

☞ R I V E N D E L L B I C Y C L E W O R K S ☞

• FOR THE MANUAL CYCLER •

NO. 9

PARTS & ACCESSORIES

SUMMER 2001



☞ NEW CYCLO GEAR MADE THE OLD WAY ☞

Introduction

WE'RE A SIX POINT FIVE 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 ballooners, 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 of 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 becomes more challenging every year. Every year, 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 things made just for us. When you buy things from us, you help that happen. We will keep on track, and you're a huge part of it. —*The Whole Crew*

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• WOOL! •



Norwegian Muddy Green Wooly

Redoubtable Norseman Torry Larsen wore one of these 109 days straight without removing it. In his defense, it was during an Arctic expedition, but still. This intrepid feat isn't something less august folks should try, but if you start off scrubbed up clean and don't mind people saying, "Hey—*again?*" as they pluck at it, you can wear this top a hundred days a year, washing occasionally. It's that comfortable, and that versatile.

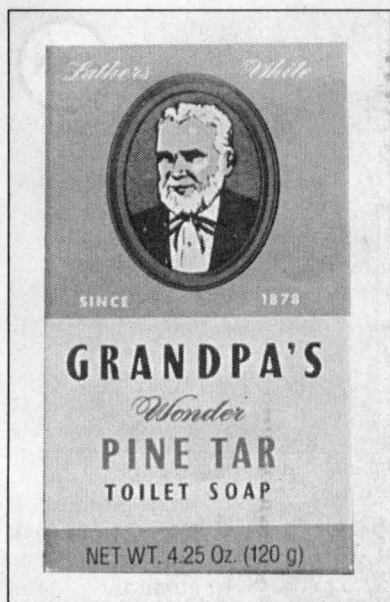
It's just as good off the bike as it is on, since it's so cozy and nice looking. It's slim enough to fit under any shirt you have, and the turtleneck gives you a well-to-do, high class look even if you don't fit the bill. The 100 percent merino wool is knit into a two-layer weave that the manufacturer, Devold of Norway, calls *aquaduct*, since it's specially knit to help you get rid of sweat and to dry fast. It really works.

This muddy green wooly doesn't replace the long-sleeved thin woolies we've always sold and still offer on the next pages. As a cyclist, though, it's hard to have too much wool, and this is an exceptional garment that you'll wear all the time. Anybody who spends time outdoors can surely use a garment such as this. Even at \$70.

\$ 70

S: 22-073 M: 22-074 L: 22-075 XL: 22-076 XXL: 22-077

• SOAP and more WOOL UNDERWEAR! •



Pine Tar Soap

Brainlessly left out of our Spring Catalogue, although when you think about it, it doesn't get hot enough in Spring to require regular showers, anyway. But here it is again, our most popular item by far. It smells great, unless you hate the smell of pine trees. It cleans bodies and hair like no other soap, leaves no residue, is great for skin problems, and we get more repeat business on this than we do on anything else. Made for more than 100 years, same formula. Deodorant tip: Lather your armpits, rinse, then lather again and don't rinse. You won't smell like pine tar or anything else, for that matter.

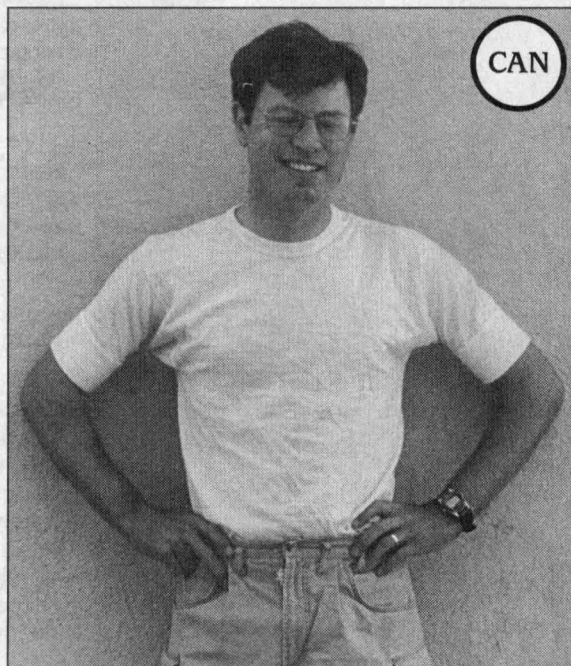
Note: For some reason, most women detest the smell, and some won't let it stay in the shower stall. But it won't make YOU smell that way.

\$ 4

ITEM: 25-001

SS Wooly

When you aren't sure about long sleeves, but you don't want to freeze or overheat, this short-sleeved wooly is ideal. For an everyday summertime jersey, it's perfect if you aren't trying to hide dark nipples. Or wear it under another jersey, or if you're going casual, under any cotton shirt. At the very least, bring it along. It's cooler than a Beefy-T, and much better protection when it's sweaty and the sun's going down. It's compact enough to fit into a jersey pocket or a Banana Bag. On campouts, stuff it for a pillow. You can wash it with the normal clothes, but it's best washed cool or warm, with soap, and air dried overnight.



\$ 26

S: 21-117

M: 21-118

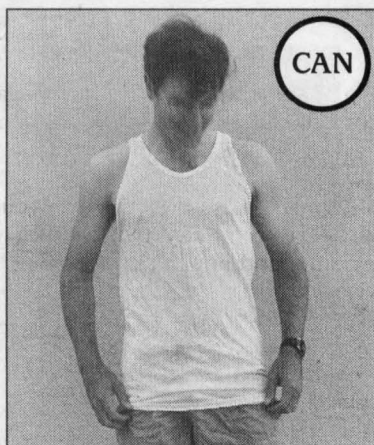
L: 21-119

XL: 21-120

• MORE WOOL UNDIES •

S-less Woolly

For decades, sleeveless wool undershirts have been favorites among pro cyclists in Europe, who still wear them under their plastic obligation jerseys. Wool feels better next to skin, and handles sweat and continuous wear much better than do synthetics. When the temperature's around 90 degrees, a sleeveless woolly still won't overheat you, but will protect you from chills when the sun's going down. It weighs almost nothing, takes up no space, and it always pays its way. Also works well as a vest over other woolies. Women tend to hate this garment. It reminds them of bad living situations, worthless partners, squalor, and so on.



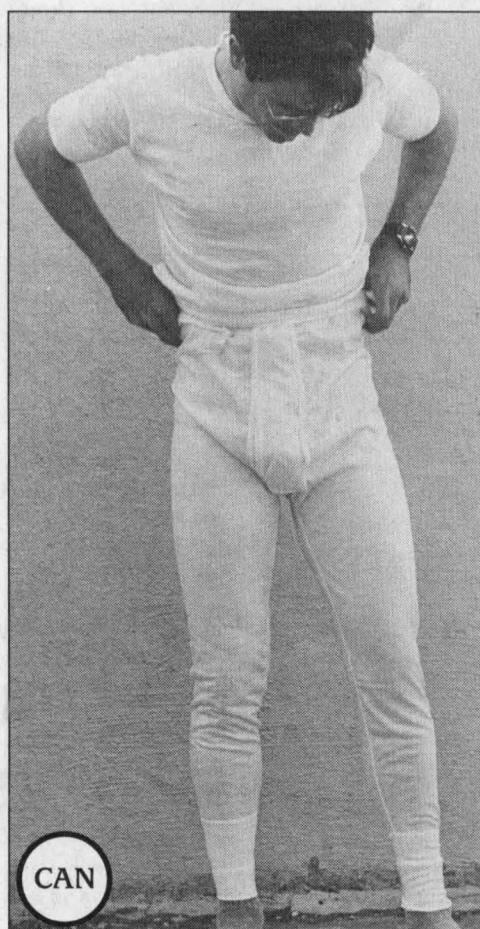
\$ 24

S: 21-113

M: 21-114

L: 21-115

XL: 21-116



Wooly Bottoms

These are good...

1. For wearing under regular pants or shorts during cool days. They'll keep you comfortable when unlined pants fail you. You can buy flannel lined pants, but they cost twice as much as these, don't work as well, and aren't as versatile.

2. As pajamas.

3. As whitish cycling tights. You can wear them over undies and under shorts (supplex baggies work great). Wear Andiamos, these, then some kind of shorts over them. It works..

These bottoms don't fit like leotards or tights, so if you're picky that way, don't get them. The crotch is too low, the waist tends to be on the big side of things, and they're baggier around the legs than any other wool or knit underwear we've seen. The thing is, it doesn't matter. Once they're on, they're immediately cozy, and you'll get your \$28 worth out of them within a month. No bicycle tourist, hiker, camper, or cold sleeper should be without them. It's not like they're \$80 or something, after all.

\$ 28

S: 22-067

M: 22-068

L: 22-069

XL: 22-070

• HAIL TO THE SHEEP THAT GIVE US THE WOOL! •

Alternatives to the Laboratory

If a space monster came here today and conned some gullible Gus into loaning it a Modern Gear & Wildwear catalogue, or just took a gander at a group of hikers, climbers, birdwatchers, or cyclists, it would get a pretty twisted idea of the clothing and equipment required to survive and enjoy a hike in the woods, a climb in the mountains, and a bicycle ride down the road. Most of it comes from a laboratory.

If you think about that for a while and consider how long animals have survived without synthetics, it may strike you as odd, to put a synthetic barrier between you and the trees, rocks, and wind. But the relentless promotion of "technical fabrics" makes a compelling case for doing so. Can natural materials do the job?

We would have died off long ago if they couldn't. Still, that's not to say we should totally snub science.

A little nylon, a fastex buckle here and there, non-birch bark sunglasses, and flashlights that aren't a fire hazard can make life good. Sometimes the benefits of plastics and technology far exceed any real or conjured up psychic or emotional drawbacks. But if you don't watch yourself and you believe all the hype, laboratory materials will take over your outdoor wardrobe and gear collection in no time.

That's not the worst thing in the world, but don't underestimate the role gear plays in your experience, either. The gear we use and the clothing we wear *become* our immediate environment. How it looks, how it sounds when it flaps in the wind, how it smells, and how it feels, depends mostly on what it's made of; and these days, it's mostly plastic. It may be soft and furry, and it may have names borrowed from nature, but it's plastic.

The thing is, in 2001 it's not easy to buy

natural alternatives. When you go to a backpacking store and try to buy an all-wool hat, you'll be pointed in the direction of PolarFleece attitude hats, and knit acrylic "retro-style" caps, by a salesperson to whom "wool" means "It doesn't look like polar fleece, must be wool." It's that way with socks, bottoms, and tops,

too. If you're diligent you'll find good gear made from natural materials, but once it becomes a mission, you start to wonder. *Why this effort? Am I trying to dress like a Norwegian fisherman or North Woods lumberjack? Is this what my life has come to? How pathetic is that?*



A Rambouillet. Originally from France. Fine wool.

You have to discover (or remind yourself) that with the exception of certain superwet environments in which nothing beats a PVC jacket or gear bag, the best natural fabrics not only sound, look, feel, and smell better, but they work better, too.

It's pretty hard to go all-natural these days, but that's where our leanings are, and in this catalogue we're trying to make those things available. If you look over the clothing and gear we offer, you'll see inconsistencies, because they're all over the place. We try hard, though, and one thing we do is seek out and buy from manufacturers who were there first and will keep making natural clothing and gear with or without our business; manufacturers we don't have to beg or persuade. We end up setting some practical, livable standards. The line we draw between go and no-go curves and swirls, but is not *entirely* arbitrary.

For instance, on packs we allow metal zippers, but not nylon ones. (We've worn out innumerable nylon zippers, and are trying to protect you.) We allow velcro and nylon on a plastic map case, but not on a pack. (Packs get heavier use, and are more of a hassle to repair and more costly to replace.) We're okay with nylon stuff

• HAIL TO THE SHEEP THAT GIVE US THE WOOL! •

sacks, but not nylon panniers. (We're in no mood to search out a maker for customized waxed cotton stuff sacks.)

We have higher standards for wool content in underwear than we do in socks. (All-wool underwear is much, much easier to find than are high-wool socks.)

And speaking of socks, we're still looking for the ideal, low-cut cycling sock, and seem to have found it, in the SmartWool Ultra-Cushion running sock. The

SmartWool cycling socks are 65 percent wool, and this new one is 80. Still, another sock that's great for cycling is the 85 percent wool Wigwam 632.

It may not sell, because cyclists, like other enthusiasts, tend to like activity-specific clothing. But the higher wool content feels good, and after one ride you'll question the need for a specialty sock for cycling.

Our biggest infraction is supplying our own Baggins Rear Panniers with nylon compression straps with Fastex buckles, and shock cord with plastic spring-loaded cord locks for the top flap. But neither of these is sewn onto the bag, and you can replace them with recycled organic hemp rope if you like. In our defense, we recently bought some cotton webbing from a Shaker-supply company (it's used for weaving chair seats), and are now looking for buckles for it. These would be good flap tie downs, too. Although we'd

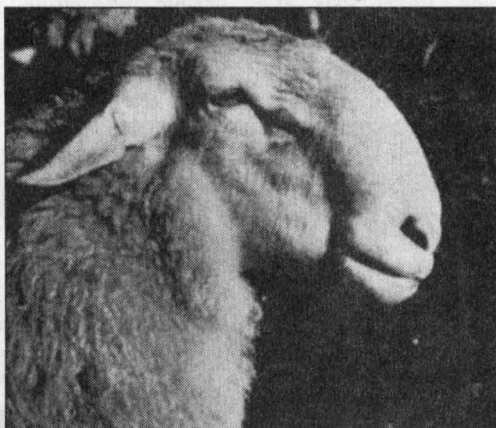
score points by upgrading the webbing alone, it doesn't seem right to put Fastex buckles on it, and we're looking for a buckle that ranks somewhere between a Fastex one and a knot. There's nothing wrong with knots, but there's nothing

overkill about a buckle on a set of \$175 rear panniers.

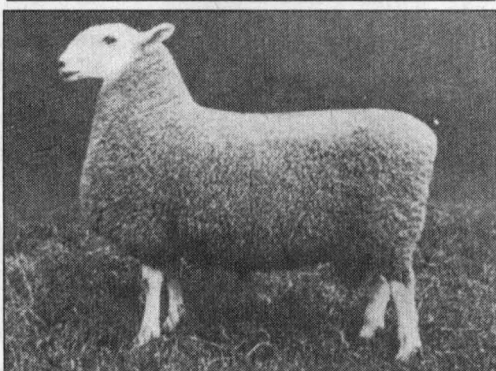
In the big picture, which includes famine, natural disasters, health problems, and keeping Rivendell alive, trying to make a case for natural versus synthetic fabrics seems like an indulgence for somebody with too much leisure time and not enough stress. But sometimes when you care about something a whole lot, you tend to look at it under a magnifying glass, and that's what we're doing here.

As far as natural versus plastic goes, it doesn't have to be all or nothing. Draw your own crooked line, mix it up. Wear the Polar Tech top you got for Christmas last

year, but toss out the polypropylene underwear you've had for five years. The next time you're in SockWorld, read the fiber content, not just the claimed benefits. When the zipper on your nylon day pack finally fails you, get yourself a toploader, if you can find one. Little by little, replace the fragile features of convenience along with the plastic. Let them turn used milk jugs into new ones, and sheep's wool into clothing.



The hardy, "hooves of steel and Roman-nosed" German Mountain sheep (Bergamesque type). Originally hailed from Sudan, but now oft seen roaming the Austrian and Italian Alps.



The ladylike Border Leicester. Often mistaken for a Cheviot, it is actually a cross between that and an English Leicester. Coarse wool, aquiline nose.

Coming this Fall

Rivendell's Back To Wool catalogue, with many new all-wool items for the cyclist and cycle-camper. From around the world, and many made just for us.

History, Sheep, and Wool

History

Sheep were roaming about central Asia almost 20 million years ago. Early man used to wear animal skins, but eventually learned to keep the animal alive and just use the fleece.

The first wool fabric, dating to 1500 B.C. was found either in Germany or in a bog in Denmark. Experts still debate which.

Wool played an important role in the commerce of the earliest civilizations of Mesopotamia, Sumer, Egypt, Greece, Rome, Persia, and Babylon. And, in the middle ages in Spain, if you took a Merino sheep out of the country, they killed you. But Spanish royalty used to give them as gifts to foreign dignitaries, (and nobody killed them for it), so Merino sheep spread. By the late 1700s, they weren't as rare.

In the 3rd century the Romans introduced textiles to the Brits, who crossbred lots of sheep, and today have more than 60 breeds. Britain used to rule Australia, and is responsible for introducing sheep there, in the 1700s. Now Australia has more than 40 million sheep, mostly Merinos, and leads the world in wool production.

In the 1600s, court judges sat on sacks of wool. Britain's Flannel Act (1667) made it law that dead bodies be buried in wool, and required the living to wear only wool between November and April. It should have been all year. Let's start now!

Sheep

Sheep are timid, and are most comfortable when they're in big flocks, which makes them easy to domesticate and herd. Domestication has led to more than 198 breeds of sheep. Sheep used to be brown, black, grey, and rust-colored, for camouflage. The white sheep we have now were bred to be white, because whitish wool is easier to dye, so it has more commercial value. It's more useful.

There are sheep for high, cold mountains, warmer lowlands, plentiful or sparse vegetation. I think some gnaw on lichen. Some like steep, rocky terrain, others prefer hills and meadows. There are round, puffy sheep and scrawny, goat-like ones. Vive la difference!

The most famous sheep is the Merino, and it is also the most common. It produces a fine fleece ideal for most (but not all) clothing. The famed Scottish Blackface sheep grow the wool used in Harris tweed. The famous bald-faced, bald-shinned Border Leicester's wool is used for knitting yarns and for lambchops (apologies to vegetarians). The sheep in the movie *Babe* was a Border Leicester.

Some sheep have horns, some are hornless.

Wool by definition may come from other animals, too: Camels, cashmere and angora goats, rabbits, vicunas, and llamas are some of the more common non-sheep wools. (There's dog wool, too.)

Wool

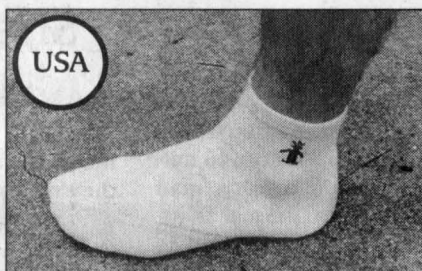
A wool fiber is covered by overlapping scales, which repel water and dirt...The center of a wool fiber is absorbent, so when water gets past the scales, it gets soaked up. The water-repelling surface combined with the water-absorbing core make wool comfortable when it's rainy, muggy, or you're sweaty...You can bend a wool fiber 20,000 times before it breaks. Cotton breaks at 3,200, silk at 1,800. Wool's flexibility makes it more durable than other fibers...The term "dyed in the wool" originated because wool dyes easily and permanently; centuries-old oriental rugs still look rich and vibrant. Wool processes the oil in body sweat differently than does any other fabric, which is why it doesn't stink...Hot water and agitation cause wools scales to catch on one another, resulting in a tight, wind-resistant (but smaller) fabric. Wool felt is made this way. Washable wool has been treated to prevent this...Wool is graded by fiber thickness, in microns. One micron is 1/25,400th of an inch. "Fine" wool fibers are 22 microns or skinnier. Most people can handle that. When wool gets up around 28 microns, it starts to get scratchy. Sometimes, that's just what you need to get the blood flowing, and as a wearer of natural fabric clothing, understanding that different breeds of sheep give us different kinds of wool can go a long way toward helping you appreciate the itch!

• PROTECT YOUR EXTREMITIES...WITH WOOL! •

SmartWool Socks

We used to offer SmartWool cycling socks, but switched to these running socks because they're 80 percent wool (versus 65). They're just as easy to ride a bike in, and if you get in a predicament where you have to leave your bike somewhere and run home, they'll be better. They're cushier. If you can stand Dubh, the Aztec medicine devil-god-good luck charm there on the ankle, get 'em! (They're not available plain.)

Med: to men's 8, wem's 9.5; **Large:** to men's 11.5; **XL:** to men's 14.5



More wool, which is good

These have the most wool of any ankle-height jock-type sock we could find.

\$ 12

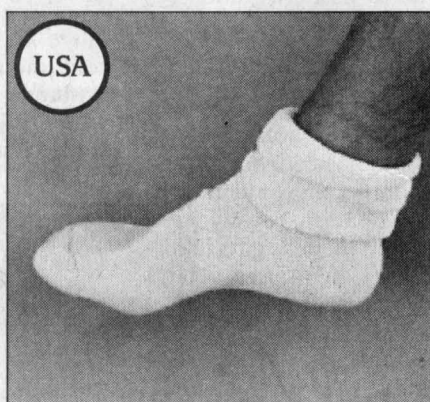
M: 22-089

L: 22-090

XL: 22-091

Wigwam 632s

This is a good for everything, non-specialty sock, and it's 85 percent wool. Will an all-purpose sock sell? We'll see. I've never seen these in stores, but I've been buying them from the Vermont Country Store for the past year, and it's become my/Grant's favorite sock for everything, including riding. I like the look, the feel, and being able to get them on and off so easily. The sizes below are sock sizes. I wear a 9.5 shoe, and take an 11.



\$ 9

9: 22-102 11:22-079 13:22-081
10:22-078 12:22-080 14: 22-082

Wooly Beanies!

Ideal for cold-weather riding. Double it over your ears, but single layer the rest, so you can still fit it under your helmet. It's good for touring, as it hides your helmet hair when you're in a store, and at night it keeps you warm. Light, packable, cozy, and usable well into Spring, because it's not so chunky. Mottled light grey, or striped grey-black-white-brown-and five other muted and barely detectable colors. It's all Merino wool, made by Wigwam. At only \$10, it'll pay for itself on one cold ride or night.



Shivering, but not *because* of the caps.

Grey: 22-083
\$ 13

Striped: 22-103
\$ 13

• More Wool •



Kucharik Wool Shorts

More comfortable than spandex shorts, mainly because you don't have to negotiate your way into them. They don't fit as snugly as spandex, so if you're after shorts that leave a mark when you take them off, give these a miss. But, they are so comfortable that once you try them, it'll be hard to ride in spandex shorts ever again. Tip: Start off with a clean crotch and coat the chamois with Vaseline or Noxzema. Vaseline is pure, reduces friction, won't grow bacteria, and nobody is allergic to it. Noxzema is almost as good, washes out more easily. S: to 32W; M: to 36; L: to 40; XL: to 44.

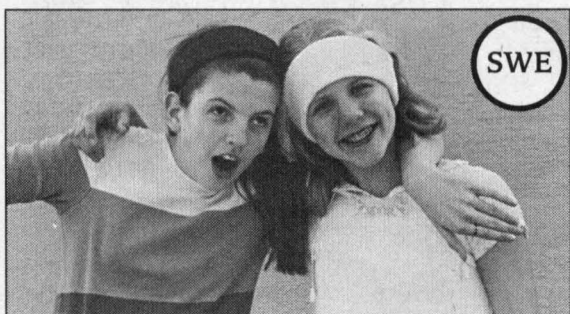
\$ 70

S : 21-038

M: 21-036

L: 21-034

XL: 21-040



Headband

This 70/30 wool/nylon band soaks up way more sweat than does a bandana, and No!, it won't get too hot! Perfect for long, hot summer climbs, unless you like the dripping sweat. It comes thick and tubular, good for an earwarmer in cold weather. Made in Sweden by Ulfrotte, with the logo on one side.

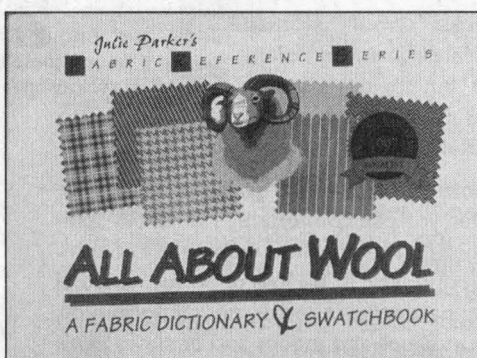
Cream: 22-100

\$ 7

Navy: 22-101

\$ 7

You can scan newspapers and magazines till your eye are about to fall out of your head, flip through stations on the television into the wee hours, and review the curriculum in the local adult night schools, hoping to find facts on wool, but there's a better way to do it. Julie Parker wrote this great book that'll teach you more about wool in one sitting than you'll learn in seventy years of just hanging out. It comes with little squares of different kinds of wool, so you can read and feel the difference between cavalry twill, gabardine, Tweeds Donegal and Harris, melton, mohair, camel, challis and twenty-one or so other all wool fabrics. You'll learn about the sheep that grow it (more than we tell you in here). Creative families can make their own games using the wool swatches. This is the definitive work on the best fabric that ever lived—a fascinating book chock full of things you'll never learn anywhere else. Spiral bound, 144pp. A Small Press Book Award Finalist in 1997, but it should have won.



