits. It dries soon enough, leaving a barrier of pine-scented film that slays odor-causing bacteria before it has a chance to scare people.

It helps to wear wool, too. That may not always be practical, but just for your information, wool processes armpit sweat (which is different than body sweat) in a way that stops smells. Synthetics don't do that, which is why they stink. Either way, pine-tar-soap-foam in the armpits will help.

LIP IVO LIPBALM

If you ever use lip stuff, you might as well try the original, first made in 1903. It's vanilla with peppermint, and unlike real Chapstick, it's non-addictive—your lips won't crack and flake after two days of not using it.

Not too waxy or shiny, it actually stays on, and unlike so many lip balms these days, you don't have to dip a dirty finger into it before applying it to your lips. It's only a dollar, and most people who try it come back and buy more so they don't have to share or worry about misplacing one. People's spouses like it.

FLASH!

They changed the formula.
We won't be selling this for a while.
Stay tuned.

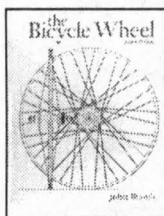


ITEM# 31-009

MEMBER PRICE	\$1
NON-MEMBER	\$2

USA

Books and Posters



THE BICYCLE WHEEL

Wheel-building theory and practice, and widely regarded as the definitive book on wheels. Good for wheel builders and non-wheel builders. The spoked wheel is a beautiful thing, and a symbol of the bicycle, and this book makes you appreciate it even more. Written by Jobst Brandt.

USA ITEM# 23-008
MEMBER PRICE \$25
NON-MEMBER \$30



A BOOK OF NONSENSE

Edward Lear's magnum opus, first published in 1848. Limericks, short stories, a dictionary, stuff on animals, and a botany lesson. A perennial best-seller here, if you can believe it. We offer a double-your-money-back guarantee if you don't love this book, but you pay the return postage—an offer we've been taken up on just 3 times out of more than 200 books sold. Edward Lear was a genius, and this book appeals to all ages, for various reasons.

USA ITEM# 23-004
MEMBER PRICE \$14
NON-MEMBER \$16

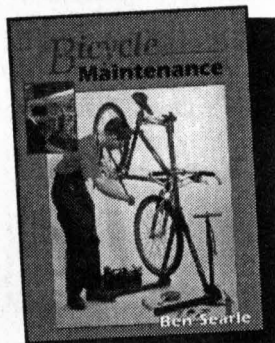


THE DANCING CHAIN

This is a book on the history of the derailleur bicycle. Written by Frank Berto, Ron Shephard, and Raymond Henry, all cyclists, historians, and eminently qualified to tell you just about all there is to know about the development of the derailleur. Lots of facts, details, photos, and drawings—many by Daniel Rebour, cycling's most famous illustrator. 335 pages, 9 x 11, hardbound.

USA ITEM# 23-013
MEMBER PRICE \$50
NON-MEMBER \$55

If you have a small cycling library and you enjoy bike history and culture, then you'll like this book a lot, because it's chock full of it.



BICYCLE MAINTENANCE

There are so many maintenance books out there, and as far as I know, they're all good. Whenever a new kind of shock-fork comes out, last year's book won't have how to fix it in it, but for the most part, the books that were good in 1980 are still good today.

This one is as good as any we've seen. It's published in England, and is written by an English fellow. The photos and text are fantastic, really clear. At \$35, it's one of the most expensive maintenance books in the land, but it'll help you come to peace with your bike, and if you aren't there yet, it's a bargain.

USA ITEM# 23-015
MEMBER PRICE \$35
NON-MEMBER \$40

THE DATA BOOK

Originally published in Japan in 1983. Fifty copies only. Ten came to this country via Hiroshi Iimura. Widely photocopied and circulated as an underground culty book, but now it's legitimate. It's a collection of illustrations showing the development of bicycle parts and accessories from the late 1800s through about 1953. If you like nice illustrations and nice bike parts and illustrated histories, you're sure to like The Data Book. It's hard to put down. You'll see the detail and care makers used to put into the most mundane parts, and you'll learn something just by looking—a good thing, since there's no accompanying text. Great book.