All About Wool: 23-019

\$ 45

The Plain Clothes Cyclist, Revisited

You need specialty clothing for ballet, fire-fighting, and arctic scuba diving, but for a sub-four hour bike ride, many regular, plain old clothes work remarkably well. All of us here at Rivendell have the formal cycling costumes, and sometimes we even wear them. There's something ritualistic about putting on cycling gear for a ride; and yes, they're functional, too. But suiting up in cycling-specific clothing takes the spontaneity out of a ride, and often kills it dead before it even happens.

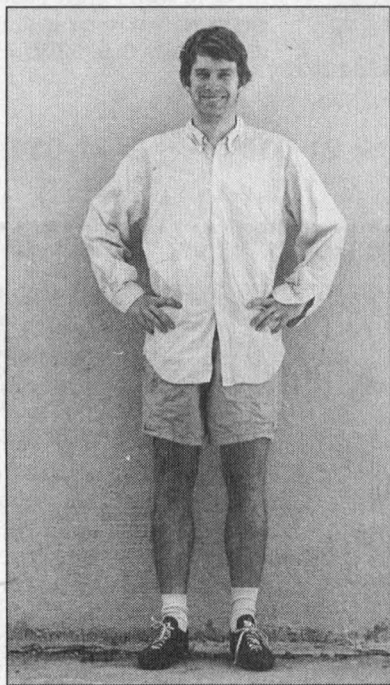
Plain clothes, on the other hand, are fast and easy. You'll likely ride more often if you don't have to change into Superman every time you want to ride.

Another advantage is the frame of mind toned-down duds put you in. They keep the pressure off performance, and the instant that happens, the fun goes way up. Obviously, not all plain clothes work, but here are some that work for us.

Socks: Wool is nice because it doesn't clam up, but for day rides in fair weather, any 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, court shoes and indoor soccer shoes work well. Shimano and Sidi have some decent sneaker-type cycling shoes, too. For recreational rides of less than 2 hours, you can do fine with any smoothish soled sneakers or casual shoes.

Shorts: For day rides of up to 3 hours or so, Supplex sports shorts or shorts-style swimming trunks with the dry-fast liners work well. They come in a variety of colors, even black, and cost \$20 to \$35. If you want padding, try Andiamo (brand) padded cycling undies, or wear real cycling shorts under them. For short rides, cotton undies or none work fine.



Supplex shorts, seersucker shirt, wool socks, and touring shoes. For rides of under 4 hours, there's not a lot to be gained by cycling-specific clothing.

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 hot fabric,

smelling of old, sunbaked sweat, tight against your skin. But a garden-variety short-sleeved cotton t-shirt works well, too. The flapping cools you, too. Cotton T-shirts work well, of course. Shirts with buttoned front pockets work well for carrying mini-cameras. For winter riding, it's hard to beat a thin wool undershirt worn under a button-pocket Pendleton wool shirt, or a heavier buffalo check. You may look like the swing-shift worker down at the bus stop cafe, but it's a great combination.

PackTalk

Considering Materials, Durability, and Design.

MATERIALS

You'll notice 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. But cotton packs have been around for thousands of years, and synthetics are relative rookies. 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 outperform cotton duck, but for day-in, day-out use, cotton looks, feels, and works better.

WHAT ABOUT WATER?

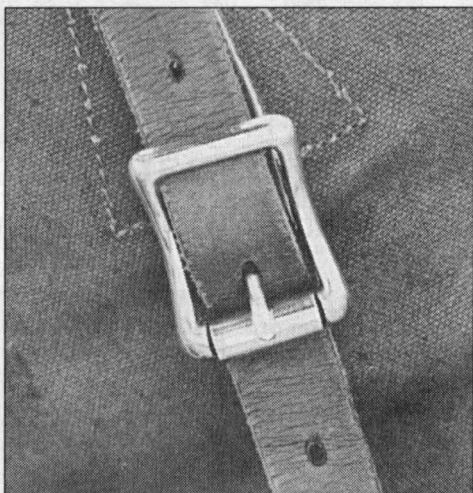
The cotton duck in Baggins and Carradice bags has been treated to repel water and resist mildew. Common sense and smart packing can take care of anything short of a dunking; and even that, too, if you're paranoid. If you just know it's going to pour buckets and you'll be out there all day in it, pack 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. Also, both

Nikwax Cotton Proof and Tectron Wet Guard make cotton waterproof. They're easy to apply and totally effective. We sell the Cotton Proof; item no. 31-018 (\$12).

DESIGN

We 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, mainly because you don't have to close a zipper around anything that sticks out.



We much prefer open, dividerless main sacks to those with immovable, sewn-in dividers. Open spaces accommodate loads of odd shapes and sizes, and there's no wasted corner space. When you want compartments, just divide your gear with stuffsacks. Our Baggins Rear panniers come with six nylon stuffsacks, in assorted colors. Usually red, blue, yellow.

"KNOW WHEN TO SAY NO!" DESIGN

We like our bags smart and simple. Complicated bags abound, and with each new year, the giant packmakers delight in adding features of increasing cleverness—hauling loops on book packs; sternum straps on day packs; big pack suspension systems that make those on last year's packs obsolete; and yards of unused compression and extension straps that hang low and sway like carwash mops. Packs should be simple, smart, and easy to use. Every bag we sell is a good one. You will still probably use it and think, "Yes, but they should have _____!" That's the way it should be. Everybody has his or her own ideas about bags. These are ours!



Baggins Banana Bag

The Best Fair-Weather Day Bag In the Galaxy

Modeled after an obscure French bag, but enlarged, improved upon, and more rugged. It is shaped roughly like a fat banana or paisley, wider at the top than at the bottom. You can pack it any way you like, and it always seems right. The top closes with a brass roller buckle, and opens upward, so the load stays in place while you're digging around in it. The wide-mouth makes it easy to find what you're looking for, and even if you do have to take everything out to get at something down low, it's easy to pack back up, mainly because there's no zipper to fight with.

Made of 18oz mildew-resistant cotton duck, with leather corded main seams. That's the strongest and by far most expensive way to make a seam, which is one reason why this bag costs \$75. Made to our specifications by Duluth Pack in Minnesota. Nearly waterproof, but if you're constantly out in the wet, spray it with Scotchguard or Nikwax Cotton Proof.

Hey—What Goes There?

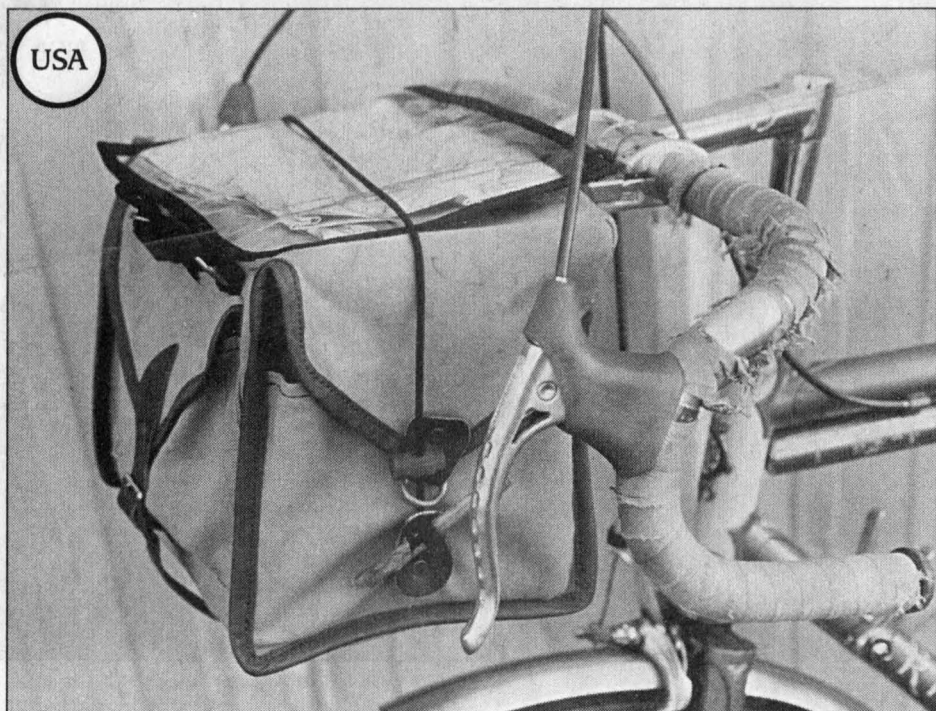
Two inner tubes, a small tool kit, a light shirt or windbreaker, two sandwiches, keys, and that's about it. Its 175 cubic inch capacity is roughly equivalent to a 5.6-inch cube—big enough to keep you fed and warm and prepared in a spartan sort of way. And, in case you were wondering, it really is the only seat bag of its size that actually can carry bananas without crushing them. They stick out the sides, and you can get at them while riding. You just reach back and grab for them. If what you grab feels like a banana, it most likely is one.

The top flap has two leather loops through which to lace cord or elastics, for tying on extra gear. A sleeve pocket in the back holds your wallet. Plastic stiffeners in the front and back add shape when the bag is empty, but don't contribute much otherwise, so feel free to take them out. The Banana Bag mounts easily onto any saddle with rails, and is built to last at least 20 years.

ITEM: 20-053

\$ 78

USA



Baggins Boxy Bag

Handlebar bags are a delight on any long ride, and this is the best one we've used. It has a main compartment, three internal sleeve-like pockets, two external side pockets, and one front buckled pocket. That's plenty!

The lid is tailored so that you get full coverage of your load even without it cinched down. In fact, most of the time, the only time you'll want to fully batten down the hatches is during a strong wind or rain; or if you've got a Leica in there and you're bouncing down the trail.

It comes with a Cyco-Active map case, which velcros onto some D-rings and is held down by a shock cord, which also holds down the flaps of the side pockets.

Like all Baggins bags, it is made of cotton duck, leather, and brass. The seams are made with leather cording, which is by far the most expensive but best way to make a seam. On a bag such as this, it's probably overkill, and certainly was a main reason why it ended up costing almost a hundred dollars. But if you're looking for a wonderful handlebar bag you can buy just once and enjoy for a long time, this is it.

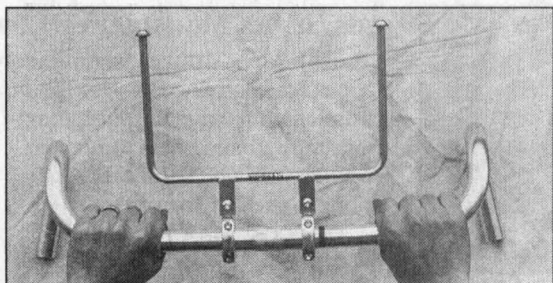
This bag requires the \$43 rack, below. The combination is expensive—\$133—but it is the most convenient, easy-to-use handlebar bag we've tried.

ITEM: 20-052
\$ 95

Boxy Bag Rack!

For the Baggins or Carradice Boxy bags. Stupendously made by Nitto, clamps on any Road h'bar, holds securely, doesn't scratch. Nickel-plated tubular CrMo.

ITEM: 20-031
\$ 43





Baggins Hobo Bag

First thing, understand that we're nuts for bags, packs, sacks, pouches—anything you can put anything in. So this is another, and it's a good one.

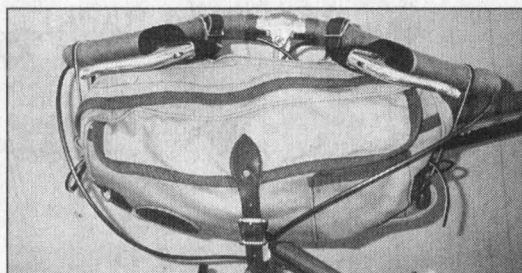
It fills the price gap between a Candy Bar bag and a Boxy Bag. It holds about as much as the Boxy, has almost as many pockets, costs a lot less, and you don't need a rack for it, either. It's not the nice square box that the Boxy is, so it's not quite as easy to poke around in while you're riding, and you don't get the benefit of the rack (another hand grip, for one), but it's still plenty easy to dig around in while you're moving, and you'll take it to it right away.

It is modeled after a Duluth Thwart bag, made for canoes, but has extra inside pockets, an abrasion patch, and a mounting system that's ideal for drops or Moustache H'bars. Plus, it's easy to rig as a shoulder bag or fanny pack. You'll find plenty of ways to use this one.

We're slightly ashamed to admit that it has a No. 5 plastic tooth zipper. It's a good zipper, it'll out last a nylon coil by far, and we went with the plastic after finding that the brass ones (on prototypes) didn't slide around corners as easily. It's a wide bag that fits best on drops that are at least 42cm wide. Like all our Baggins Bags, it is made just for us by Duluth Pack.

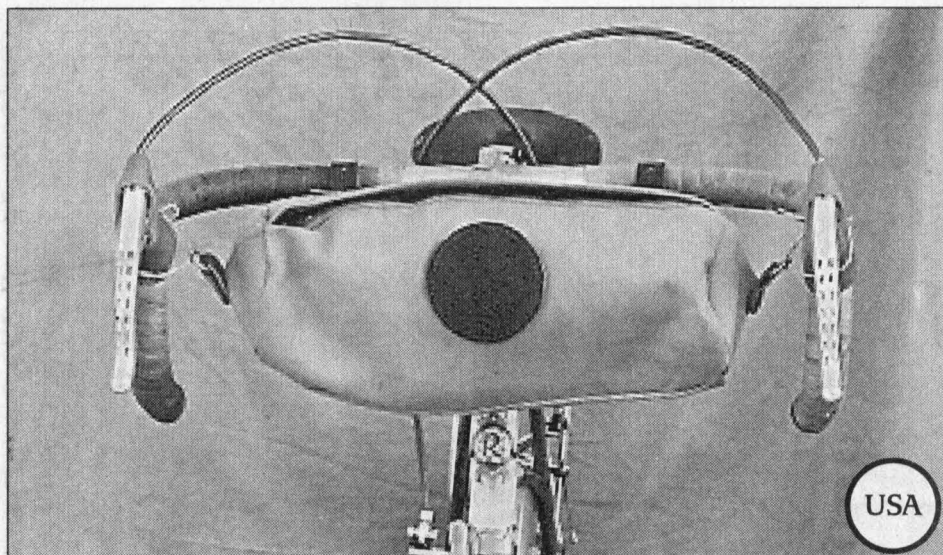
ITEM: 20-074

\$75



Yes, it fits Moustache H'bars

It's not a super deluxe custom-tailored fit, but it's good enough. Use the inner strap location, snug it up, rig the d-rings to the handlebars to prevent swaying, and you're all set, good enough, pack 'er up and go.



Baggins Candy Bar Bag

Back in the '70s, red, orange, and navy blue bags of this same style adorned low-to-mid-priced touring bikes all over the landscape. They swung as you pedaled; and since they came with plastic stiffeners, they made a lot of noise if you carried anything loose and hard in there. Keys and change were the worst.

But despite all that, it was a handy design. No rack needed, easy on and off, and just the right size for a small load. I/Grant still didn't like them, and didn't give them a second thought until about four years ago, when a customer sent us his old broken one and said, "Here—copy this, but do it right." Finally we got around to it, and this is the bag, and it is much improved. The stiffener is gone, so the bag is easier to pack and much quieter. And, to prevent sway, there are two D-rings riveted on the sides. After trying about five different, clever ways of suspending the bag to the handlebars with these D-rings, we finally settled on common household jute, that soft brown furry cord you see all over the place. Just tie the bag to the brake lever hoods with any knot you like, but a simple bow knot (shoelaces) works fine. It doesn't get it the way, and is a quick-release when you need it to be. A wonderful, inexpensive, easy to use handlebar bag.

How Many Candy Bars?

The Candy Bar bag is 4.5 inches in diameter and 12 inches long, so its capacity is about 190 cubic inches, or about like a 5.75-inch cube. But all soft luggage carries more than its rated capacity, because it bulges out a bit all over. Practically, a typical load for a Baggins Candy Bar bag is a wallet, sunglasses, knife or tool kit, wooly undershirt or windbreaker, and chow.

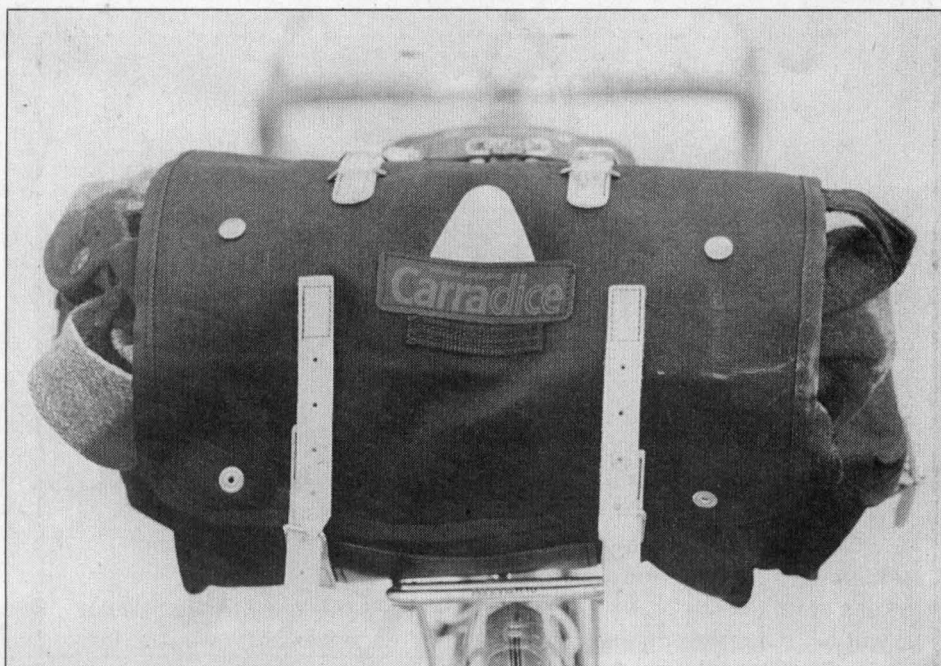
If you take the model name literally, you'll find it holds 7 large Three Musketeers, 7 large Snickers bars, a 22.7 oz bag of peanut M & Ms, and 60z pack of licorice.

It comes with two leather straps to attach it to the handlebar, but there again, the jute works as well.

For longer day rides or a little shopping, this bag combined with a Banana Bag, or any other smallish seat bag, makes an ideal combination. It doesn't interfere with anything—not even STI cables—, mounts on any handlebar in a matter of seconds, and comes off just as fast.

As is the case with all Baggins bags, it is made just for us by Duluth Pack, in Duluth, Minnesota. Khaki cotton duck, brown leather, brass zipper and hardware.

ITEM: 20-060
\$ 38



Carradice Longflap Saddlebags

In the small world of transverse (sideways) saddlebags, Carradice is King. Earl, Pope, and Viceroy. The first Carradice saddlebags were sewn in 1932, and in England throughout the '40s, '50s, and '60s, every respectable tourist and day-tourist carried one. They're an unlikely design that shouldn't work and should present all kinds of problems. But in fact they work great, and they allow you to carry a decent load without a rack, which makes any bike more useful.

They're made of 15oz cotton duck in the traditional coal miner's black. The fabric is waxed but not waxy or oily; and yes, it is waterproof. The main compartment is open, and the latest versions have a nylon extension sleeve to help contain an overload. We're not thrilled about the nylon, but from a purely functional point of view, it scores points—and a cotton sleeve wouldn't close as easily. Two side pockets close (as does the main flap) with zinc-plated roller buckles. All our models are the "longflap" style, which means the flap extends extra long to cover big loads. Get one now, and you'll still use it in 2021.

Two Models

The **Nelson Longflap** is the most popular one, holds more than the Lowsaddle, and needs the top of the saddle to be 11.5 inches + from the tire. Cubic inches: 1,098

The **Camper Longflap** is the biggest one. It's the only one whose side pockets are big enough for a standard water bottle, and the main compartment is—well, just for fun we fit 13 Brooks B.17 saddles into one. When you've a lot to carry and you just don't want to, or can't, carry panniers, it's a good choice. Cubic inches: 1,150 +

All these bags require either saddles with loops (all the ones we sell have them), or some sort of device to substitute for the loops. Even with a looped saddle, many of our customers prefer to carry these with a Nitto UPlift or a Saddlebag support, shown on the next page.

Models

It is difficult to keep Carradice saddlebags in stock. We are hoping to solve this by Fall, but... so... well... hang in there, please.

\$70

Nelson Longflap: 20-010

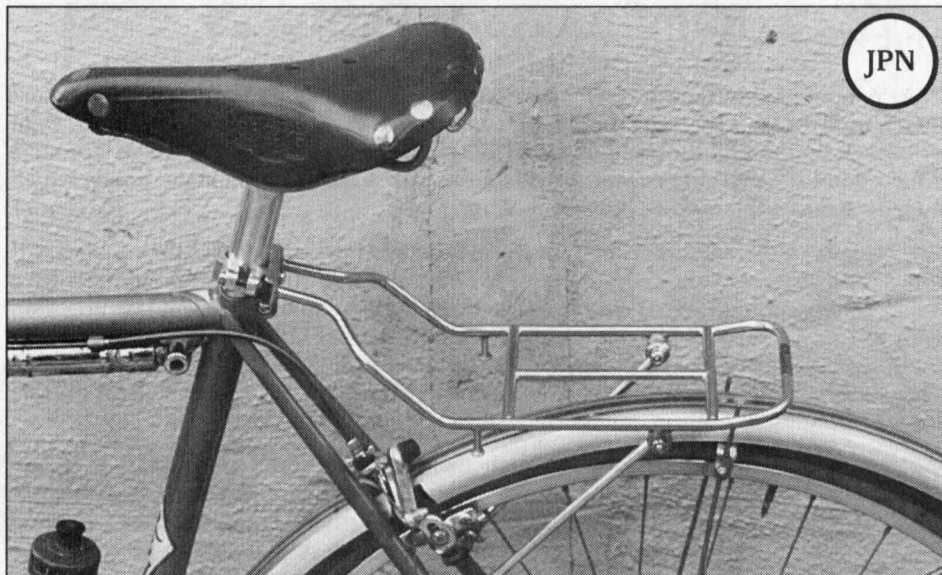
Camper Longflap: 20-006

Coming Soon: A Fancy, \$125 Front Rack

We've been working on it for four years. During that time it's changed directions, design, details, and concept more than once, and we've had half a dozen prototypes that we've rejected for one reason or another. But finally we're happy with the design, it's been incubating for several months, and right about late Fall, when the touring season comes to an end for most of us, it's gonna hatch.

It will be expensive, deluxe, and just the ticket for long-haul, self-contained touring. The prototype

fits on every bike we tried it on, and we tried it on lots. It's a two-decker rack, with a platform above the front wheel for light stuff (foam pad, bag, even both), and a not-quite low-carrier front. It will work with Baggins rear panniers and most, if not all, others. Nitto is making it for us, so it will be strong and nice looking. It will sell for about \$125, which is kind of pricey, but it's a pretty neat rack. Watch the Readers and the website for updates and photos.



Nitto Mini Rear Rack & SS

The SS is for saddlebag support, because besides being a little rear rack, it also prevents a large saddlebag from dragging on a tire, and improves its accessibility, by keeping it more upright. A popular item, because it doesn't require rack eyelets, and you can strap a huge stuff sack full of gear onto it. Fits 26.8mm to 27.2mm posts, and most seat stays, and if yours are too skinny, fatten them with a few wraps of bar tape before installing the clamps.

ITEM: 20-029
\$ 60



Baggins Rear Panniers

They're hookless, stiffenerless, and tension strapless, and better for it. Since they don't attach to racks with the usual hooks, you avoid hook-n-rack compatibility issues, bent or broken hooks, and the need to carry spares. They lack the usual internal stiffeners which don't do anything except provide a base on which to mount the hooks which Baggins Rear Panniers don't have or require.

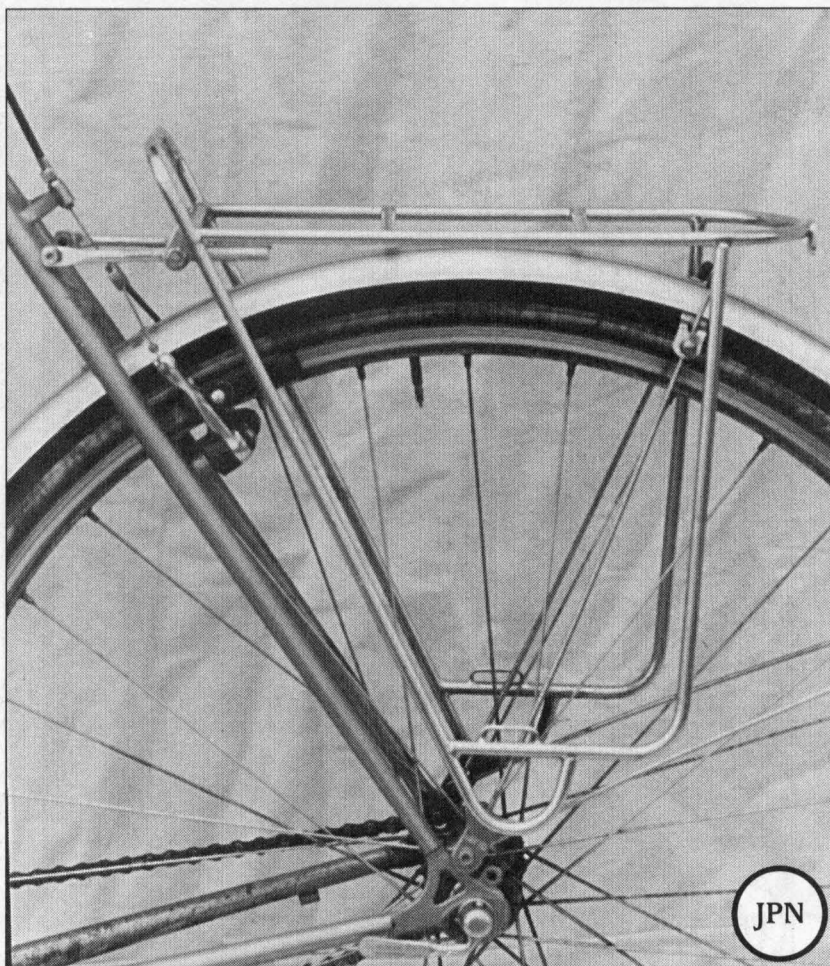
The design originated for use on horses and beasts of burden, and has proven itself for thousands of years. Hundreds, at least. The left and right panniers are connect by a panel, and to mount them, you just drape them over the rear rack, then lash them on with the straps we provide. We supply four, but one per side is enough. If you lose them, you can use a belt, a piece of rope, or make something out of roadside debris. The whole concept of Baggins Rear Panniers was to eliminate the usual sources of frustration common in other panniers, and the key is simplification.

We've also eliminated permanently attached straps on the top flap. Instead, there are four securely riveted D-rings per side, and you use these to hold down the flap. We provide instructions and materials, but your options are virtually limitless, and if you don't like our solutions, try to come up with something better—and if you do, tell us.

As with all Baggins Bags, they're made solid and durable, by Duluth Pack. The fabric is stout, 18oz mildew-resistant and highly water repellent cotton duck. For super wet conditions, organize your gear with coated nylon stuff sacks. We provide six of those, as well—bought separately, they'd run you at least \$28; or \$30, in some townships. These are the most reliable, durable, nice looking panniers we've used. And, they wad up and fit into a pack or duffel back, for easy storing or transport.

ITEM: 20-056
\$ 175

• BIG RACKS •



Nitto Rear Rack

This is our all-time favorite rear rack. It is beautifully fillet brazed by Nitto, then plated in nickel for a gorgeous satin-silver look that outlasts even the thickest powder coating many times over. Ten times more important than that, it is strong enough for heavy loads, and has been used on tours around the world tours, across China, in the Russian outback, and from Alaska, down the Continental Divide trail, to Tierra Del Fuego. We've carried up to 65 pound in it, but it is best suited to loads of 45 pounds or less. The shape is ideal for stabilizing panniers, and the only reservations we have about this rack are 1) Slow delivery if we happen to be out of stock; 2) The price.

Specs and Models

The CrMo is 9mm $\varnothing$ x 0.8mm thick, a good combination of strength, rigidity, and light weight. There are two models: Medium, for bikes 57cm and smaller; and Large, for bigger bikes. Weight, 26 to 29 ounces.

Mounting is simple, but all racks require you to roll up your sleeves and stay patient. If your bike has twin seat stays (as opposed to a unicrown-style rear end), this rack will fit it.

Coming this Fall: A matching front rack.

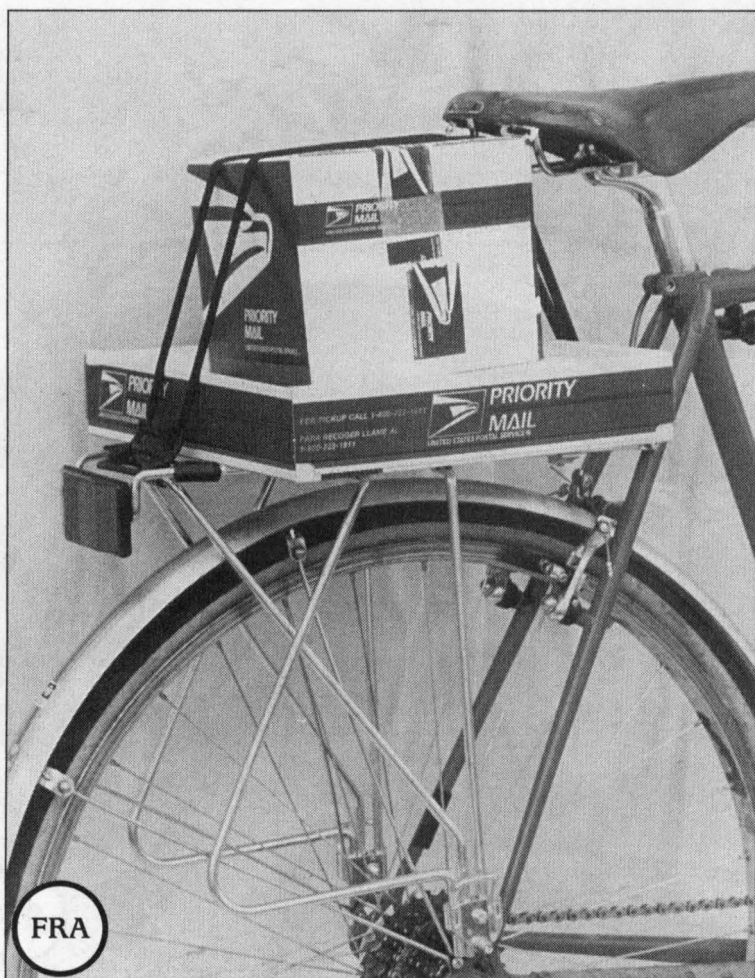
Medium: 20-022

\$ 125

Large: 20-021

\$ 125

• BIG RACKS •



Zefal Safari III

Non-welded German aluminum, and undoubtedly the best rack we've seen for commuting, shopping, and general riding. Yet, it's still a super rack for loaded touring, and has a 55 pound capacity. It mounts up solid, rigid, and confidence-inspiring. You can't budge it. Other racks can boast all they want about rigidity, but they can't be any more rigid than this. The instructions are excellent.

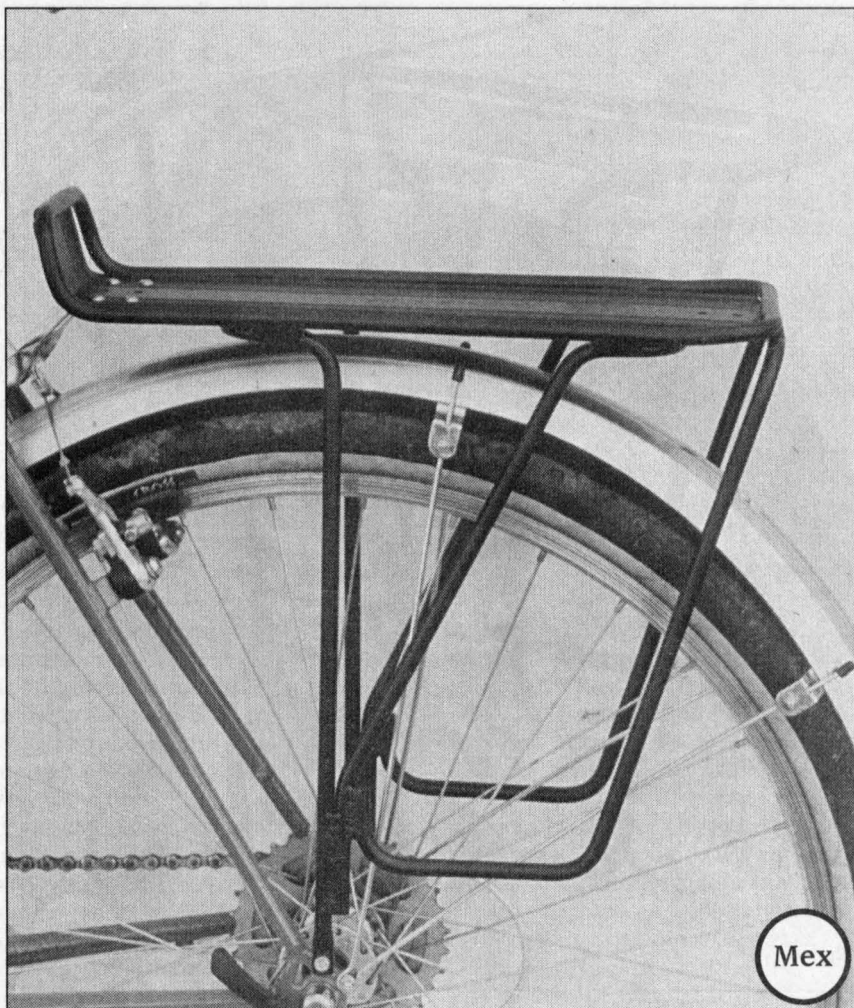
We've used this rack for loaded touring and huge box hauling, and it's the favorite one in the shop for everyday use. A fantastic, unique design and style, and a screaming bargain, at just \$50. This is the most useful rear rack we've ever tried, and one that's nearly impossible to find in a bike shop.

ITEM: 20-061
\$ 50

The Secret Ingredient...

...is the integrated-yet-replaceable luggage strap. You can put a strap or bungees on any rack, but 1) They aren't this good or this adjustable; and 2) They'll tension side-to-side, not front-to-rear. Front-to-rear tensioning is way more secure. Sideways tensioning tends to push your load over to one side, at least while you're strapping it down. Unless you "stress-relieve" the straps, you'll have uneven tension side to side. And, if the straps aren't grippy, the load can shift. It's not likely to happen with a pillow, but it happens with boxes and odd-shaped things often enough to be a Thing You Should Think About. This Zefal rack's strap is the most intelligent and useful strap we've tried. We sell it separately, so you can finagle it onto any rack. We've done it to Nitto's and Jandds, and it makes them more useful, as well.

• BIG RACKS •



Jandd Expedition Rear

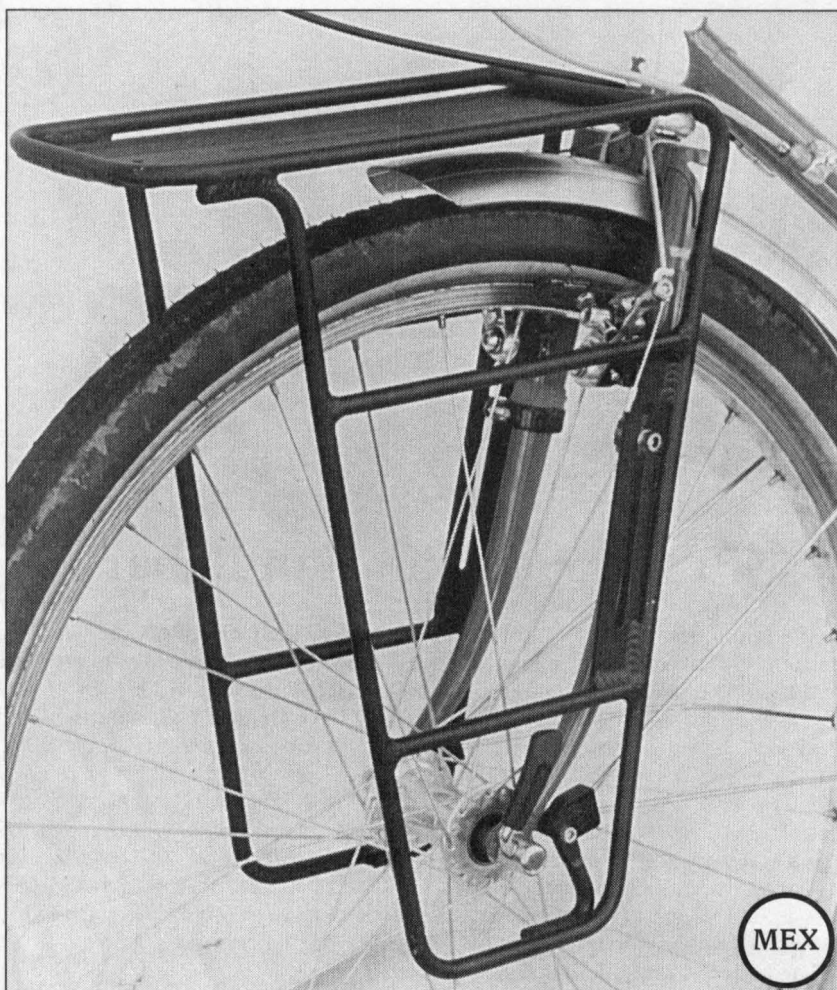
When rack weight isn't a consideration (and it shouldn't be unless you ride the bike unloaded a lot), and price is a consideration, but strength is the *main* consideration, then consider the Jandd. It has more strength per dollar than any rack out there. The rods are 3/8-inch (10mm) solid aluminum, with reinforcing at every possible stress point. The huge, 9" x 15" platform is more than 3 inches wider and three inches longer than the typical 5" x 12" one. That's not to imply that five-by-twelve is skimpy, but the fact is, wider and longer is better for really big loads; and this is the Expedition model, after all. At 2lbs. 11oz (43oz), it's a pound or so heavier than most racks, but you can carry a hog on it. Jandd is a smart company with good designs and top-notch quality. A great rack for the heaviest loads, and more proof (along with the Zefal) that aluminum racks *can* be good. Recently Jandd move production to Mexico. It's a NAFTA deal.

ITEM: 20-065
\$ 65

Jandd, Jaand, Jannd?

It's the first one, and stands for J and D, the initials of the founder, J, and his ex-girlfriend, D, who left a year after the company was named. She must have left on good terms, since he didn't shorten it to J. One wonders if his present girlfriend or wife cares.

• BIG FRONT RACK •



Jandd Extreme Front

The other well-known and widely distributed rack makers don't even offer a high-rider front rack, but even if they did, it wouldn't be any better than this one. Strong as you'd expect, and about 2.5 pounds empty, but worth every ounce. If your bags have hooks, you can mount them on the upper or lower horizontal rods, for a high or medium position. You can't get them as low as a low-rider does, but at least they keep your bags above the rocks, and for any off-road touring, that's essential. If you're rich enough to own two sets of Baggin's Rear Panniers, you can mount one up front on this rack, too. Or, if you aren't so rich and still need to carry lots of gear, it works well to mount the rear panniers on this rack, and carry a large stuff sack in back, on the rear platform.

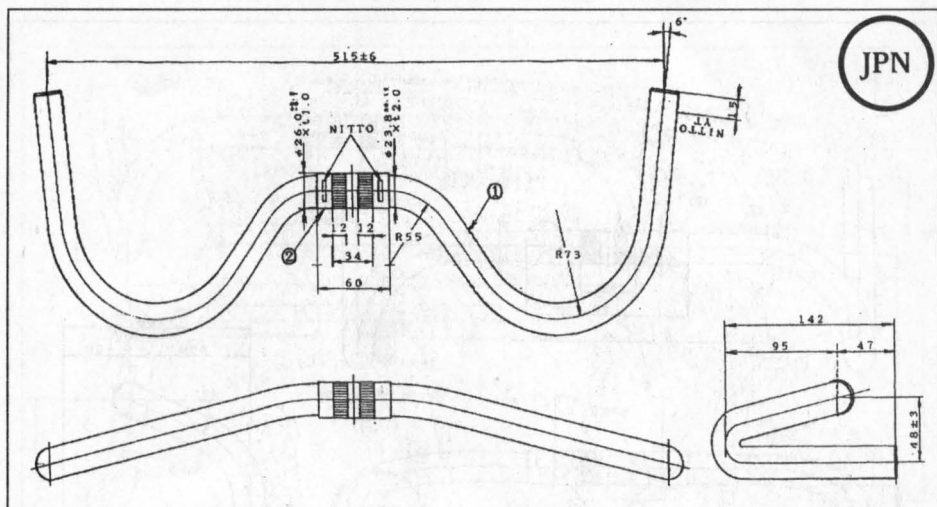
The squarish sides lend themselves to bag-lashing, the super-budget approach to loaded touring, in which you load up large stuff sacks and just strap them onto the sides. You can't do that with typical low-riders, but these make it easy.

This rack fits on All-Rounders, Atlantises, and most non-suspension mountain and hybrid bikes with wide forks. If you have normal road or touring bike forks, you'll need to get longer bolts and spacers, but it works great and mounts up solidly. It's easy, don't be put off. Also, it requires low-profile cantilevers. If you have the older kind that stick out a lot, they'll run into your bags.

ITEM: 20-067

\$ 65

• HANDLEBARS •



Nitto Moustache Handlebar

Our most popular bar, mainly because there are so many flat-handlebar 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 the 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. If you're riding flat bars and find them too confining, not enough places to move your hands to, give these a try. If you're now on drops, but want a better position for commuting, towns, or trails, this may be just what you're after. And, if you just have several bikes and want to actually have a variety, put these on a bike and see if you don't ride that one more than ever.

The Moustache Handlebar fits all road fittings and bar-end shifters. Does not fit thumb shifters or normal mountainbikery stuff. Heat-treated 2014 T6 aluminum, suitable for off-road riding as well.

When converting a bike from flat bars or drop bars to Moustache H'bars, most riders find they do best with a stem that's 3 to 4cm shorter than the one they're replacing. The Nitto DirtDrops are ideal, and the shorter Nitto Technomic Deluxes work well, too.

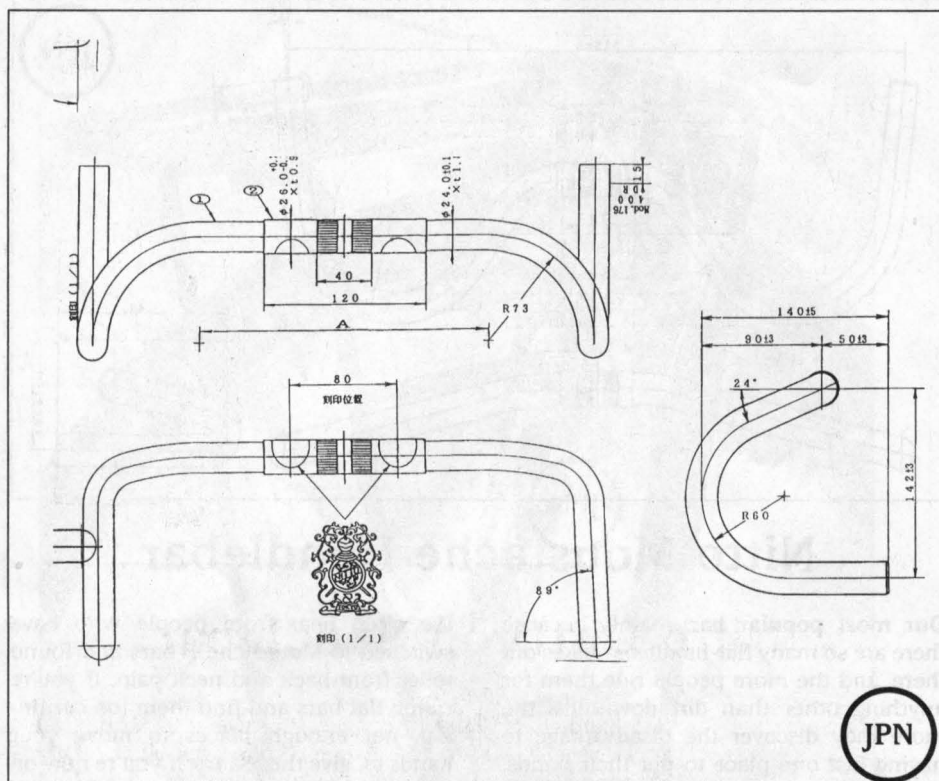
\$ 50

25.4mm clamp: 16-027

26mm clamp: 16-028

With Which Style of Brake Lever ?

Either aero or non-aero road levers work, and when your hands are on the sideways brake levers, you'll find the pressure on your hand is distributed over three times as much area as it is on a drop bar, and it feels great. Position the tips of the levers (where the cables come out on non-aero models) about 13cm apart, and keep the lever bodies pretty much horizontal.



Nitto Dream Bar

Three years ago we sent Nitto specs for a “dream handlebar,” and a month later the prototype came, labeled “dream bar.” Then, in keeping with its preferred numbering system, Nitto assigned the dream bar No. 176, so that’s its official name, but around here it’s still the Dream Bar. It combines the large, roomy radius of a deep drop bar, and the relatively flat, hand-supporting upper curve of the DirtDrop. A wonderful all-round road drop that’s hard not to love, and we have customers who won’t ride anything else. That’s a little extreme, but it’s a testimony to the all-around goodness of its undramatic, but well thought-out design. Most riders think it just feels perfect. The 46cm model is heat treated, so it costs more than the others. 26mm clamp diameter.

Setting Up a Drop Bar

Rotate the handlebar in the stem so that the end of the bar is aimed right about at the rear brake. This makes the ramp—the portion of the handlebar immediately behind the brake lever, more horizontal (flatter), and that’s what you’re after. A flatter ramp is a comfortable place for your hands, because they aren’t sliding forward and off of it as much as they do when it’s steep. Flatten that ramp, pal!

Next, the brake lever: For most riding, a good location for them is as high as possible on the curve, while still being able to access them from the drops. On stock bikes, they’re about a centimeter too low. Move ‘em up, and see how you like it.

To avoid creaks, lube the contact area between the stem and bar, and the stem’s bar clamp bolt, and cinch everything snug. Then, it should be quiet.

\$ 40 (42CM & 44CM)

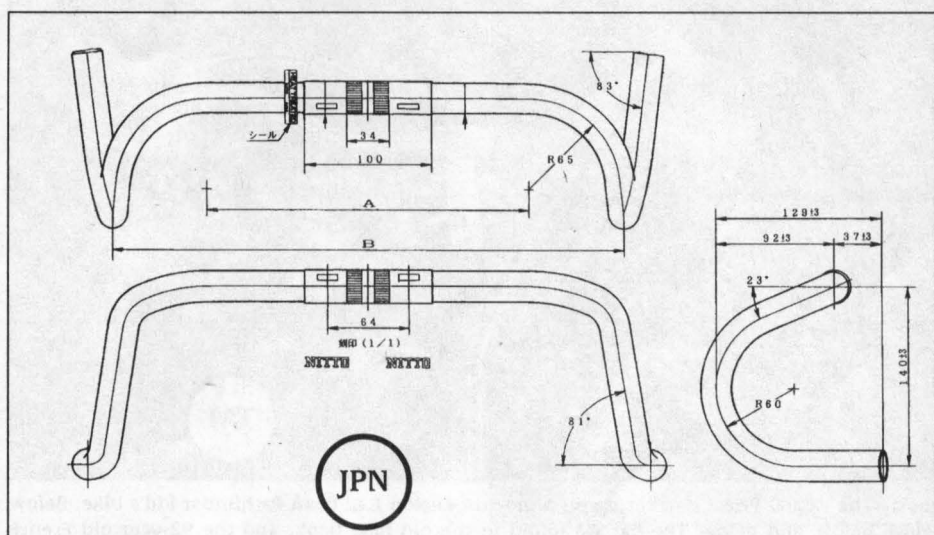
\$50 (HEAT-TREATED 46CM ONLY)

42: 16-081

44: 16-082

46 cm: 16-097

HANDLEBARS



Nitto DirtDrop Handlebar

This is a wider version of a handlebar originally designed for the 1987 Bstone MB-1—that's why the "dirt" is in the name. It is a familiar drop-bar shape, but with a slight, 7-degree flare at the ends (starting at about brake lever height); and most importantly, it is the widest handlebar you're likely to see anywhere. It's 47cm to the middle of the curve, and 52cm wide at the ends. The end reading is misleading, since it flares, so when you're thinking about the width of this bar, chant to yourself, "47, 47, 47..."