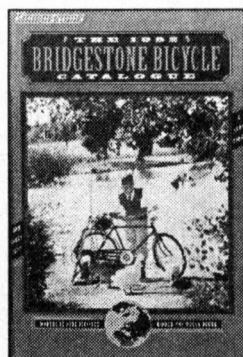
ITEM# 23-016

MEMBER PRICE \$25
NON-MEMBER \$27

USA

1992 BRIDGESTONE CATALOGUE

Nine years ago I/Grant worked for Bridgestone, and had a real budget to work with, and so we made a series of three unusual bike catalogues, which included information, opinions, and predictions not usually seen in big-company catalogues. Quite nicely designed, printed on the most expensive, 100 percent post-consumer waste paper we could find, and headed for the dumpster when Bstone closed up in 1994. I agree with most of it, still, although I've changed my thoughts on frame sizing. Still, well worth \$7. Comes with tear-out bicycle cards, which never caught on. It's well worth \$7, I think.



ITEM# 23-009

MEMBER PRICE \$7
NON-MEMBER \$12

USA

1994 BRIDGESTONE CATALOGUE

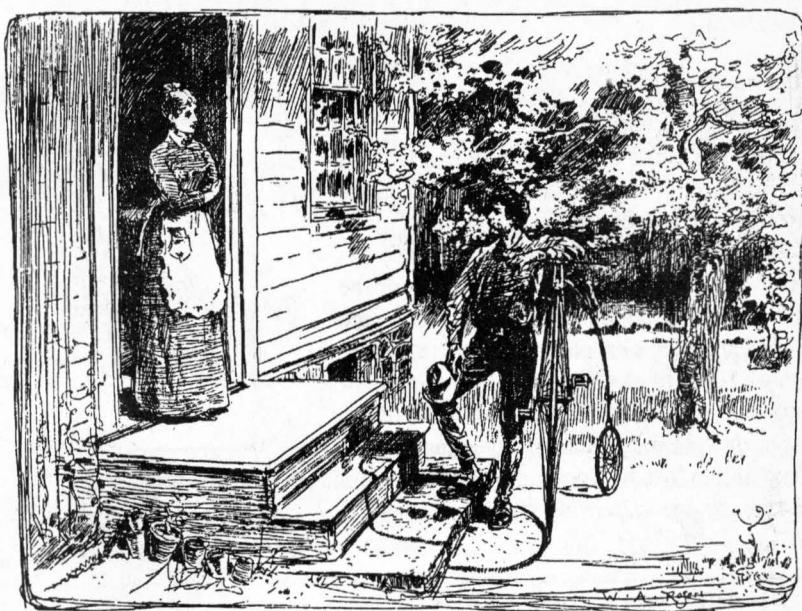
The last of the Bstone catalogues. Great articles and stories written by a variety of folks. Something for everyone in the family. Want to know how steel, aluminum, and titanium are made, and the environmental toll of the process? Or how butted frames tubes are made? Want to read an argument in favor of standardized bikes for all Olympic riders? Want a bike crossword puzzle? A story on baseball gloves? Why we all owe a debt to crappy bikes? It's all in here, for only eight bucks. Lots of good stuff, really. You will learn a lot, maybe. That's Kim and Robert on the cover. Robert's here now.



ITEM# 23-010

MEMBER PRICE \$8
NON-MEMBER \$13

USA



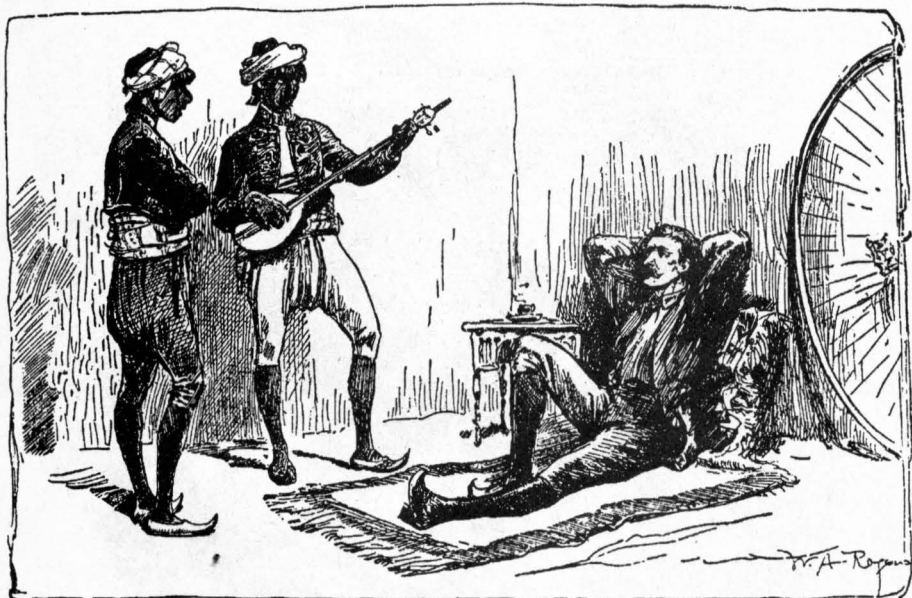
A Fair Young Mormon.



Meeting the "Bulgarian Express."



Lively Times.



Serenade by Turkish Dandies.



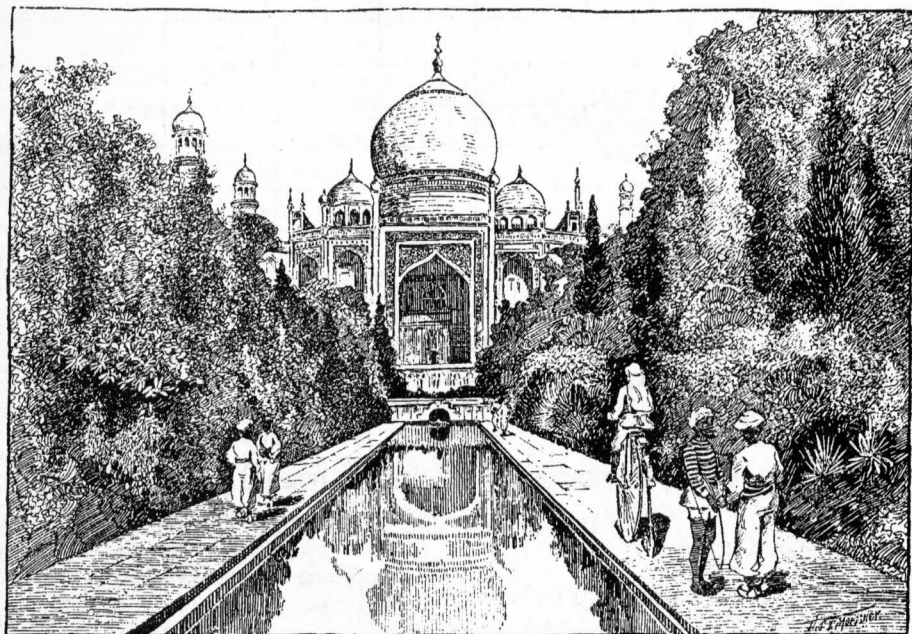
Grapes and Grace.



They Swoop Down on Me from the Rear.



Repairing the Bicycle at Herat.



At the Taj Mahal.

And so the bicycle part of the tour around the world, which was begun April 22, 1884, at San Francisco, California, ends December 17, 1886, at Yokohama.

At this port I board the Pacific mail steamer which in seventeen days lands me in San Francisco. Of the enthusiastic reception accorded me by the San Francisco Bicycle Club, the Bay City Wheelmen, and by various clubs throughout the United States, the daily press of the time contains ample record.

Here, I beg leave to hope that the courtesies so warmly extended may find an echoing response in this record of the adventures that had their beginning and ending at the Golden Gate.

— O R D E R F O R M —

NAME _____ MEMBER # _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SHIP TO, IF DIFFERENT _____

WORK PHONE: () _____ HOME. PHONE () _____

FAX: () EMAIL: _____

[illegible]

SHIPPING

	Ground	Air
Standard	\$7	\$20
CANADA	\$15	\$22
INT'L	\$25	\$45

First Subtotal:

Minus any Rivendollars or Gift Cert:

Second, possibly lower subtotal:

Tax (CA only):

Shipping (see left):

Membership or subscription renewal (\$15)**99-Year Membership/Subscription (\$200)**

TOTAL:

Please see page 81 for ordering information and more details on shipping and backorders.