Since it is so wide, you might think it's only for Haystack Calhoun-types, but in fact even skinny guys try it out and love it. When you try it the first time, the feeling isn't as much, "Wow, this is weird" as it is just relaxing. You immediately gain leverage over your bike and your pedaling effort, and it's nothing you even have to get used to. We can't say everybody likes it, but 99 percent of the riders who are curious enough about them to try them, love 'em. You can ride these and 46cm bars pretty much interchangeably, but once you get use to these, 44cm bars feel too narrow, and you won't go back there.

Made of thicker than normal, super strong 2014 T6 (heat treated) aluminum. For tandems, dirt riding, or any time you want a nice, wide handlebar, try these. The center sleeve is 26mm.

ITEM: 16-005
\$ 50

Handlebar-wise, -wise, -wise, -wise: What's Too Wide?

Tradition says get them as wide as your shoulders—a handy rule that's easy to remember, but steers you wrong! The right handlebar width is also related to how far apart your feet are when you pedal, and most cranks these days are wider (have higher Q Factors) than most cranks in the those days. Wider pedals impose more leverage on the bike, tilting it more as you pedal. A wider bar provides more leverage to help you resist the tilting forces, so you control the bike more with less muscle effort. So forget about shoulder width. Few adults need a bar as narrow as 40cm. In our experience, talking to hundreds who have converted to wider bars, if you've been riding 38s, you can go to 41s, easily; and if you've been riding 40s or wider, try a 44cm or a 46cm. Especially the 46. Even if you're frail!

HANDLEBAR WITH MISSING ARTWORK



Above: The Actual Priest Bar, set up on a pre-suspension L.L. Bean Pathfinder kid's bike. Below, below, below, and below: The bar we found in the old bike book, and the 92-year old French priest pointing out the way to go.

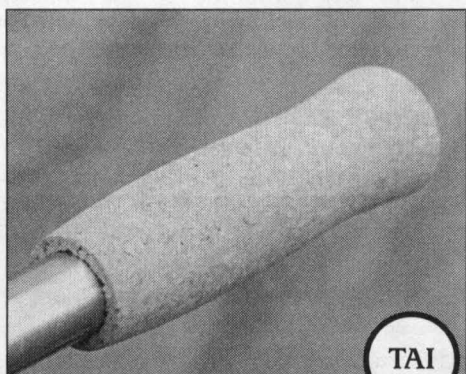
The Priest Bar

America has a hate affair with the upright handlebar—unless, of course, you're talking about a downhill riser bar or a flat bar. But this kind of bar here, with swept-back ends and gentle curves, doesn't have that tough guy look that gets the hormones all riled up.

But for riding in town, or any short or casual ride, it's the bar to beat. The sweep-back makes your wrists face inward, the way they face naturally. They're much better to climb with than are mountain bars, and they make any bike look a little more gentle and wind-blown. Mated with a tall stem (regular Technomic is ideal), you're guaranteed comfort. Put it on a mountain bike that you ride in town and on roads, and see how much better it feels. The center bulge is 25.4mm.

ITEM: 16-056

\$ 18



Small supply, shakey future

We have 130 pair left, and that's it.

Cork Grips

You have to glue them on good, using Permatex, Super Glue Gel, or 3M Spray Adhesive. Then test them before you go jitterbugging across the freeways. It's not hard to do, but in these times we have to say it. That said, these are extraordinarily nice grips, with a great shape and a comfortable, natural feel. They don't feel like they'll melt when it's hotter than heck, they don't get tacky, and they're warm in cold weather. Hard to find, but we went to a lot of trouble to get them, and the maker says these are the last of them. Please glue them on well.

ITEM: 16-103

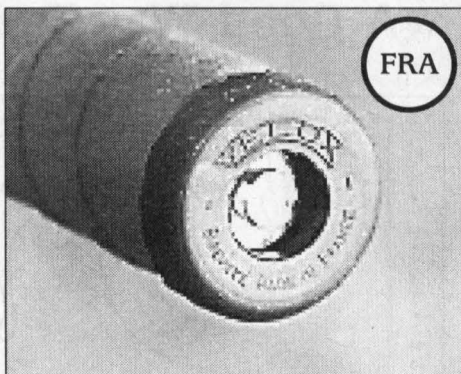
\$ 15

• HANDLEBAR •

Velox Bar Plugs

The oldest plug around, and the only one we've seen with, count 'em, six pieces: A bolt, a lock washer, a nut, two flat washers, and the plug itself. Rather than sitting flush with the outside of the handlebar, it has a raised lip all around, something to play with and comfort you as you ride. It's soft rubber, so it's the plug you want to get poked by in a crash. Formerly available in many colors, a couple of years ago, Velox stopped making them altogether. Cyclers screamed, and so they resurrected the black. We're hoping they'll bring back the blue next year.

ITEM: 16-077
\$ 6

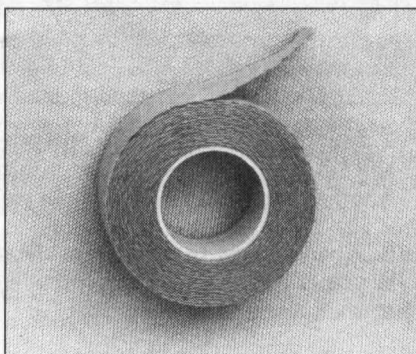


**Can't spare \$6, but you
drink a lot of wine?**

You're in luck! Wine corks fit perfectly in the ends of most bars. Leave some sticking out.

French Cloth Tape

French cotton bar tape is the classy and comfortable wrap for any nice bike. Use it natural or coat it with shellac (another natural product). It always looks good, ages well, adds character, and shows its history as it ages. For longer wear, shellac it. Two rolls required per bar, but three will make things easier. Last year we spoke to Tressostar's new owner, a fellow named Serge, and he made brown at our request. Hurray for Serge!



Orange: 16-072 \$ 4 EA.

White: 16-074 Yellow: 16-075 Red: 16-073 Green: 16-071

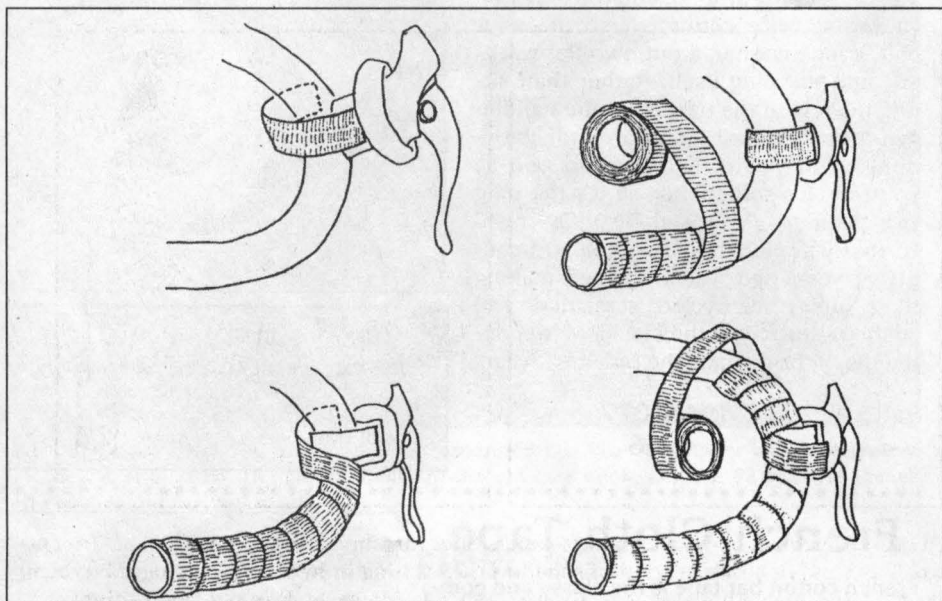
Lt Blu: 16-076 Dk Blu: 16-069 Black: 16-068 Brown: 16-114

Thin Tape? Padded Tape? Gloves or None?

Ask a cyclist and you'll get an opinion, probably a strong one. But there isn't an answer! Gloves and bar tape are among the cheapest things you can buy, so buy away and find out what you like. Some people can't stand the feel of thick tape, and say, "If you're after cushioning, wear gloves!" Others claim it helps them a lot. Clearly, if you have carpal tunnel syndrome, pad away. Keep in mind that padded bars and gloves are no substitute for plain old taking weight off your hands, and the best way to do that is to raise the handlebars.

Gloves protect your hands in a crash, and let you wipe off your tires after the milk truck forces you to ride through glass. But gloves get sweaty and stanky, and you're always wiping your brow or nose with them, and that turns some people away. Try different things, and don't listen to opinions!

A Good Way To Wrap a Handlebar



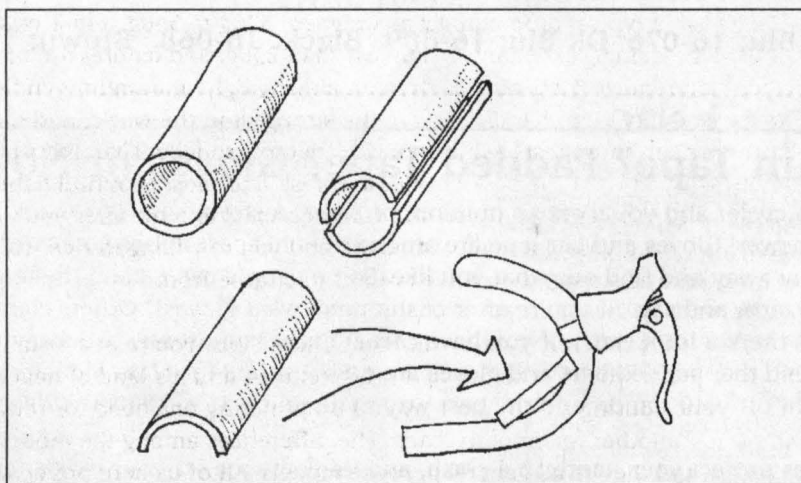
1. Fold the lever hood back and pre-wrap the clamp. One strip is minimum. Another above and below works well.

2. Start underneath, at 6:00, and wrap toward the bike. Stretch the tape tightly, and wiggle it side to side as you go.

3. When you get to the clamp, cheat! Cut the tape, tuck it in so the hood will cover it, then restart at a likely spot.

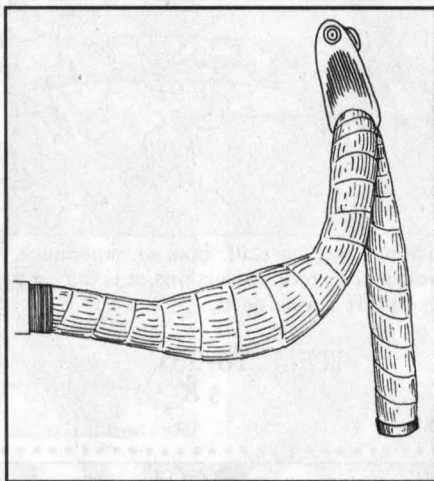
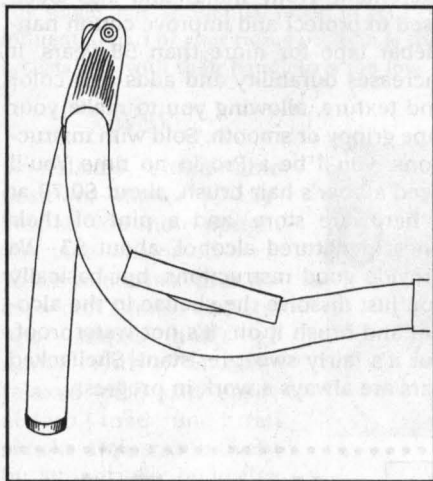
4. Keep stretching it so you don't wind up short, and wiggling it as you lay it down, to avoid wrinkles. Then twine it!

One Way To Add a Flat Spot



Flat spots increase contact area and comfort, and if you can live with the worsened aesthetics, make your own from "schedule 25" pvc tubing, available at hardware stores. Cut a 1 1/4- to 1 3/4-inch section, in half, scotch tape it on where it feels good, and wrap over it. For a neater job, file half-rounds into the ends, so it lays closer to the bar. This works better and looks better than the factory-bent bars.

Another Place To Add a Flat Spot



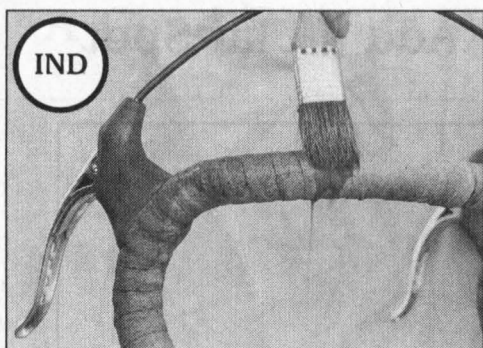
Cheap PVC tubing lets you customize and sometimes improve your handlebar. Try cutting a 2- to 4-inch half section of schedule 125 tubing in half, and placing it between the tops and the upper radius of the bar, as shown here. It does two good things. First, it gives your hands a bigger resting spot when you're riding on the tops. Second, it provides a natural, angled-in grip for when you're climbing seated, with your elbows sticking out and your hands on the outer part of the tops. The bar shown above looks funny because it's our soon-to-be-available Nitto Noodle Bar. The swept back top section brings the upper part closer to you, and creates a perfect opportunity for a shim like this, but it works just as well on any style of drop handlebar. You can go your whole cycling life without this, but if you try it, you'll probably like it and do it to other bikes, too. It works well, and is cheap, easy, and undo-able

Handlebar Thoughts & Opinions

Twenty years ago a typical drop handlebar weighed 330g to 360g, and it was rare to hear of one breaking. Now many weigh less than 230g, and failures are common. When you remove 3 1/2 ounces from an already light aluminum handlebar, you give up reliability. Nitto handlebars are the strongest in the world, and have to pass Nitto's own, in-house tests, which are considerably tougher than industry-standard tests. If you want the best, strongest, safest, and most beautiful handlebars in the world, you get Nitto. If you still want to save 2 to 6 oz after you've dieted and excersized your gut to a washboard, and you're willing to ride with a bar that isn't quite as strong, then there are lots to choose from.

It's also nice to have different bars on different bikes. Since you're in constant contact with the bar, you're sensitive to it's differntces, and it's kind of neat to feel the difference during a ride. You may end up preferring one bend for rough roads and trails, another for smooth roads. The differences among the models we sell are subtle, and they're all general purpose models. All of us here prefer wider bars, and most of our bar customers do as well, once they try them. So if you ask our advice on width, we'll likely suggest something that seems too wide, but you'll probably love it right off the bat. Wider bars improve control and breathing.

• HANDLEBAR KIT •

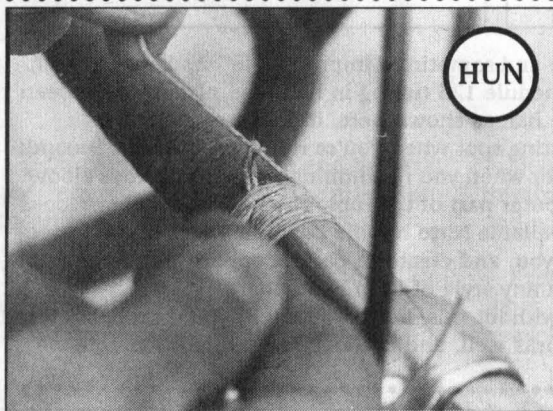


Shellacking takes no skill, care, or experience. We provide foolproof instructions, it is fun, and the results are always good.

ITEM: 16-061
\$ 8

Shellac

Shellac is the cinnamon-colored bug excrement from India, and has been used to protect and improve cotton handlebar tape for more than 58 years. It increases durability and adds rich color and texture, allowing you to make your tape grippy or smooth. Sold with instructions, you'll be a Pro in no time. You'll need a boar's hair brush, about \$0.79 at a hardware store, and a pint of their finest denatured alcohol, about \$3. We provide good instructions, but basically you just dissolve the shellac in the alcohol and brush it on. It's not waterproof, but it's fairly sweat-resistant. Shellacked bars are always a work in progress.

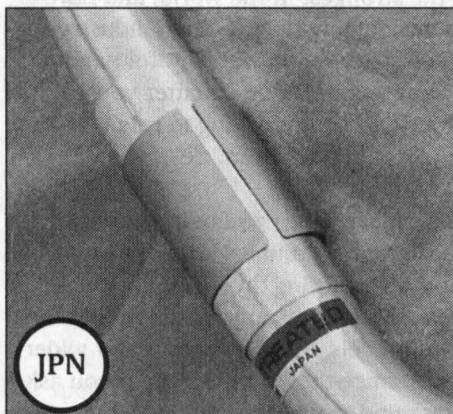


Wrap the last 3 wraps over a separate loop of twine, then pull the end through.

Hemp Twine

Once you've shellacked your handlebars, do you really want to trim them with electrician's tape? We like cloth for the main bar, and twine for the last 5/8-inch or so. You can then shellac over the twine (do the shellacking all at once, after twining); or use waterproof contact cement to maintain the twine's natural color. Instructions included. One ball does about 90 bars.

ITEM: 16-086
\$ 5



ITEM: 16-095
\$ 6

Nitto 25.4-to-26.0 Handlebar Shim

You can buy shim stock at a hardware store, or you can cut up Coke cans, but the best way to shim a 25.4mm handlebar to a 26mm stem is with these classy, heat-treated stainless steel shims made by Nitto.

They make Priest or mountain bike handlebars fit most road stems, including all the ones in this catalogue except the Technomic Regular, which is already 25.4mm. Sometimes, depending on the particular stem clamp, it may help to tape or otherwise hold the shims in place while you slide the stem over them.

Higher Handlebars

Why To Want Them and How To Get Them

The single most influential factor in your riding comfort is your riding position; and the most influential part of your riding position is the handlebar height. Ninety-nine percent of all road cyclists ride with their handlebars too low. They still enjoy the ride, but life *can* be better.

WHY

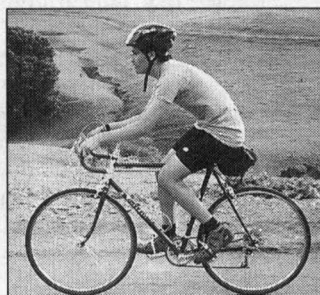
1. Relaxed, comfortable position. Higher handlebars sit you more upright and take weight off your hands and arms. Your triceps don't tense up, and your hands don't go numb. With your arms relaxed, you can easily absorb road and trail shocks almost intuitively, by letting your body flex at the joints and act as a spring.

Higher bars also relieve strain from your neck and lower back. And if you can eliminate or reduce pain in your hands, arms, neck, and lower back, you're going to be comfortable, period.

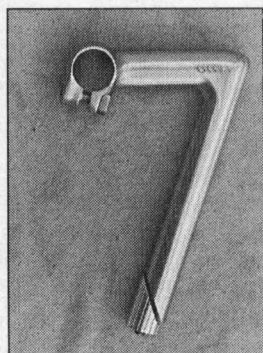
2. Better Descending. On a descent, you're already pointing your body down hill, and low bars just increase the steepness. Higher bars, though, make any hill seem less steep. If the descent seems less steep, you'll relax more enjoy it more. You'll be less likely to panic, and panic causes crashes. Higher handlebars make descents safer.

3. Better vision! Higher handlebars sit you more upright and give you a better view of traffic, the road, and the sights.

4. You'll ride more. Riding a bicycle is inherently fun, but body pains put a stop to it really quick. Higher handlebars can prevent most of the pains you suffer, so you'll ride more.



High handlebars give Debashis a relaxed position, good for comfort, vision, and descending. The stem here, a Nitto Technomic Deluxe, is one of many stems that can help you get a similar position. Starting with a bike that fits helps, too.



HOW

First, measure your saddle to the ground, then your handlebar tops to the ground, and see what the difference is.

If you're typical, your handlebars will be about 5cm lower than the saddle. That's too much! Most riders are happy with the handlebars level with the top of the saddle, so start with that as a goal. Any raising of the bars will feel better, and there's no magic to making them level. You may prefer them a centimeter or two below the saddle, or six centimeters above it. Either way, brace yourself for a new stem.

If your bike has a threadless headset and a horizontal stem, replace it with one that juts up. Up-jutting stems that clamp onto a threadless steer tube are not common, but if your local shop doesn't have it, maybe they'll special order it for you.

If your bike has a threaded headset, get:

1. A stem with a longer quill. If your stem's quill is 135mm and you want to raise the bars 35mm, you'll need a stem with a 170mm or longer quill.

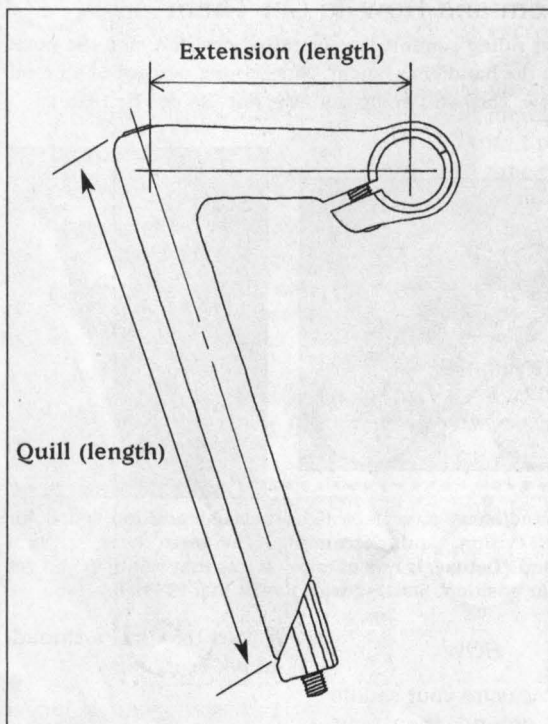
2. A quill-style stem that rises, such as the Nitto DirtDrop.

Don't raise the stem above the minimum insert line. Also, make sure the new stem clamp diameter matches whatever handlebars you're going to use.

Nailing the perfect handlebar position takes experimentation. We're often asked what stem length should I get? First, just get the bars up there. Guess on the extension, and fine tune it if you need to. A spare stem or two is a small price to pay for a comfortable position.

Finally, "the perfect bar position" is a range, not a spot. You can ride a range of positions, not just one.

Stem Stuff



How Our Stems Are Measured

There are different ways to measure stems. The stems in this catalogue are measured from the centerline intersections of the quill and extension to the center of the handlebar clamp, as shown here. Many other stems are measured this way, but we can't vouch for all of them. The other ways to measure stems result in either a shorter or longer measurement, but only by about 7mm.

Don't wrestle with stem length too much, and don't make the mistake of thinking you can ride only one length. As you may already know or can see by the diagram below, the actual, measured length of the stem's extension is one of many things that affect how far you have to reach or lean over to grab the bars.

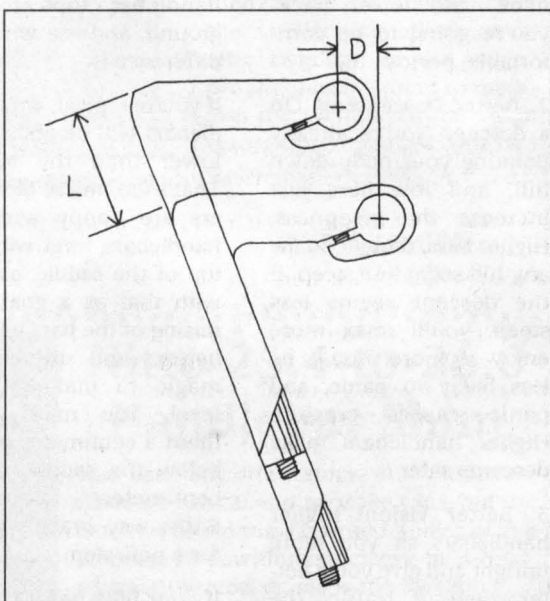
What Happens When You Raise Your Stem?

Lots of things!

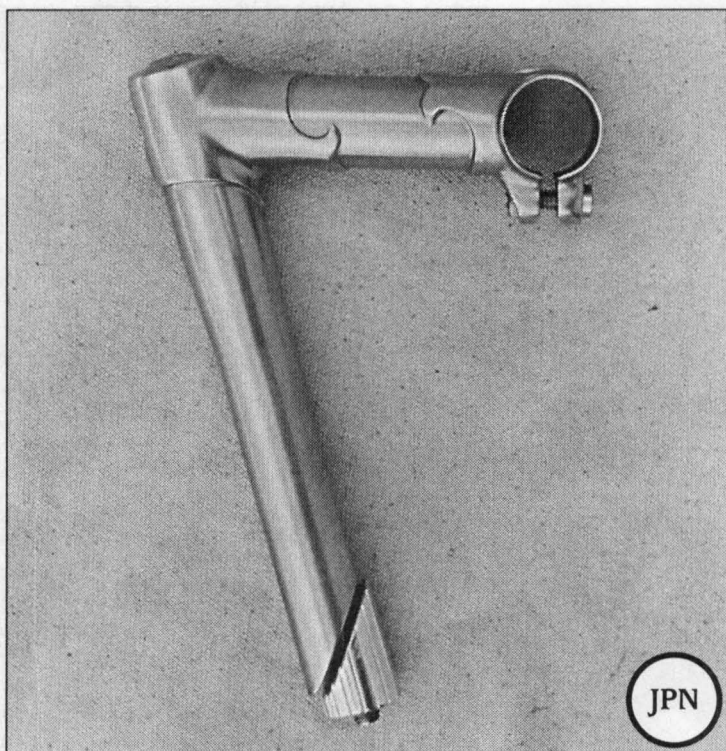
1. As shown in the diagram, the bars come back toward you. By how much? Well, to figure that out, measure L , the amount you want to raise your stem. Parallel (in line with) the quill. Multiply L by 0.3, and you get D , the Distance they move back. This formula works with a stem with a 72 to 74 degree angle, but if your life is one of precision and arithmetic, then:

$D = L \cos \vartheta$, where ϑ = head tube angle. But multiplying by 0.3 is good enough for normal folks.

2. As you raise the bars, your arms become more horizontal, and therefore effectively longer. Again, trigonometry can prove that, but if you stand ten inches from a wall with your elbows at your side and rotate your lower arm forward, you'll see that the more horizontal it becomes, the further out there it reaches.



Every stem has a maximum height mark, located about 60mm up from the bottom of the quill. This should always be buried; and if your frame has headset spacers and your stem tightens with a wedge (as does the one here), it's a good idea to sink the mark 15mm lower. Finally, overtightening the wedge can damage the steerer. Sources disagree on how tight is right, but we recommend snugging it to the point where you can't make it rotate in the steer tube, and no more.



The Lugged Stem

We wanted to do this way back in 1995, but things take time and money and energy, and the three finally converged in mid-1999, when we got the lug prototypes made, and then the first prototype stems. We tried all kinds of plating, but none was as good as what we've seen on Nitto products; and since Nitto is a stem maker too, we asked them to build and plate and test them for us. They agreed, and we rejoiced.

The very idea of a lugged stem is indulgent, since there are plenty of excellent stems already, but we like lugs and wanted to do something different with them. Lugged stems have been made—we aren't the first—but they're hard to come by, and we like ours the best. The tubing is specially drawn Reynolds 853. The finish is nickel, sort of satin-like. It's a finish that Nitto calls "dull-bright," and it looks good. It is not chrome-like. The quill length is 180mm, the extensions vary from 80mm to 120mm, and the clamp diameter is 26mm. The angle between the quill and extension is 73.5 degrees (the same angle on most road stems is 72-73-degrees). It tightens with a wedge. It fits only 1-inch threaded headsets. It is hand made, and while we'll try to keep some in stock at all times, we'll likely run out of some sizes, and there will be delays of 3 to 4 months. So, plan ahead if you want one. Order it, and we won't charge you until we can deliver. Figure out what size you want based on how these stems are measured. The stock stem that most approximates this one in dimensions is the Technomic Deluxe. It is reasonable to buy one of those to help determine your Lugged Stem size. Then, when your lugged stem comes, put the Technomic Deluxe on another bike.

It's not a superlight stem, and it's not a heavy one, either. It is super-strong, though—it passed one extreme stem test after another, with no sign of failure.

\$ 175

8cm: 16-088 9cm: 16-089 10cm: 16-090 11cm: 16-091 12cm: 16-092

• STEMS •



Nitto Technomic Deluxe

Year after year, this is our most popular piece of metal. We have customers who put them on all of their bikes, and it is the stem we most often put onto custom-assembled Rivendell and Atlantis bicycles.

It has so much going for it. The quill is 180mm long, so you can raise your bars about an inch and three-quarters higher than is possible with a standard 135mm-quill stem (like a Cinelli or 3ttt). That may not sound like much, but it makes a dramatic difference in your body position and weight distribution. The higher handlebars shift weight to your rear and off your hands, and as that happens, your whole upper body relaxes, and you reduce the strain on your lower back and neck, too. It's a good way to ride!

All those benefits would justify this stem even if it were ugly, but it is beautiful, with proper proportions and finish worthy of any bike. It's a Nitto, so you know it's strong. The 26mm clamp fits almost all road handlebars (not 26,4mm Cinellis, though). The quill fits every normal, 1-inch threaded steer tube.

\$ 38

7cm: 16-044

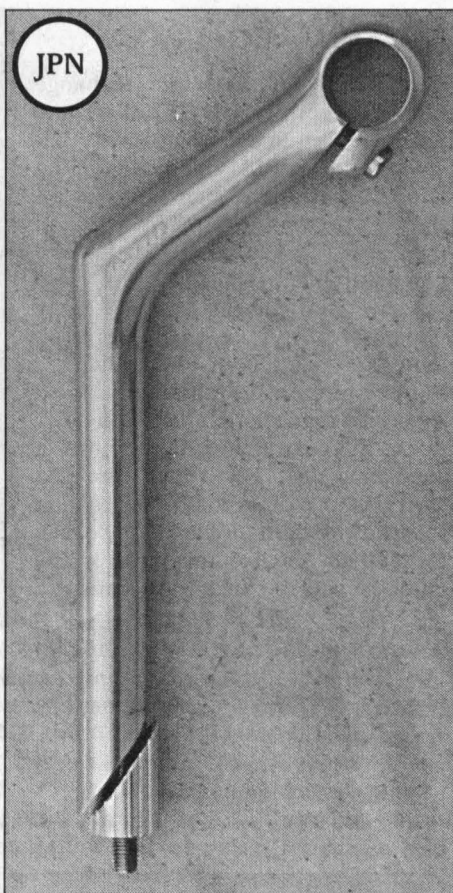
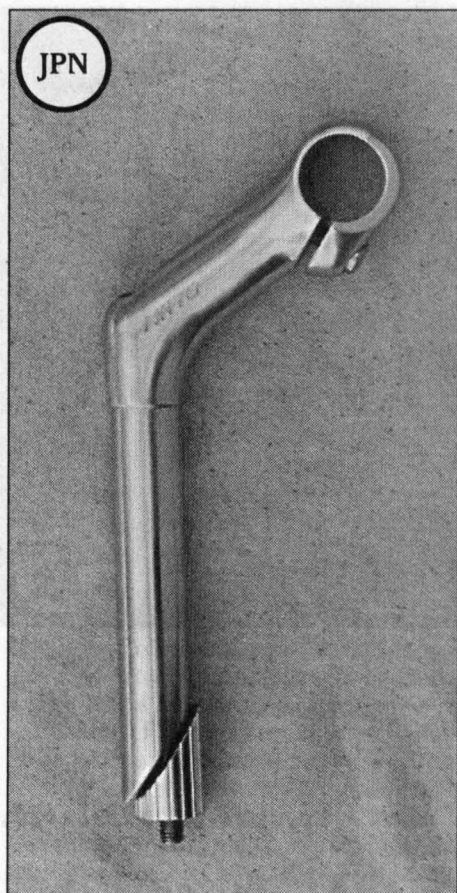
9cm: 16-046

11: 16-041

8cm: 16-045

10: 16-040

12: 16-042



Nitto DirtDrop Stems

Sometimes not even the Technomic Deluxe can jack your bars up high enough. Maybe your bike is too small, or your back is too bum, or you're converting an old road bike to a commuter or a family-riding bike; or a flat-bar mountain bike to one with Moustache Handlebars or drops. Maybe you're a 66-inch tall woman who has been trying to get comfortable on a new and expensive 52cm road bike. DirtDrop stems are the best stems for any of those uses, because they bring the bars back and shoot them to the moon. The transformation will astound you in a *good* way.

8cm DirtDrop

This stem was originally designed for drop-bar use on the 1987 Bridgestone MB-1, but has been used on other drop-bar conversions all over the world. It is a favorite with anybody who wants the bars closer and higher. It makes a huge difference. It has a 160mm quill and a 26mm sleeve. It can also be used with 25.4mm Priest or mtn bars, with a Nitto shim.

ITEM: 16-007
\$ 45

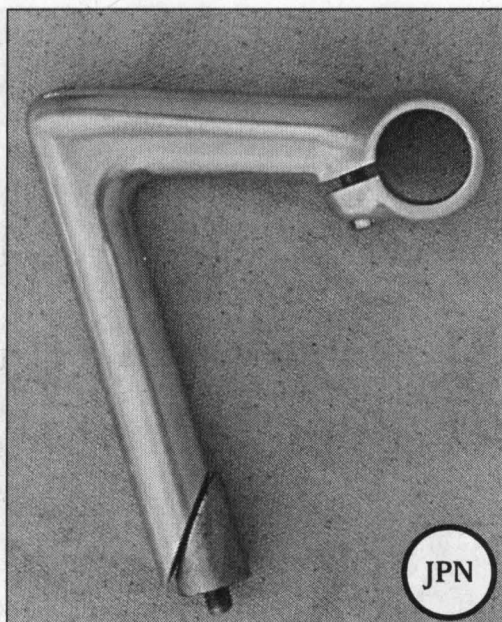
10cm DirtDrop

This is similar to the 8cm DirtDrop, but the extension is 2cm longer; the quill is 30cm (more than an inch) taller, and lacks the limit bulge that's on the 8cm model. No big deal there, but for bigger riders and bikes, this one is often the best choice. Everything else, including the price, is the same. Unfortunately, we'll be out of this until late October.

ITEM: 16-100
\$ 45

Nitto Aero

In the mid-'80s when the exchange rate between the U.S. dollar and Japanese Yen made things easy for U.S. importers of Japanese cycling goods, Specialized had Nitto make these stems for them. Later, Specialized dumped them off to a parts warehouse-kind of place, and we bought them cheap. Although they don't have the long quills we favor, their 140mm quills are longer than the quills on typical Italian and most American road stems, and if you don't need the extra height, they're a screaming deal. For 1-inch threaded steerers (normal for road bikes), and at realistic, modern pricing, they'd sell for \$40 to \$50, so this here is the cheapest way to own a Nitto stem.

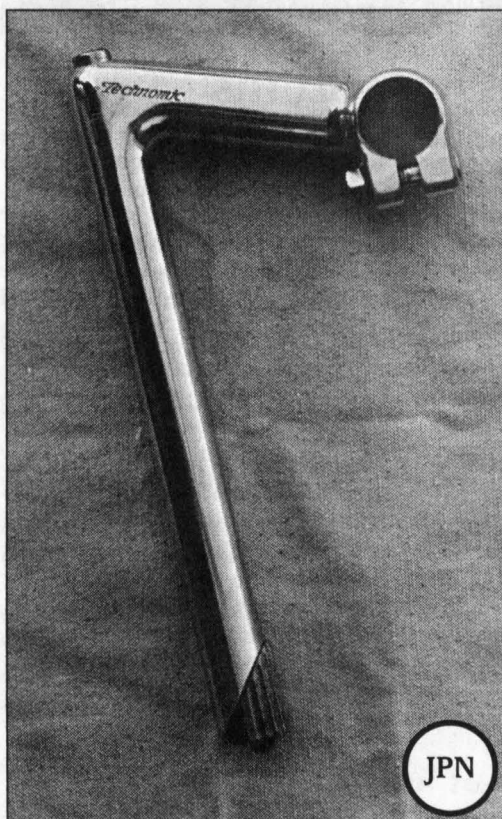


\$ 20

8cm: 16-011

10cm: 16-009

12cm: 16-010



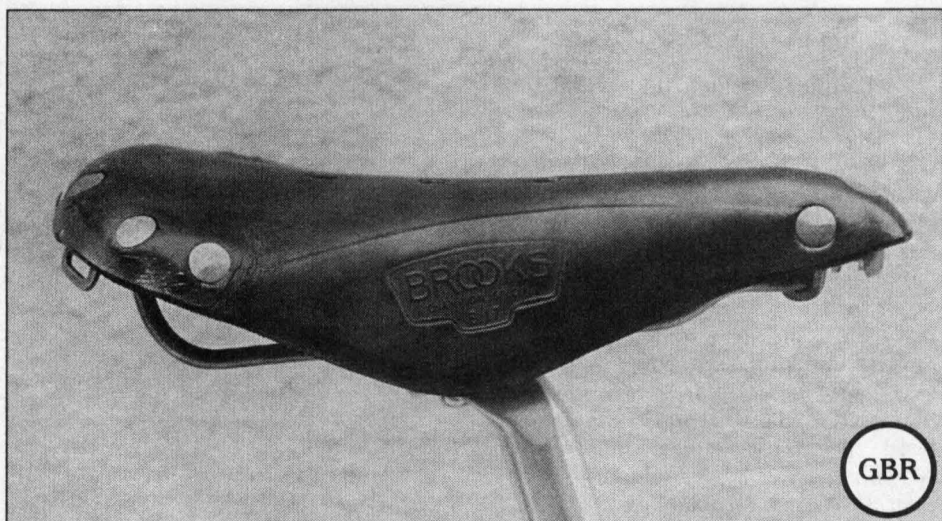
Nitto Technomic

This is the classic super-high riser stem that's been around for decades and still continues to rescue aching bodies. It's a gravity cast stem, not forged like the other Nitto's, but it's still plenty strong for road riding; although if you're up around 250 lbs and tend to be hard on gear, we'd suggest not maxing this one out height-wise; or just getting the 10cm DirtDrop stem instead. The finish isn't as smooth as it is on the other stems, but that's why you get so much metal for this little loot. If you're looking to get the bars way up there, this is still a good way to go.

The quill is a periscopic 225mm tall, and the clamp is 25.4mm, so it's sized to fit our Priest bar without the shim. If you have a bike you like that's way too small for you, rig it up with this stem. We offer this in 9cm only. **ITEM: 16-047**

\$ 37

• SADDLES •



Brooks B.17

This is one of Brooks's oldest models, and is one of those rare products that is unimprovable. Actually, that statement needs some qualifying. The original B.17, which is still available, is a fantastic saddle due to its shape. In a saddle, shape is everything. But the standard B.17 doesn't use Brooks's top leather and finishing. So several years ago we asked Brooks for a special B.17, using its best, thickest leather, and large copper rivets to hold the leather better, and a carved lower edge for good looks and less tendency to rub thighs...and please do it in honey brown, not black. Brooks did it all. More recently, we also asked for a titanium-rail version with grey leather, and even more recently, copper-plating on the steel railed honey-brown one. They did that, too.

But all that fussery means nothing, and would even be downright weird, without a proper shape to begin with, and that's the real magic of the B.17. It's wide enough (at 17cm wide; that's likely where the B.17 comes from) and flat enough in back to support your sit bones. It's 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.

There is a rumor, perpetuated by those who have never ridden a B.17, that leather saddles are uncomfortable and take forever to break in. When the new crop of cyclists sees one on a bike, he or she will often remark, "Hey, retro, cool, but isn't it uncomfortable?" It's like they want to high-five you for enduring pain for the sake of tradition, or some foolish thing like that. It isn't retro, it *is* leather, and leather has proven itself a good seating material for hundreds of years, in all kinds of applications. *It's incredibly comfortable.* It would be foolish to pay more for a heavier saddle that was uncomfortable. A B.17 is hard when it is new, but the shape is right, and we hear from folks who get one on Friday and begin long tours with it on the weekend, and have no problems at all. They love it. One woman wrote that it began to bother her 350 miles into an ultramarathon ride. Most people can't sit in a chair for that long.

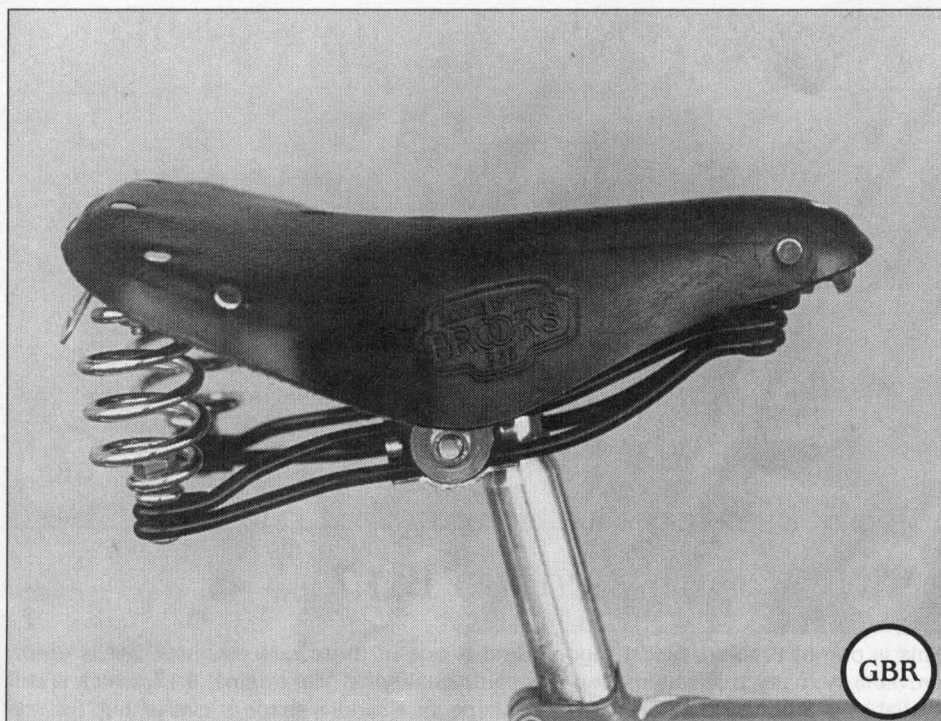
While it is true that everybody is different, and what one person likes, you may not, over the past 6 years we've sold more than a thousand of them, and ONE has been returned because it wasn't comfortable. No doubt somebody will read this and return one for entry into that elite club, but the statement is true.

If you like your current saddle, don't change. But if you find yourself playing musical saddles year after year, try a B.17. Two choices: Honey brown with copper-plated steel rails, about 522g; or grey, with titanium rails, about 440g.

B.17 - Steel/Copper: 11-006
\$ 90

B.17 - Titanium: 11-007
\$ 150

• SADDLES •



Brooks B.66

For sitting upright, a wider saddle is better, and the best wide saddle we've used is the B.66. It is one of the oldest saddles in the Brooks line, and has the most practical combination of comfort and weight of any saddle we've tried. Once you sit on it, you wonder, "Well, how much more comfortable can a saddle get?" and you can find your answer in the Brooks B.90 or B.33. But those models weigh a ton and are out of place on bikes that weigh less than 50 pounds, so the B.66 is still our favorite. As you can see in the picture, it has saddlebag loops, but even if it didn't, you could strap a Carradice to the springs. But it does, as you can see in...

For upright riding on light- and middleweight bicycles, this is our first choice. If you can't get comfortable on a Brooks B.66, it really is time to get a recumbent or see a proctologist to find out what's wrong down there. No need to keep us posted, though. We care, but not *that* much!

Cheap Post, or Saddle Sandwich?

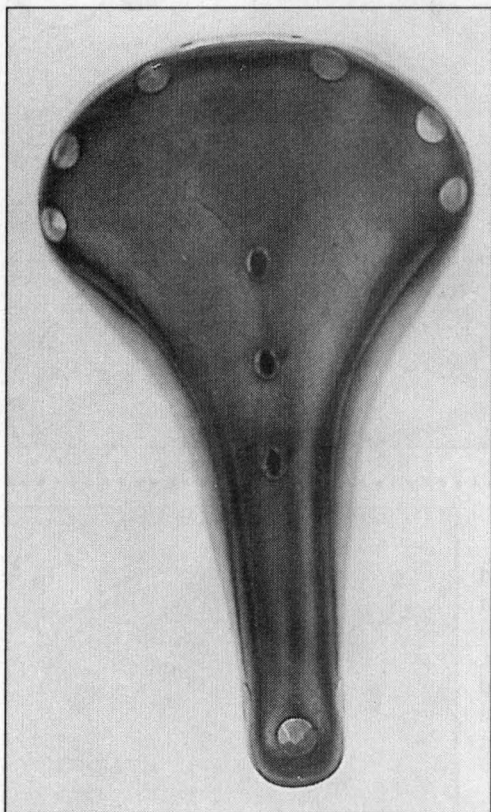
The B.66, like many of Brooks's old wide models, comes with its own seat post clamp, which slides over and tightens onto the swaged-down portion of a "straight" seat post. Every family bike shop in the world sells these. Steel or aluminum. It'll cost you about \$10. We don't sell them, largely because we just can't sell everything, and the range of sizes required (to fit the bikes this saddle is likely to go on) is too huge.

Or, if that idea bugs you, get a BreezelAngel seat sandwich, which adapts the double-rail on this post to most modern single-bolt seat posts. We sell it, \$15, #11-042. It works great on Crystal Fellows.

ITEM: 11-033

\$ 70

Three Things To Seek In Saddles



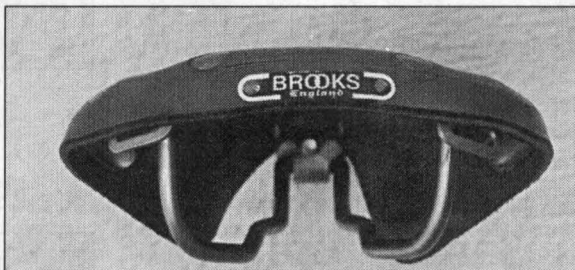
ONE: ENOUGH WIDTH.

The rear part of the saddle should be wide enough to support your sit bones. This is a Brooks B.17, and it happens to be 17cm wide, which, based on where the sit bones imprint the leather, seems to be about minimum width for a good saddle. Yet the typical racing saddle is about 150mm wide.

Racers are light, leaned over, and pedal hard all the time, and that combination reduces pressure on the soft spots. That's not to say they don't get numb or sore; but for a heavier rider with a more practical, comfortable riding position, a narrow racing saddle is not a good choice.

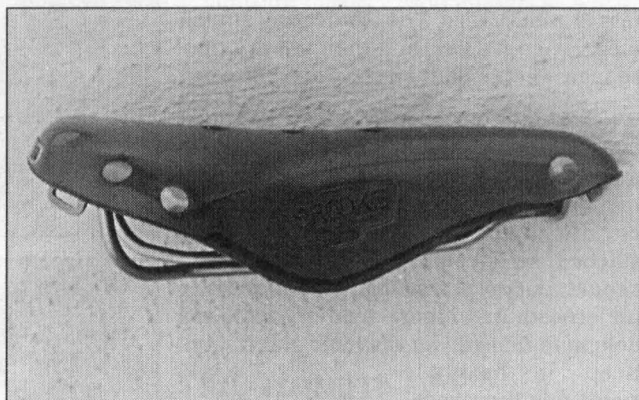
TWO: A FLAT REAR...

so your sit bones don't try to slide off it. If they do that, there's upward pressure on your genitals, and forget it. If you look closely here, you'll see indentations made by sit bones.



THREE: A HIGHER REAR THAN MIDDLE.

See how the rear part of the saddle, where your sit bones rest, is just barely higher than the middle, where your genitals are? It makes a big difference. It reduces pressure on your private parts. A straight-edge proves it.