PAYMENT

Check or money order number: _____ Amount: _____

Credit Card #: _____ **EXPIRES** (month/year) _____ / _____

WE ACCEPT VISA & MASTERCARD ONLY

Rivendell Bicycle Works
P.O. Box 5289, Walnut Creek, CA 94596

PHONE: (925) 933-7304 • FAX: 1-877-269-5847

Hours, Visiting Tips, & Policies

ACTUAL TELEPHONE HOURS

M-F, 9:15 am to 5:30 pm Pacific time. We're here earlier and later, but these are our phone hours. We return messages!

VISITING TIPS

We are set up to sell by mail, and we don't have a browsing area, a shopping area, or the people to wait on you. If you can deal with all that, and promise not to interpret our attending to business as rudeness, then by all means call first, and come on by. We're much more friendly than we sound right here.

WHAT TO EXPECT

We have two 100-square foot adjoining spaces. One is the office, one's the warehouse. There is virtually no parking; but you can park nearby.

WILL CALLS

Please call first so we can have your order ready for you. Keep in mind, we do not have a showroom, a browsing area, or staff to assist you.

SIZINGS AND FITTINGS

Schedule it a week in advance. Bring your cycling shoes, and if you ride clipless, your pedals. Sessions last an hour, and we charge \$150. But if you then order a frame within a month, you may apply all of it toward your purchase.

TO FIND US

From the south or west: Take 680 N to the Ygnacia Valley Road exit. East on Ygnacio a minute to North Main Street. North on Main, and look for parking, because there's no parking by us. We're at 2040 North Main, cell block #19. Up the hill between the bakery outlet and the blue brick building, around to the left, then halfway down on the right, before Discount Mufflers.

From the north: Take 680 S to the Geary/Treat exit. Left onto Main until you hit Pringle. U-turn at Pringle, then turn right after the bakery outlet, but try to park on the street. We're up the hill between the bakery outlet and the blue building, around the left side, about halfway down.

STOCKED ITEMS

We try hard to keep stock of everything in this catalogue, but we may temporarily run out of some items. Bhima will keep that to a minimum, but bear in mind that many of the items we sell are rare, esoteric, or just plain too weird for any distributor to stock in sufficient quantities; and others are imported especially for us. Backorders will only be issued on out

of stock items listing for more than \$10. Backorder freight is \$2 per item, up to a maximum of \$6. The prices listed are good until the next catalogue or price update in the *Reader*.

RETURNS, IN GENERAL

If you aren't completely happy with what you buy from us, you have 60 days to return it for a full refund by check or credit card (as you originally paid).

PAYMENT

Visa or Mastercard, personal checks or money orders. We don't hold checks to wait for them to clear, but in 6 years, we've never had a bounced, uncollectible one. If you're the first, the world will know of it! All orders shipped to California get charged your local sales tax.

SHIPPING/HANDLING CHARGES

Domestic Orders

Standard: \$7 per order, delivered Priority Mail or UPS, our choice (unless you have a P.O. Box, in which case it won't be UPS). Allow 7-10 days for delivery.

3-Day Select: \$12

2-Day Air: \$20

Next Day: \$35, delivered the next afternoon.

All 3-2-1-day orders must be received by 12:00 Pacific time. If you're on the east coast, fax it in to 1(877-269-5847). We'll bust our behind for you, but cannot guarantee delivery.

Back Orders: \$2 per item, up to a maximum of \$6.

Wheels: \$12 per wheel, unless it's part of a bike.

Frames: \$35, shipped UPS ground. \$50 for 3-day Select.

Bikes: \$50, shipped UPS ground.

International Orders

Delivered Parcel Post:

Ground to Canada: \$15

Air to Canada: \$22

Int'l Ground: \$25

Int'l Air: \$45

Frames (UPS): \$200

Bikes: CALL



LUGGED FRAMES
ONLY • ALWAYS

RIVENDELL BICYCLE WORKS
2040 NORTH MAIN STREET #19
WALNUT CREEK, CA 94596

BULK RATE
US POSTAGE
PAID
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FOUR DOLLARS

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