Brooks Spanner

You may ride your Brooks for years and never need to use this, but if you ever want to tension the leather, this tool will make the difference between a satisfying experience and wanting to blow your brains out. No normal tool works worth beans, and if you're a Brooks-riding tool person, go for it. Cute, compact, chromed.

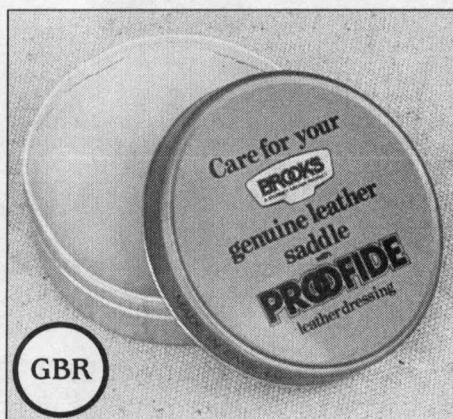
ITEM: 19-013
\$ 6



Brooks Proofide

This goop is specially made for and approved by Brooks as the only stuff to put onto Brooks saddles. Maybe your home-made concoction works better for you, maybe you trust your Brooks-riding friend to tell you what to put on it. But this is the stuff Brooks recommends, so you know at least, it won't wreck it.

Don't overdo it or you'll wreck the saddle. It needs just a slight juicing to make up for the fact that the cow died and can't do it alone any more. We know people who ride their saddles for years without Proofide, but a little bit, rubbed in once a year or so, seems prudent. For rain protection, a bonnet works ten times as well.



ITEM: 11-005
\$ 6

Saddle Bonnet

Riding uncovered leather saddles in the rain is a lousy idea. The leather will stretch more when it's wet, and then it'll dry misshapen. People do it all the time, but why?

When you're out of plastic bags and duct tape, reach for this Brooks B.17 protector, made just for us by Carradice. It's a durable rain cover you can trust to keep your saddle dry in the heaviest rains. Still, it is stitched, so if you're really paranoid, you should put a plastic bag or Glad Wrap underneath it. A natural leather saddle is a delight to ride and an aesthetic grand slam. Keep it healthy! Don't ride it soaked! This one is black.

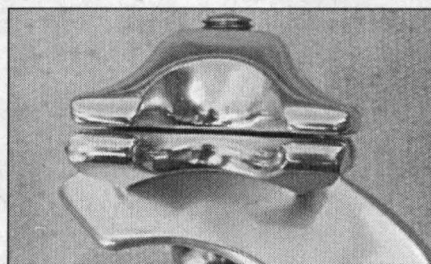
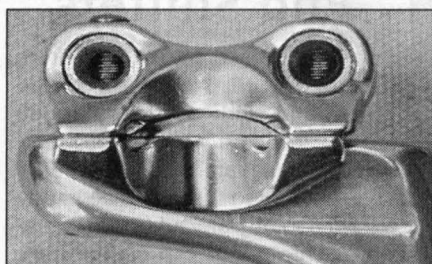
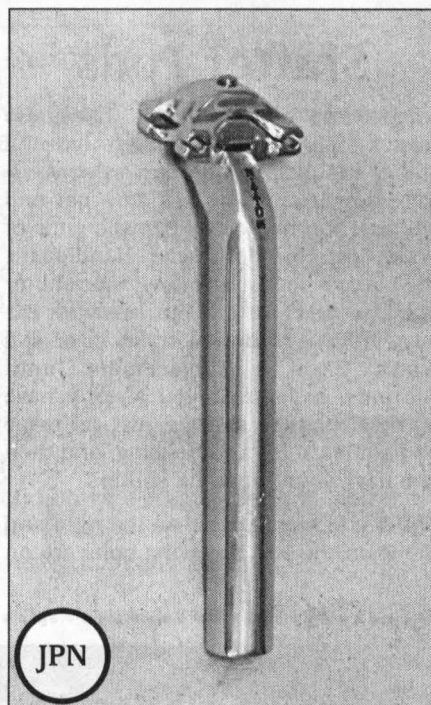
ITEM: 11-014
\$ 15



Will It Fit On Others?

The Brooks Pro is 1cm narrower and 2cm shorter, so it goes, but it's baggy. It fits on the men's Flyer perfectly, though.

• SEAT POSTS •



Nitto Frog

Nitto calls it the Jaguar, and the box it comes in says Jaguar, but it looks exactly like a frog to us, so we respectfully renamed it. It's the best seat post Nitto makes, and since they make only superfine ones, you know it must be good. It's a two-bolt design, which adds security, and unlike other two-bolt designs (such as the old Campy), the bolts are underneath, and easily accessed with a 6mm allen wrench. In finish, strength, and design, we believe this is the best seat post in the world, from the best maker.

210mm, 268g, 27.2mm only.

ITEM: 11-016
\$ 75

Nitto Crystal Fellow

This seat post has a name we wouldn't dare mess with, and is the standard and most popular Nitto post. It's a one-bolt design, which isn't as grippy in theory, but Nitto makes it, and it holds securely. Like all Nitto metal things, it is light, strong, and it gleams and glistens like only a Nitto can.

The Crystal Fellow, like the Frog, has a fair amount of "setback," so you can rest your weight on your bottom. We offer both posts in 27.2mm only, to fit most high-end steel frames. Measure yours!

210mm, 270g, 27.2mm only.

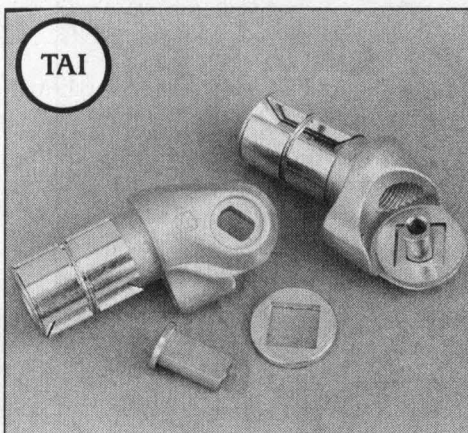
ITEM: 11-031
\$ 55

• SHIFTERS •

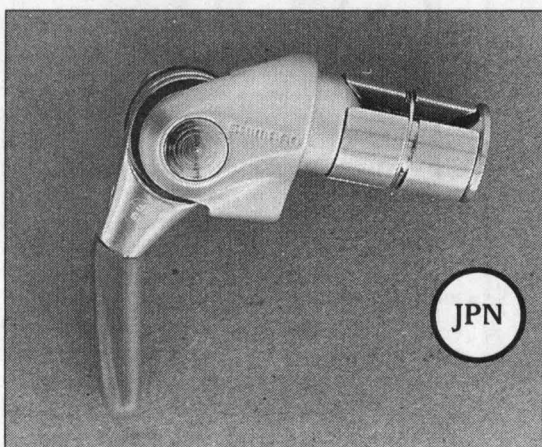
Shifter Pods

Aha! These are Dia-Tech's Taiwanese near-knock-offs of Shimano bar-end shifter mounts, and are key to converting downtube shifters to bar-end shifters. You bolt them into the ends of your drop or Moustache Handlebars, then attach almost any downtube shifter you can find. SunTour Sprints work the best, but we're out of them now, and won't have a replacement until February, at least. If you already have Sprint downtube shifters, just get these and some cables and housing, and then you have your SuperMix shifters.

Tip: If you mount the L on the right and the R on the left, the wing bolts are on



ITEM: 17-068
\$ 22



Shimano Bar-End Shifters

Shimano's best bar-end shifters, indexable with 8 or 9 speed cassettes, and with a friction mode, too. If later on you want to get Power Ratchet shifters, you can just bolt them on to these and be happy. No need to buy any additional hardware. This is our top choice for a bar-end shifter. Great for touring, commuting, anything.

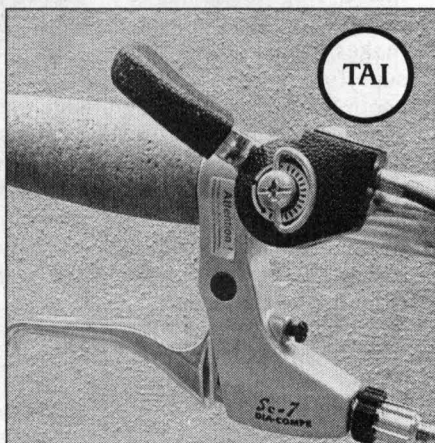
ITEM: 17-049

\$ 68

Cheap Thumbshifters

But they're fine, and what else is out there, anyway? The best choice for Priest bars. These are low-end friction only shifters made by SunRace. There's nothing fancy about them, but they're cheap, they're light, and they work just great. Sometime we'll have our own thumbies, but for now, beggars can't be choosers, and if you're looking for new thumbshifters in 2001, brother, you're a beggar!

ITEM: 17-097 \$18



New Shifters Coming

It seems like decades ago when we bought 999 pair of SunTour Sprint downtube shifters and figured they'd be with us forever. After, all, who wants friction shifters, much less, downtube ones, at this stage-o-da-game? Y'all do, that's who. Anybody who can suffer through the fifteen minute and 100-shift learning program it takes to become competent with friction shifters becomes instantly King of the Bike, and free of the limitless limitations of indexed-only systems. So naturally, we are bummed at not having an endless supply of these shifters. (The ones below are equally good, but more challenging to mount as bar-enders.)

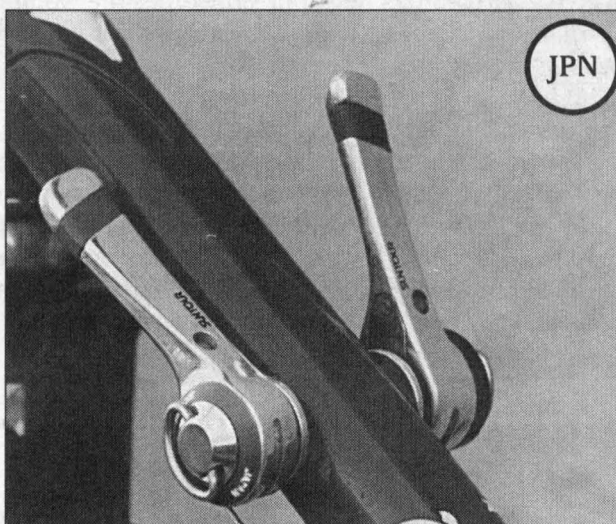
But we are getting replacements made. Dia-Tech/Dia-Compe is making for us virtual knock-offs of the Sprint shifter—with SunTour's blessing and help, we should add. Prototypes are due in October, and barring major changes, delivery will be in late Spring to Summer, 2002. Rivendell Reader readers will be kept updated, and we'll have all this on www.rivendellbicycles.com

SunTour Superbe Pro/6

Once they're all set up, which is easy enough, these shift every bit as well as the Sprints do. The only reason we don't put them on just as high a pedestal, is because the right shifter has an index mode, which is sort of like a Leica with an autofocus option, or wool hat with a polar fleece lining.

These are the last of the double-power ratchet downtube shifters made by SunTour. We have about 40 pair left, we've increased our price a lot since the last catalogue, and they're still, easily, worth every cent. Mount them on the downtube braze-ons.

ITEM: 17-038
\$ 50



Why Downtube Shifters?

Because they're less convenient. When the shifters are a finger-flick away, you shift too much. You see the climb, you flick the lever; the slope increases ever so slightly, you shift again. The wind shifts, and you click again. Your riding becomes shift-priority, rather than pedal-priority. That's supposed to be a selling point, but more convenience means more dependence and leads to heroin addiction. Too much gear, not enough grit!

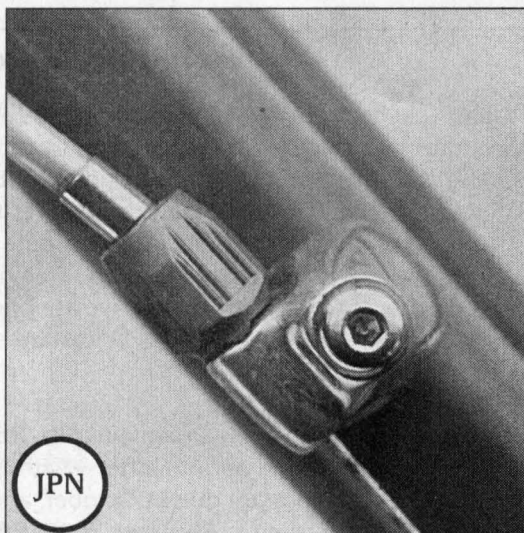
Downtube shifters put the grit back in you. You'll grunt out a few crests in too high of a gear, but you'll make it over and be stronger for it. Of course, handlebar-end shifters offer what to some is an ideal combination of convenience without interference. They're another favorite around here.

• SHIFTER ACCESSORIES •

Downtube Cable Stops

When your bike has downtube shifter bosses (as all of ours and most others do) and you want to use something other than downtube shifters, then you need these cable stops to hold the housing. They slip right over the brazed-on stops and bolt on. Couldn't be easier, and there's no substitute for them. We have SunTour and Shimano, no choice, they're all fine.

ITEM: 17-045
\$ 17



Beeswax-related Cable Cutting Tip

The worst thing is to cut a cable and have the ends fray out all over the place. Sharp cutters help, but sometimes the wound-up wires are under tension, from clamping them in a pinch bolt or whatever, and no matter what you do, they fray.

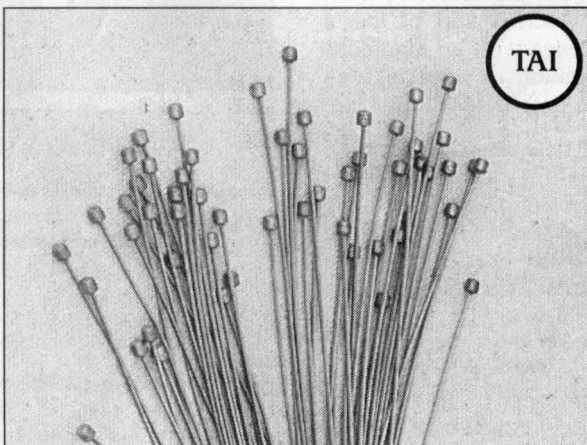
There are all kinds of ways to prevent that. You can Super-Glue the cable before you cut it. You can solder it. But the easiest way is to rub it with beeswax. The beeswax will hold it together, and if it does fray, it won't be much, and the tacky beeswax will help you lay the wire hairs back down in the right grooves. Cap your cables so they don't poke you and fray later. You can make a temporary cap from beeswax or tape, or a more permanent one from Super Glue or solder. Or, just get some actual metal caps made for cables. They cost less than a dime a dozen, and any bike shop has them.

Derailleur Cables

Slick, pre-stretched derailleur cables from Taiwan. These are QBP brand and work perfectly. They're long enough for tandems, and fit every shift lever we've ever tried. Two lengths. The tandem ones fit all bikes, and are often required on big single bikes with bar-end shifters (rear derailleurs only). Sold singly.

Normal: 17-003
\$ 3

Tandem: 17-090
\$ 4

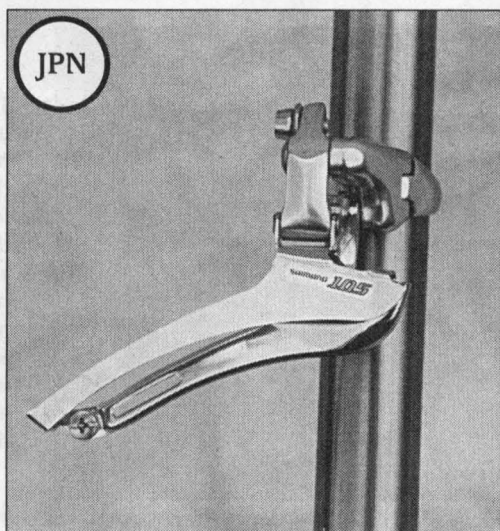


• DERAILLEURS •

Shimano 105 Front/2 rings

This is a masterpiece of value. Shimano's derailleur team is as crack-erjack as they come, and many believe, as we do, that the 105 is the best value in the line. Nothing can shift better, and we've never seen one that looks better. At the subatomic level, there may be improvements in the Dura-Ace, but they ain't noticeable on a bike ride. This derailleur even works with a wide-range TA Cyclotourist triple.

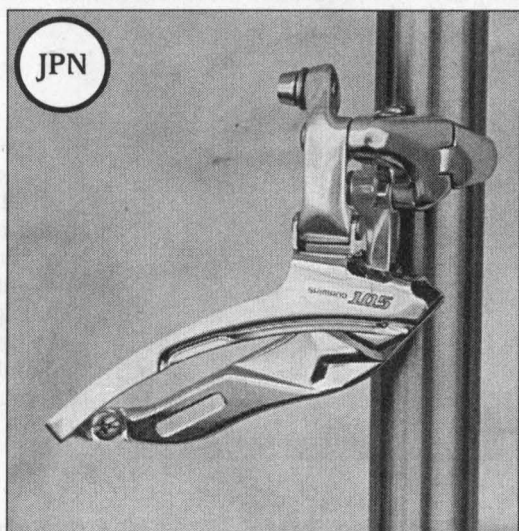
ITEM: 17-083
\$ 38



Shimano 105 Front/3 rings

The same grade and everything else as the one above, but designed for three chainrings, just so long as those rings are separated by more than four teeth. The kinky-shaped inner cage, visible in the photo here, helps lift the chain during upshifts. Recommended for racing triples, with 48 tooth and larger big chainrings.

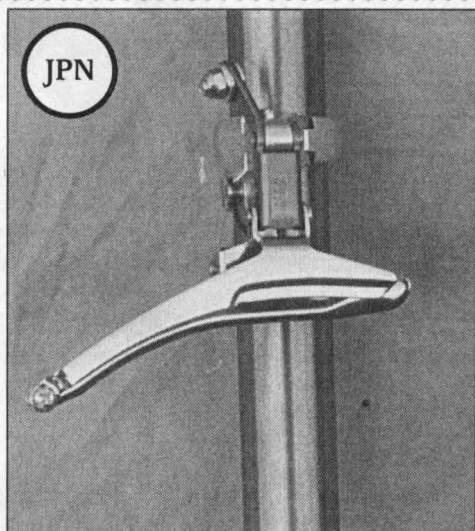
ITEM: 17-082
\$ 38



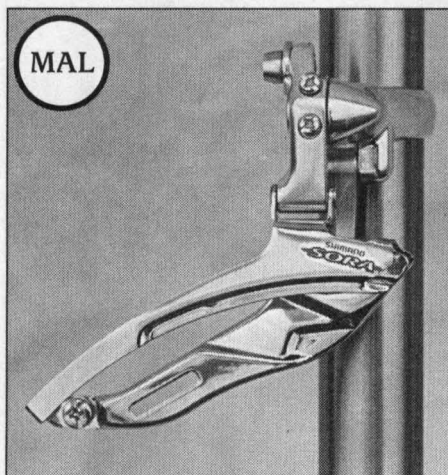
SunTour Lite

This was a mid-line SunTour derailleur back in the late '80s, when it was ignored, since it was competing with and getting creamed by Shimano's similar priced models. But it shifts as well as a Shimano, and we got them cheap, so that's why you can, too. It is rated for chainring differences up to 16t, but we've used it to 20t, no problem. It comes sized for a 31.8mm seat tube, with a shim that adapts it to a normal 28.6mm one. It works perfectly. Don't let the shim scare you! It's invisible and no hassle.

ITEM: 17-034
\$ 10



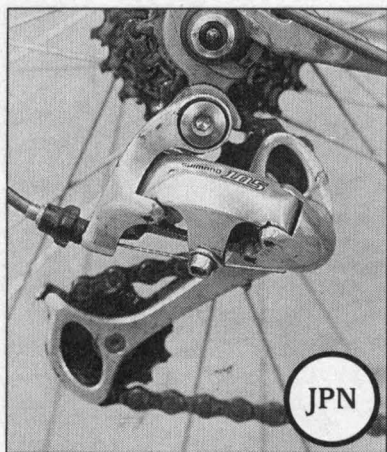
• DERAILLEURS •



Shimano Sora

This is the front derailleur we most often use for Atlantis triples. Although it is a mid-priced model and not at the top of the Shimano derailleur pecking order, it looks and shifts every bit as well as any derailleur Shimano makes, and we consider it a fantastic value. Also, it seems to have better chainstay clearance than most other conventional triple-fronts—an important consideration if you're setting it up on a crank with a 46t (or smaller) outer ring. It fits a 28.6mm (steel standard) seat tube.

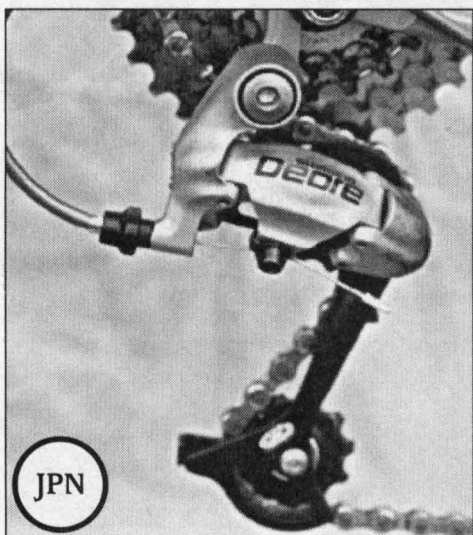
ITEM: 17-092
\$ 35



Shimano 105 Racing Triple

For triples up front and up to 28t in back. This year's version is shiny silver, looks great, and given all that, it's hard to justify anything fancier and costlier. Shimano rates it to 27t in the rear, but it goes to 28t easily. Shimano's 105 parts group is the best value out there, and the derailleurs are the best part of it. We believe this is the best value in a road rear derailleur today. Beautifully styled, shiny and silver, and it shifts predictably and perfectly all the time.

ITEM: 17-059
\$ 45



Shimano Deore

For rear cogs to 34t, you won't find a better shifter than this one. It's a strange champagne-y color and has a black cage, but if you can get over that, you'll have a great shifting rear derailleur for not all that much money.

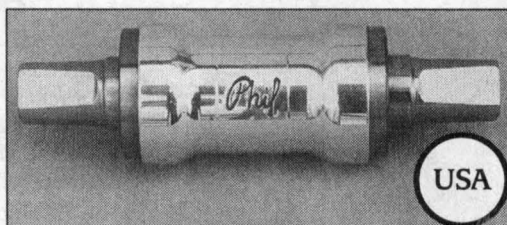
This is the model we put on most Rivendell All-Rounders and all Atlantis bikes when we do full assemblies, and many of us have it on our personal bikes, as well. Shimano derailleurs always work, and this one on your bike eliminates the derailleur as an excuse.

ITEM: 17-088
\$ 52

• BOTTOM BRACKETS •

Phil Wood BB

This model has the benefit of about 27 years of evolution and refinement. It is machined from 17-4 stainless, a better and more expensive material than most others use, and once installed into a frame, you'll likely get 25 thousand miles on it. When it needs servicing, send it back to Phil, and they'll do it for cheap—about \$20 to \$25. You also need the retaining rings (below), and a tool (way below) to install it with. Two tools make it easier, so get two.



Install It the Easy Way

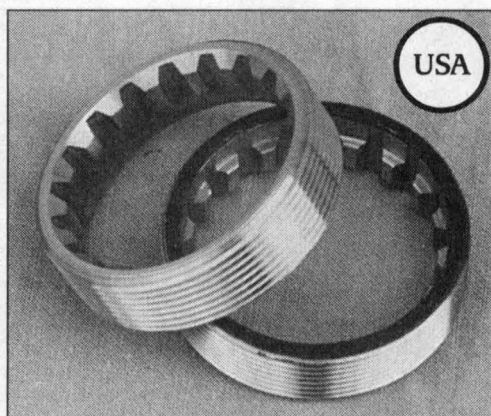
Grease the shoulders, where the retaining rings fit on, and pre-install one side before inserting it into the frame. The red ring goes on the right.

\$ 123

108: 12-045 110.5: 12-049 119: 12-050 123: 12-051 125: 12-140

Retaining Rings

These screw into your frame and hold the Phil bottom bracket in place. We have three different threadings. English, American, Japanese, Chinese, and many post-1990 French frames sold in the U.S. use British threads. Italians use Italian. Old French and probably French bikes currently sold in France use French. Instructions included.



\$ 17

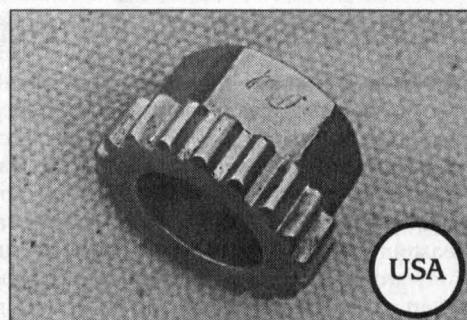
French: 12-052

British: 12-053

Italian: 12-054

Phil BB Tool

Stainless steel and made by Phil to fit Phil retaining rings. As mentioned above, you can do it with one, but as also mentioned above, it is much easier with two, and we are pricing them just about at cost to encourage you to get two. A couple of years ago, we sold these for \$18 each, and that's what they ought to be. You also need a large adjustable (Crescent-style) wrench, not included. Please don't use coupons on this tool.



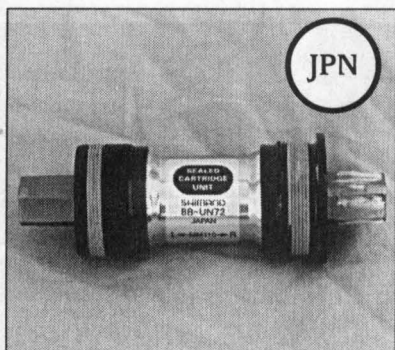
Well-To-Do, Are You?

Then we can get you the shop tool, which is even easier to use. It's \$50. takes a month to get. Fax (925) 933-7305 for details, part no.

ITEM: 19-035

\$ 9 (you should get two)

• BOTTOM BRACKETS •



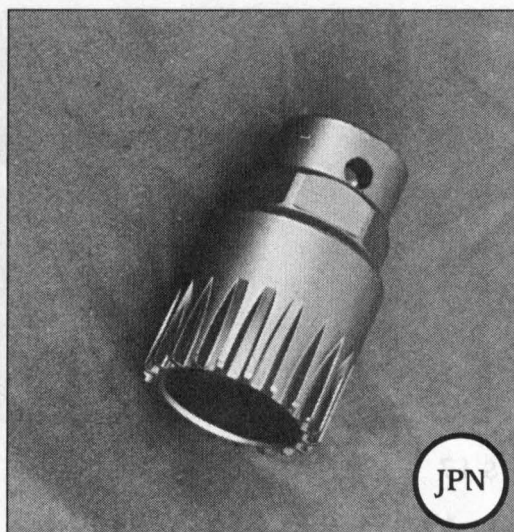
Shimano UN-72

UN-72 is Shimano's code for its Deore XT bottom bracket. It's an excellent, trouble-free bottom bracket and a great value. When it finally gives up the ghost, you have to throw it out, but most riders will get close to 20 thousand miles on one, so that's not such a terrible thing. It installs easily with the tool below. It's sealed, like a Phil. We sell 3 lengths. The 115mm is perfect for the new Sugino XD crank (with 46 x 36 x 24 rings) on most frames. The 122.5mm works on the TA Zephyr for road bikes or our bikes, with 46x36x24 grannies.

110: 112-192
\$ 40

115: 12-217
\$ 40

122.5: 12-213
\$ 40



Shimano BB Tool

This tool here fits into the recessed splines of the UN-72 and 52 and other Shimano bottom brackets so you can screw install, tighten, or remove it.

You can use a big adjustable wrench on it, or socket. It's good for at least a thousand installations and removals. You need just one of them.

ITEM: 19-055
\$ 10

Cheap Facts About Bottom Brackets

On tapered spindles, grease the tapers. A thin film is plenty. Use dust caps to discourage crank bolts from loosening and to keep the crank threads clean. Beeswax is great for crank bolt threads...When you install crank bolts, grease both sides of the washer, to minimize friction and turning of the washer. The inside chainring should sit about 3 to 5mm) outside the frame's bb shell, so that the inside face of it appears to be just outside the plane of the bb cup. The inner chainring should clear the chainstay by at least 4mm. There are things called fixed cup spacers that you can use to shift the rings outward 1 to 3mm, if required. It's cheaper than getting a new bottom bracket, and often saves the day...Cup-and-cone bottom brackets are hard to find these days. We have a few, but not enough to list here. They've fallen out of favor because they require more time and skill to install and adjust, but they're an excellent design. Splined bottom brackets are not a tremendous advantage to the rider. We'll go that way if manufacturers stop making tapered spindles, but we still prefer tapered spindles and the interchangeability they allow...Don't ride a loose crank. Cranks are aluminum, spindles are steel, and if you ride a loose fit, the steel spindle will enlarge the aluminum interface, and you'll never be able to get the crank snug again. That's not a defect!

Try Smaller Middle and Outer Rings

and other thoughts on gearing

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 104 inches) is way 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 will let you ride over small rollers while in your big ring, saving a downshift. For instance, if your rear cogs are 12-13-14-16-18-21-24, then the largest one you use with your big chainring is 21t. With a 53t chainring, that works out to 68-inches. For most non-racers, that rules out pedaling up even a short rolling hill on the big chainring. It means shifting to the small ring up front. Then, if it's a descent on the other side, you shift up to the big ring again. Shift, shift, shift. On the other hand, if your big ring is a 46, then your lowest big-ring gear is 59-inches, which may allow you to pedal up the hill in your big ring. Then on the backside descent, you don't need to shift in front. The benefits of smaller big chainrings work with any rear gear spread.
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. Doesn't it seem like 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 one-tooth differences in rear gears is beneficial only at high speeds, and racing. For normal cyclers on normal rides at comfortable speeds, what's even the point of shifting from the 17t cog to an 18? Sure, you can feel the difference, but wouldn't you be just as well off turning the 17t a little faster, and then shifting to a 19t or 20t cog, when you really need it? What makes sense for a racer often doesn't make sense for a non-racer.
3. Pedaling cadence is overemphasized. The purpose of gearing, so say the books and experts, is to let you maintain your most efficient cadence, usually between 90 and 100 rpms, over a variety of terrain. But there are benefits to pedaling a wider range of cadences! Superman Lon Haldeman, a personal hero, rides a single 42t chainring with rear cogs of 13t, 14t, and 15t, giving him a gear range of 87-, 81-, and 76-inches. He rides it on the flats of Kansas and over the Rockies, in vicious headwinds and heavenly tailwinds. He's pedaled it across the country more times than I've seen NYPD Blue, the best show on the tube. His daily cadence may vary from 30rpm to 130rpm. The high rpms give him a smooth spin, and the low rpms give him a good strength workout. Lon is exceptionally strong, and he's also exceptionally smooth. Riding lots of miles has something to do with it, but his varying cadence has got to help, too.

Half-Step + Granny Gearing in the 21st Century

(note to those who know what HS + G gearing is, and want it)

Consider living without it, or resolve to make getting the right ingredients your life's mission. You can still get half-step chainring combinations (3-4-5 teeth between the big and middle ring), but you still need the rear gears, and half-stepping with more than 6 cogs is—well, hardcore half-steppers would rightly say it's impossible. (And knock yourself out trying to find 6sp wide ranger clusters.) It sortakind halfway works with 7cogs, but only if you have something like a 12x32, 13x32, or 12x28 in the rear; and those freewheels are hard to get. Don't be too bummed out. Riding is still worthwhile with crossover fronts (roughly 10-teeth difference between chainrings). You don't get the gearfreaky benefits of HSG, but once you resolve to ride, anyway, you just get on with your life and suffer a lot less frustration and anger.

• CRANKS •



TA Zephyr Cranksets and Arms

By our standards, this is the best crank made. The Zephyr is beautiful—smooth, elegant, fairly slender, 152-155mm Q, and gleaming in every nook and cranny. This is probably because France still supports a relatively high number of quite particular, high-style cyclers of discriminating taste, who won't look twice at a crank if it isn't just so. Also, French bike companies have always been independent thinkers, and inordinately proud. They can outweird the weird when they get the itch to, but they've made contributions to style and design that nobody else has, and the cycling world could use more of their design influence today. The Zephyr costs a bundle and supply is sporadic; we'll try to keep it in stock. We sell bare crank arms by the set, or complete cranksets (arms with rings mounted; you still need the bottom bracket). Supply is sporadic, try to plan ahead if you're putting together a fancy bike. Cranks with rings come with 46x36x26t only, with TA rings. The complete set is a great value, quite low in price for a crank of this quality. Consider getting a 24t inner if you tour or have huge hills.

Armsets without chainrings: \$215

165: 12-173 170: 12-122 172.5: 12-123 175: 12-124

Cranks with 46x36x26t chainrings: \$255

165: 12-222 170: 12-219 172.5: 12-220 175: 12-221

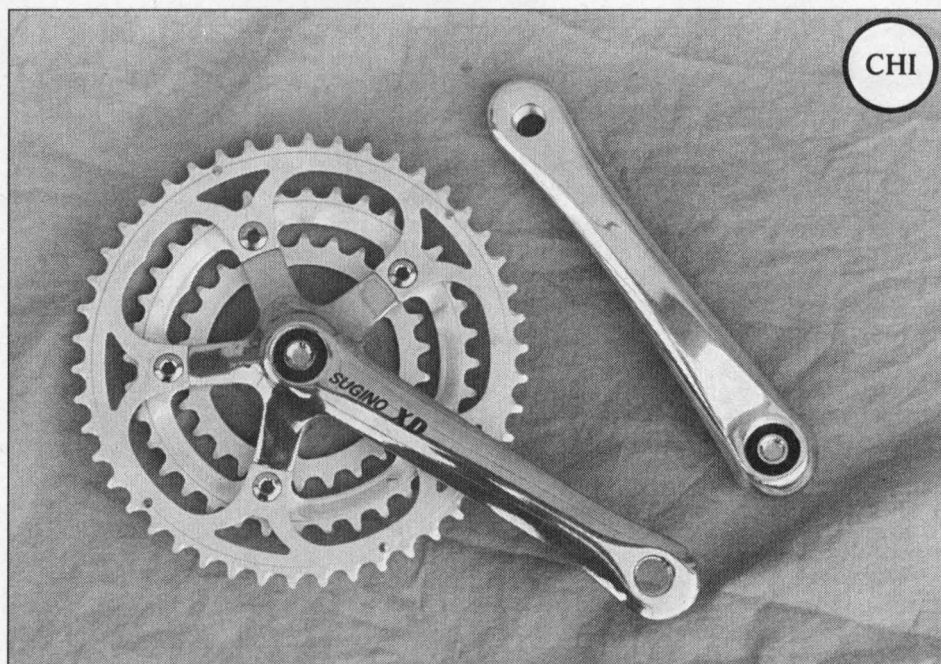
Three Cheers For the 110/74 Pattern Crank

1. *Hip-hip hooray!* It was the most popular crank pattern on mountain and touring bikes between 1980 and 1993. Consequently, there are gazillions of cranks out there with 110mm and 74mm chainrings, and chainrings wear out, and no chainring maker wants to walk away from the replacement market, so we can expect a good supply of rings for years.

2. *Hip-hip hooray!* The 74mm inner bolt ring allows chainrings as small as 24t, which is small enough. The middle ring (on the 110mm bolt pattern) can be as small as 34t, which is small enough for a middle ring; and you can get them up to 46t. Micro-drives offer a 32t, that's it.

3. *Yee-haw!* Using a 46t or larger big ring means you can use a normal front derailleur, with a swing-up/swing-down action, instead of a straight in-n-out action derailleur necessitated by the micro-drive crank's 42t outer ring. If you position a normal front derailleur properly for a 42t outer ring, it will often hit the chainstay when you shift to the granny.

• CRANKS •



Sugino XD Triple

Last year when for five months we couldn't get TA Zephyrs, we went on an Expedition trying to find a replacement 110/74mm crank, and deep in the bowels of the Sugino catalogue, amid micro-drive cranks galore, we found this one. The first question we always ask when looking at a new crank: What's the Q-Factor? That's the distance between the outside of the crank arms at the pedal hole; and most modern cranks have gotten so wide, that Pal Jeff calls them *birthing cranks*. (We consider any crank that's wider than 168 to be a birther.) Some people need wider cranks, but today's cranks have taken it to the extreme; mainly to gain crank arm clearance on bikes with chainstays that stick out too much because their designers didn't really think about it. Bike frames like that are all over the place in huge numbers, and crank makers don't want to rule them out by making a normal crank, so they make super wide ones. This Sugino crank is narrower than every popular modern crank we've measured (lots), and it's a 110/74.

Sugino recently changed the mold slightly in such a way that instead of requiring a 107mm bottom bracket spindle, it now works best with a 115mm one. No problem, we have them. The resulting Q-Factor is 168mm, or nearly 12mm narrower than most modern micro-drive birthing cranks. In the old days we'd consider 168mm too wide, but times have changed, and these days it's the second narrowest crank we've found. And it's a 110/74. The finish is excellent, but not velveteen. The graphics are simple. We like it a lot, and highly recommend it for any 3-chaining use. With 46t outer, 36t middle and 24t or 26t inner (no choice).

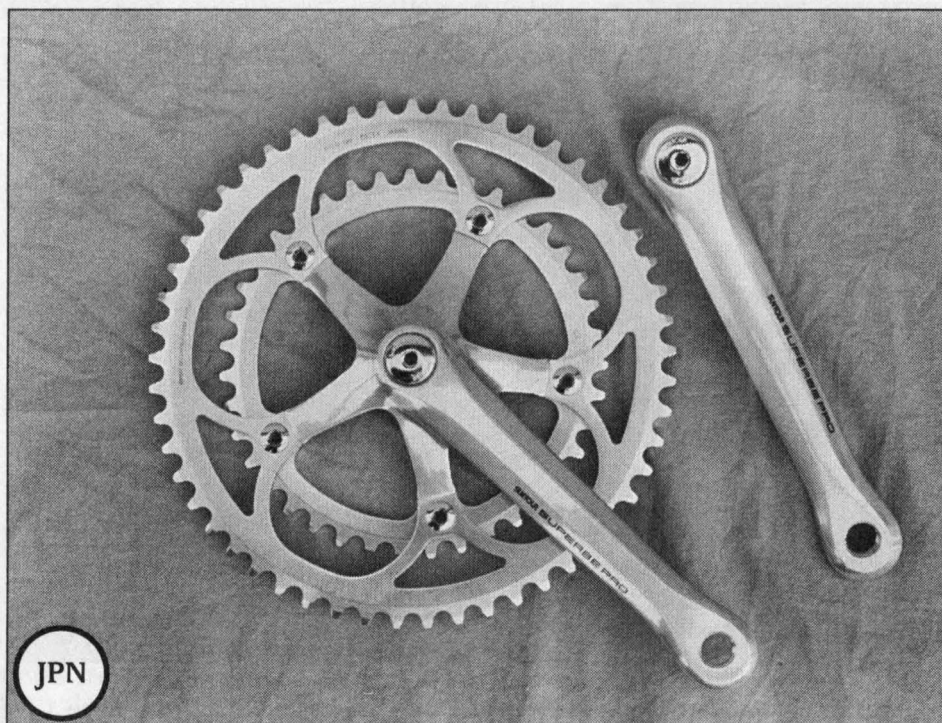
170mm: 12-167
\$ 100

How Long Cranks?

Longer gives more leverage, but is harder on your knees. If you're sold on 175s, get them. If you have any doubt, try the 170s. Save your precious knees! Use your gears! That's what they're for.

175mm: 12-190
\$ 100

• CRANKS •



SunTour Superbe Double

This is the best road crank SunTour ever made; a beautifully finished, cold-forged aluminum crank made without compromises. It was made in 1990, when SunTour was still making stuff the best possible way in Japan, and there isn't a crank today that exceeds it in quality. We don't sell many of them, mainly because it's a double only, and most riders these days ride triples; and it has one slight quirk: The crank taper is slightly different than normal, so to get a really great fit, you need either a rare, hard to find SunTour Superbe Pro bottom bracket, or the specially made Phil Wood model, made just for this crank. We sell the Phil model, and if you like the 172.5mm (the only length left, but good for riders between 5-9 and about 6-3), we can set you up complete. The chainrings are 53t x 39t. If you're a racer, that's probably what you're after, anyway; but most people would do better subbing a 46t to 50t for the big ring. 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. Q:145mm.

\$110

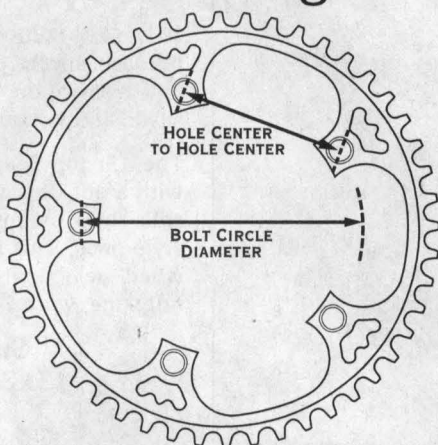
12-072

What Q-Factor Is

It is the distance between the outside of the crank arms at the pedal hole, and determines how far apart your pedals (and feet) are when you pedal. It is not a dimension crank makers or magazines mention, but it affects pedaling feel, and the health of your knees, so we make a big deal about it. Over the years, Q-Factors have increased a lot. Currently, we regard Q-Factors less than 156mm as low; 157 to 164mm as medium; and above that is high. Short riders are affected more than are tall ones. If you pronate, a medium Q may level out your foot. If you can't get rid of pain on the inside of your knee, a lower Q may help.

CHAINRINGS

Chainrings



USA

JPN

Our selection of chainrings reflects our notions on gearing, which is why you'll see more sub-52t big/outer chainrings here than you'll find from most sources. All the rings we carry are silver. The brands vary, but they're all good, and you can mix them on cranks of the same bolt circle. We don't offer chainrings in the new compact mountain sizes. They're available in limited sizes, most of which are too small, or peculiar in some other way that make them less suitable for all-purpose road and trail riding.

To Determine Your Crank's Bolt Circle Diameter (BCD)

Measure the hole-to-hole (H-H) distance.

H-H	BCD
43.5	74mm
64.7	110mm
76.4	130mm
79.5	135mm

If it's not one of these, it's something else and we don't have it!

The Selection

135 bcd - New Campy road. \$30.

#12-095 135 x 49 outer

130' bcd. Modern road standard (all except Campy) \$30.

#12-019 130 x 39t inner

#12-088 130 x 48t outer

#12-090 130 x 49t outer

#12-092 130 x 50t outer

110 bcd - fits classic Mountain triples.

Not "compact drive." \$25 each.

#12-075 110 x 34t middle

#12-013 110 x 36t middle

#12-014 110 x 38t middle

#12-015 110 x 40t middle

#12-116 110 x 42t middle

#12-115 110 x 44t middle

#12-016 110 x 46t outer

#12-212 110 x 46t middle

#12-017 110 x 48t outer

#12-120 110 x 50t outer

74 bcd - classic mountain granny.

\$20 each

#12-027 74 x 24t inner

#12-028 74 x 26t inner

We Don't Always Got Whatchoo Want

Sorry! We try to stock a good selection, and focus particularly on the useful and hard-to-find patterns and sizes. If we don't have the size you want, it may be because we know your local bike shop stocks it. This is the case, at least, with 130 and 135 bcd x 40,42,52, and 53 rings, and the new compact drive mountain rings. In any case, the smallest rings that fit on the various bolt patterns we stock are: 74bcd = 24t; 110bcd = 34t; 130bcd = 38t; 135bcd = 39t.

7-sp Freewheel

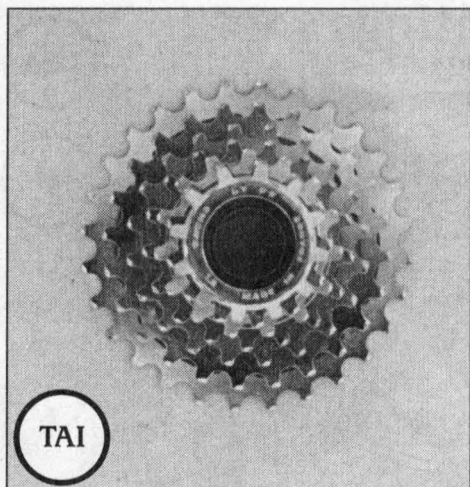
This \$20 SunRace has withstood our hardest climbs, and we trust it without any reservation. It shifts well, is pretty silver, and we can actually get them.

The 13t top gear yields a 96-inch gear with a 46t ring, which is big enough for solo rides or any ride not in a racing-style pack. This is a measly, pitiful freewheel selection, but in fact this is the only one we can get easily, and it's good.

SunRace

13x28: 13-029

\$ 20

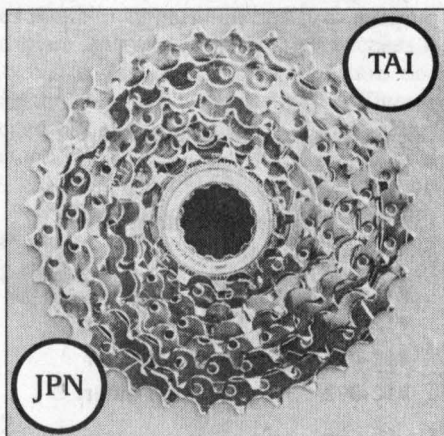


The Future of Freewheels

If real photography died, would they still make film, and would there still be 1-hour places to get it developed? You betcha—and it's the same with freewheels. There are just too many threaded hubs out there for manufacturers to quit making freewheels. Besides, most of the world's bikes are still made for freewheels. There are factories in India that make 10,000 freewheels per day. The selection isn't what it used to be, but they aren't going away. If you race and are super picky about your ratios, go with cassettes. If you just want to ride, the three we offer here are pretty good for everything except racing.

Cassettes

Cassettes are more available than are freewheels, and come in more ratios; and cassette-style hubs, the same. So, whereas we once gave them the thumbs down, now we see them, honestly, as a practical choice. Not because of more gears, for crying out loud, but because they work and you can get them. We stock only 8-speed cassettes, which fit on modern cassette hubs and use standard chains. We'll supply them as available—SRAM, SunRace, and Shimano. They're all good!



\$30

12x24 8sp: 13-048

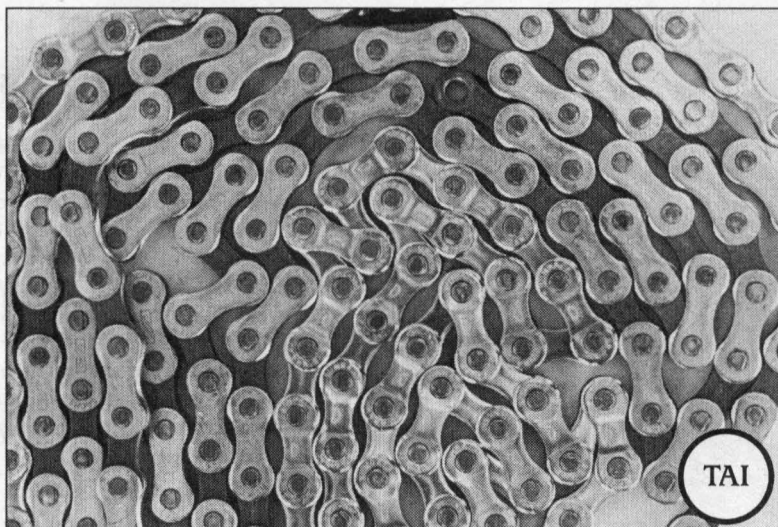
12x28 8sp: 13-045

12x32 8sp: 13-041

Time To Get a New Freewheel or Cassette When...

The chain skips on one of the cogs, and a new chain doesn't fix it. Chains and cogs wear into each other, but at different rates. To get maximum mileage out of your cassette or freewheel, monitor your chain's stretch, or just get a new chain every thousand miles or so.

• CHAINS •



Chains

We offer just one chain, made by SunRace. Chains are a drag to buy, no fun to install, and about as unexciting as a bike part gets (not that they aren't mechanical wonders); and so what counts is reliability, serviceability, reasonable weight, and if you get all that and it's silver and has a master link, so much the better. We all use this SunRace chain, and give it high marks in all those areas.

SunRace: 13-031

\$ 12

It's Time To Get a New Chain When...

...you can grab a fingerfull of chain from the chainwheel, pull it off, and expose the tip of a tooth. Or when you can't remember the last time you got a new chain, but you just got a new freewheel or cassette. Chains wear over time, and the hole-to-hole distance increases, "stretching" the chain. If you put a stretched chain on a new set of cogs, it won't work well, and will start wearing out the cogs right away. For most riders, a new chain every 1,000 to 1,500 miles helps the cogs last longer. There are chain-wear indicator tools you can buy, and we wouldn't discourage you from being so conscientious, but they aren't totally necessary.

Boeshield T9

This is neat stuff, as boring lubes go. The drip-bottle is just for bike chains, and it works quite well. We can't say it doesn't get yucky, but it takes longer than most to get that way, and the only cleaner ones we've used didn't last as long.

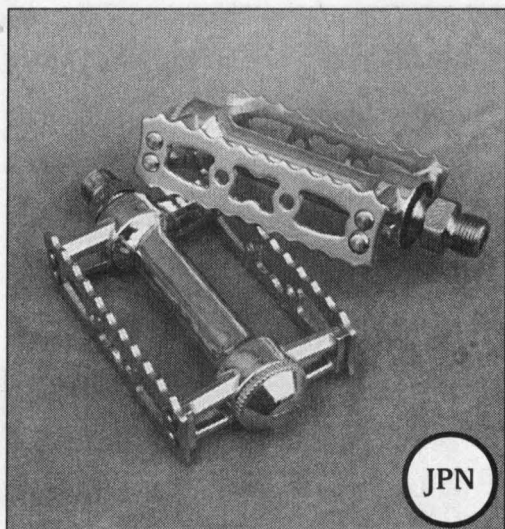
The spray is both a chain lube and anti-rust spray for the insides of steel frame tubes. We use it on all Rivendells and Atlantises, and it's quite good, clear, and odor-free.

Drip: 4 oz. Spray: 12 oz, fluorocarbonless.

Drip: 13-033
\$ 8

Spray: 13-034
\$ 15





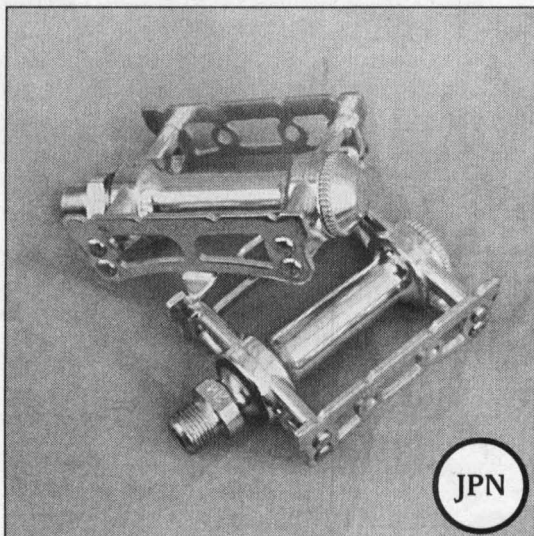
JPN

MKS

Touring Pedal

Our most versatile pedal. It's wide, so it supports your foot. It grips shoes, it's easy to flip into, you can ride on both sides, it's great in mud, it works great with or without toe clips, and with almost any shoe, from sandals to Sorels. For commuting, it's ideal. For distance riding, where shifting your feet around can be useful, it's great. Not suited for is steep climbs with flimsy-soled sneakers, or road racing.

ITEM: 14-020
\$ 38



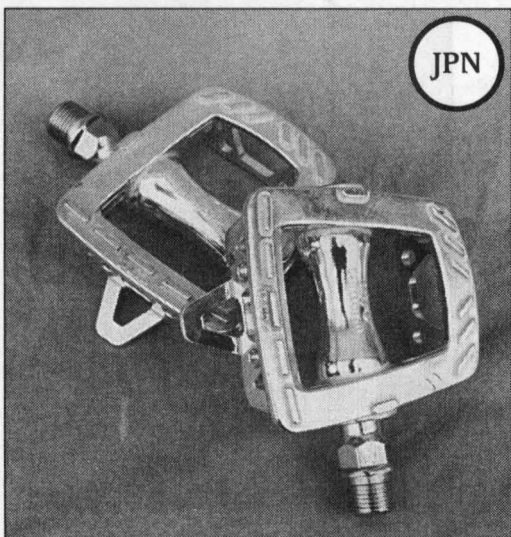
JPN

MKS

Track Pedal

A Japanese copy of the classic Campagnolo track pedal (also good for road riding, of course). It's light, simple, and is designed to be used with traditional slotted cleats, but works equally well with any cycling shoe with molded-in cleats or slots. Perfect with Sidi Touring shoes (see our website), and many others. If the pedals above and below are too quirky for you, get this one.

ITEM: 14-021
\$ 45



JPN

MKS

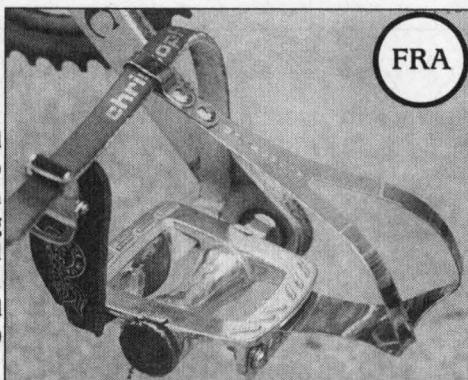
Platform Pedal

Our most popular pedal. The platform provides plenty of support and distributes the pedal pressure, so you'll ride comfortably up steep hills and over long miles in anything from Acorn slippers to bona fide cycling shoes. They're made to be used with toe clips (not shown), and the low back side makes them a cinch to flip into. And they're just \$26 per pair—less than dinner for four at a fancy burrito place.

ITEM: 14-030
\$ 26

Christophe Toe Clips

The classic standard journeyman basic old reliable traditional tried-and-true toe clip for at least 40 years, maybe more. Made in France by Christophe of chromed spring steel. An elegant design that eventually will rust, but thankfully looks no worse for it. Bend the upper part to fit your instep, and you're all set for toe clips for the next 50 years or so. They ain't gonna break.



\$ 9

S: 14-015

M: 14-014

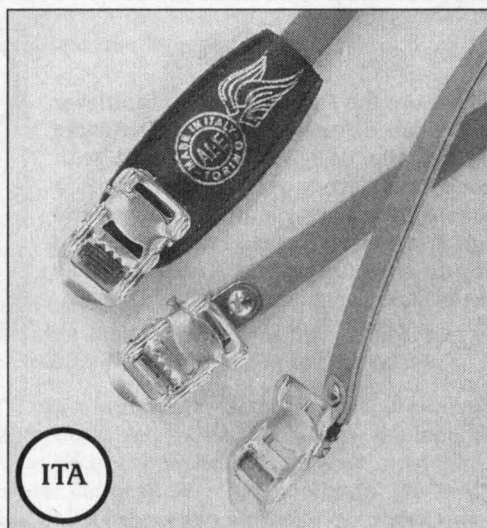
L: 14-013

XL: 14-016

ALE Toe Straps

ALE, an old Italian company, recently re-designed its buckle and we're up to our knees in two of its fine models. The all leather model comes with a buckle pad, and sells for just \$10. The sandwiched one has an infinitesimally groovier buckle, and has a layer of nylon between two layers of leather, and sells for \$12 without a buckle pad. Get the great buckle pad below for it. Both straps are blue.

The buckle belongs high, at about 2:00. Use a buckle pad to help keep it there. Don't tuck in the end, or you won't be able to adjust them.

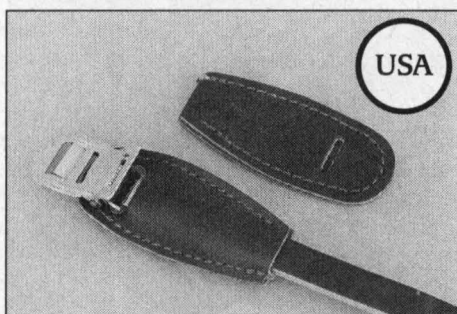


Plain: 14-044
\$ 10

Laminated: 14-045
\$15

Buckle Pads

Buckle pads are called "shoe savers" in Italy, but in Italian. They add some extra padding, and therefore, comfort. They're a cheap, smart way to add some thick leather to your bike. Made just for us by Duluth Pack, of thick brown cowhide. They're the nicest buckle pads we've ever used.



ITEM: 14-007
\$ 7

Hey, that's No Defect!

One side is short a stitch to ease installation.

Why No V-Brakes?

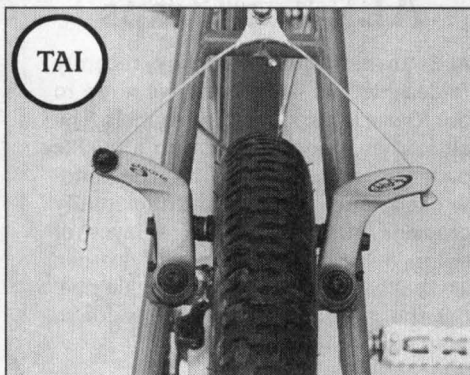
V-brakes are good brakes, but we aren't quite ready to welcome them into the catalogue. The day may come, but for now, our gripes are as follows:

1. They're not compatible with road levers. They may work with road levers, and any individual rider may mount 'em and like 'em, but until they're certified road compatible, we'd rather not stick our necks out there by selling them with our largely road-oriented gear.
2. The pads are thin and wear out fast.
3. The springs are too light. They feel funny.
4. Most make mounting fenders difficult. The connector cable is too low.
5. They have inauspicious roots: They were developed to solve cable routing problems in funny mountain bikes, which aren't an issue with normal bikes.
6. Cantilevers have none of the above quirks, and work just fine.

Avid 6

These are the easiest to set up cantilever we've used, and unlike most, they're specifically designed to be used with road bike levers. Adjusting them is a cinch, they have plenty of power, and are favorites with cyclo-cross racers and tourist alike. Two quirks: The front brake often squeals when it's new, and the finish is sort of a dull grey color.

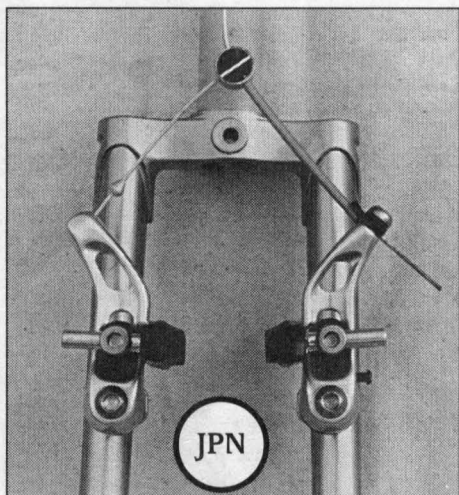
ITEM: 15-062
\$ 80

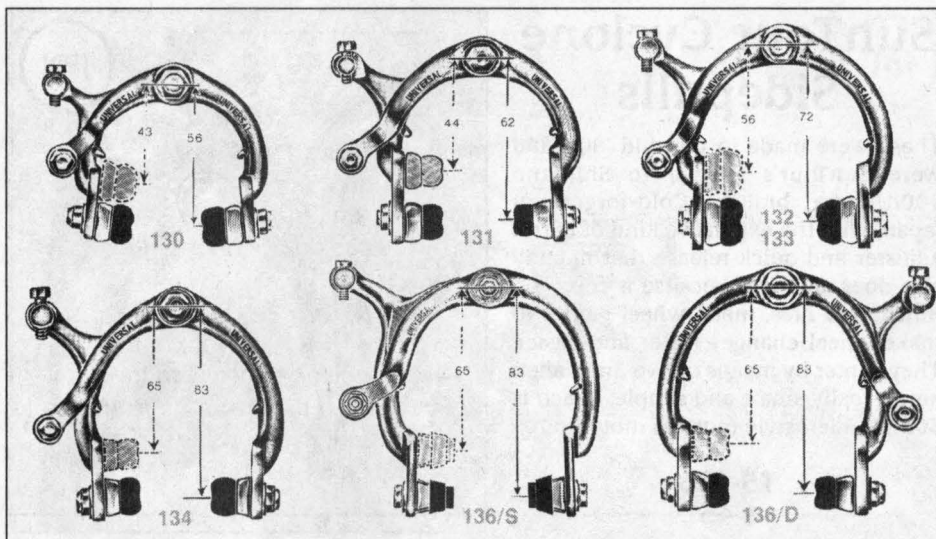


Shimano STX

This is a notch up from the CT-91, but the main difference is the brake shoes; these ones are better. Shimano's move away from cantilevers is discouraging in view of the fact that they made such good ones. This model is nicely finished (slightly better than the CT-91, but don't read that as a knock on the latter), and works great. Spring adjusters on each side make centering a cinch. Our supply is limited, so we're limiting these to one per customer.

ITEM: 15-058
\$ 50





From a page in the Universal (Italian brand) Brake catalogue, 1976 or 1977, showing one of its models in various reach dimensions. Even the shortest of these (upper left) has more reach than any currently manufactured quality sidepull.

Brake Reach, Old and New

Squeaking at the base of the waterfall

It used to be unheard of for a brake maker to offer brakes in just one reach, but that's how everybody does it these days. And, the reach they've decided on is way shorter than any brake shown above. Today's normal sidepull brake has a maximum reach of 49 to 50, depending on the brand. The shortest brake up there in the picture, has a maximum reach of 56, which for years was the standard dimension for racing bikes.

You'll notice, on that upper left brake, that it has a minimum reach of 43mm. Where in the slot the brake shoes end up is not variable, but is determined entirely by the length of the fork blades (on the front) and the location of the brake bridge (rear). Most bike makers design the bikes so that the brake shoes fall near the middle of the range. They do this because it allows them to be off a bit and still have the brake shoes hit the rim.

On a modern short-reach (49mm) brake, when you do that, you don't leave enough room above the tire for a fender; and you can't put a 700x32 in the bike. Most riders can handle not being able to fit the 700x32, but not being able to mount a fender means you can't ride in the rain without water and road grit sprayed all over your bike, your clothes, and your face—and the rider behind you.

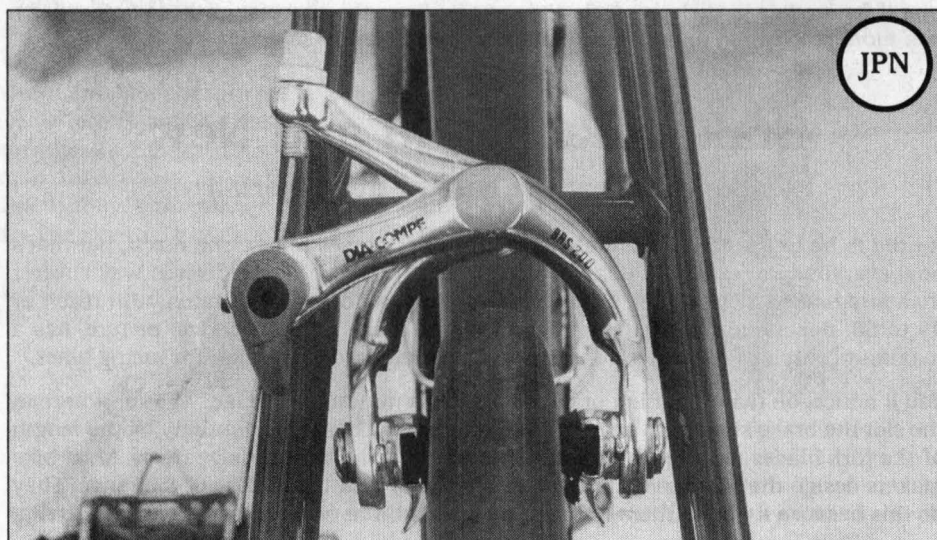
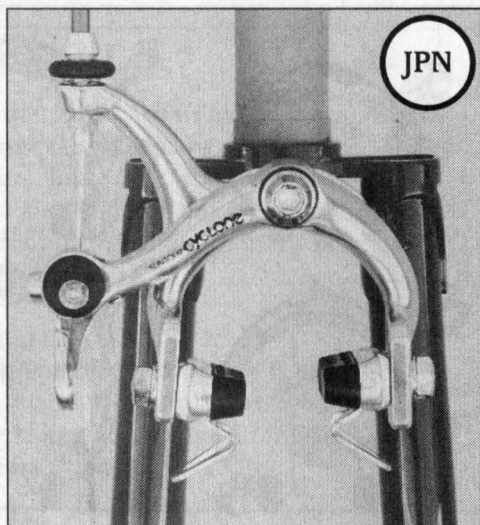
That's why we feel so strongly that sidepull brakes should have longer reaches than they do. It would allow bike makers to design more versatile bikes, without a single drawback. Not one! On Rivendell frames designed for sidepulls, we offer you a choice of short reach or standard reach. Right now, if you opt for the more practical standard reach, you have to either have a set of old standard reach brakes, or put on the inexpensive Dia-Compe 505Qs we're now offering. If you go for short reach, we squeeze out every last drop of versatility from them by making sure the shoes fall at the bottom of the slot. So, you can fit a 700x35, and you can fit fenders with Roll-y Pol-ys; but it's cutting it close. It's risky and is impractical for high-volume bike makers to try that. We like being groovier than them, but we'd rather all bikes were improved.

FLASH! Shimano has recently announced that it will re-introduce the old RX-100 grade (middle of the line) standard reach dual pivot sidepull, but without the RX100 name. And for the first time, there will be an Ultegra-grade standard reach brake. This is fantastic news. These brakes should be available sometime this Fall (October).

SunTour Cyclone Sidepulls

These were made in the mid '80s, and were SunTour's answer to Shimano 600/Ultegra brakes. Cold-forged in Japan, with the expensive kind of barrel adjuster and quick-release that nobody else does anymore because it costs too much; and nice, metal wheel guides to make wheel changes faster and easier. They center by means of two 5mm allen keys—really smart and simple. Reach is 50mm. Allen style (normal mounting).

15-026
\$ 45



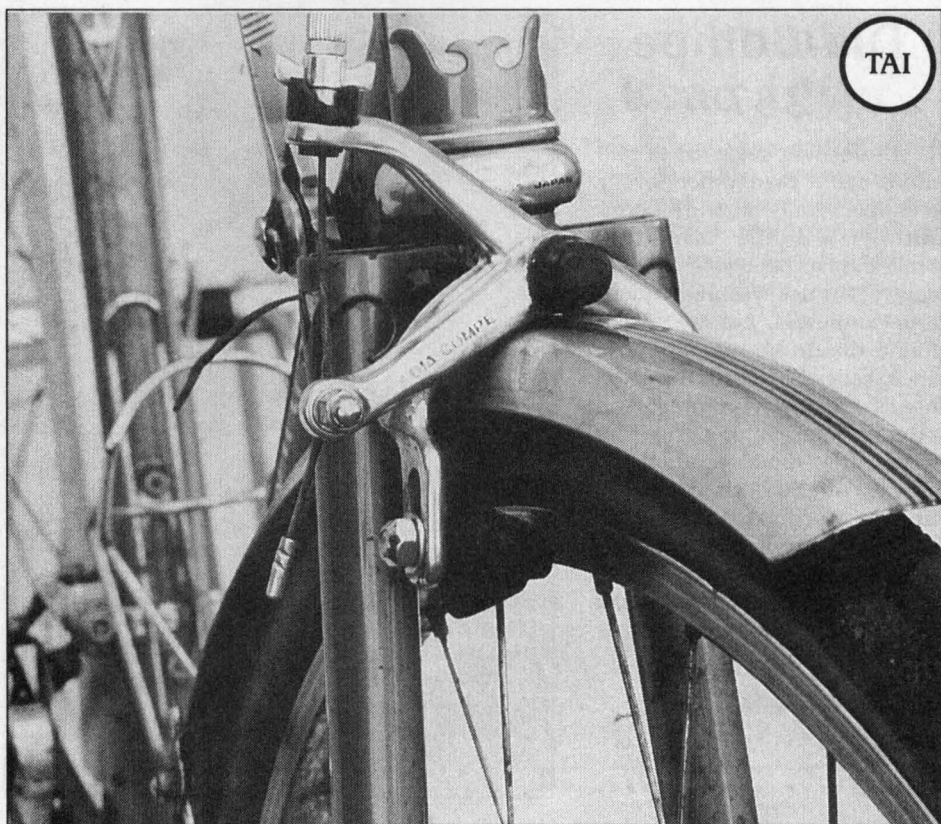
Dia-Compe BA200

This is the Eliza Doolittle of sidepull brakes. In the early years it was the second-cheapest Dia-Compe brake you could find, and was spec'd only on low-end road bikes. The finish was mediocre, the hardware was fair, and overall it was one compact collection of price-cutting compromises. It was never sold aftermarket as an upgrade, because it was the kind of brake people upgraded from.

But beneath the surface it had cold-forged calipers that were worthy of better finishing, better hardware, and more respect. The first new version was spruced up with titanium hardware, machining, and new packaging, and sold for nearly \$200 per set. This set is still available, and is popular among weight-obsessed triathletes. Another version was private labeled and sold as another boutique brake for rich weight freaks.

The version we offer is humble and simple by comparison. It is nicely polished, the hardware is good but not titanium, there is no machining (not necessary), and it costs just \$42 per bike. Allen mounting, short reach (to 51mm).

ITEM: 15-085
\$ 42



Dia-Compe 505Q—Standard Reach!

I/Grant took some Campy Nuovo Record sidepulls off my bike and replaced them with these, just to see how lousy they were. I didn't expect to keep them on, I expected to find all kinds of things wrong with them—flex, squeal, hard to use features, awkward set-up—but I found nothing to hate and lots to like, and they're staying on (that's my bike in the picture). As of Spring 2001, they are the only standard reach brake we know of that's still being made. Rumors are, Shimano will have two models in the Fall.

These are made in Taiwan by Dia-Tech, Dia-Compe's Taiwan subsidiary. The calipers are cold-forged (the best way to make them). The arms look thin, but I can't detect flex. The brake shoes are blocky, ugly things, and they don't have the super grab of a Mathausser pad, but they work just fine on a steep, 11-mile descent I ride all the time, with lots of braking at the turns. If they're good for that, they're good for anything.

We've ranted before about standard reach brakes, how standard reach ought to still be the standard but isn't, and the picture up there shows you why. With the fork sized properly so that the brake shoes can be positioned at the bottom of the slot (56 reach), this standard reach brake easily accepts a 700x35 Panaracer Pasela tire with ample room for a fender.

If your current bike calls for standard reach brakes and for some reason you don't have any, these will do you well. Or, if you plan to get a frame built, and you want standard reach brakes, get these and bide your time until Shimano brings back a model and introduces another. These 505Qs aren't fancy, but they're inexpensive and they work.

Sold per bike (front and rear calipers). The reach is 56mm. Allen nut fittings only.

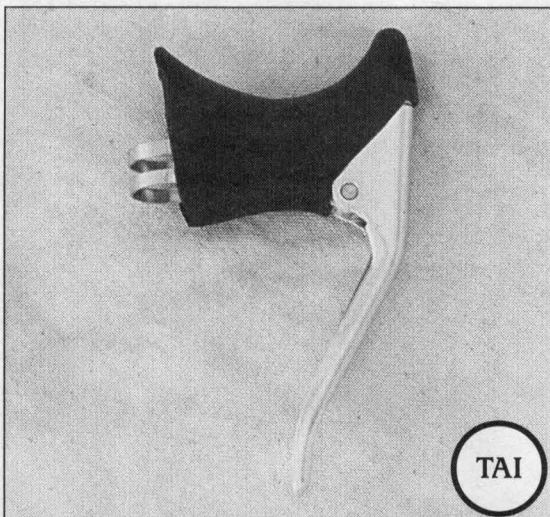
ITEM: 15-081
\$ 24

• BRAKE LEVERS •

Dia-Compe 287

This lever was designed to pull more cable than other levers, and specifically, to work better with low-profile cantilever brakes. It has been sold as "necessary" for use with most modern cantilevers, but we've not found that to be the case. It is an excellent lever, it fits large hands exceptionally well, and offers a good braking grip even from the hoods—and that's why we offer it. Although if you find that normal road levers are not working well with your cantilevers, this lever would be the natural next step. We've had requests for it for many years, and now we've got it.

ITEM: 15-066
\$ 55



Left Lever? Right Lever?

The normal way to set up aero brake levers is so that the cable exits the lever and is taped to the front of the bar. Reversing that (putting the left lever on the right side) puts the cable behind the bar, and many riders feel this gives them better hand support with certain grip positions. Either way works.



Dia-Compe 251

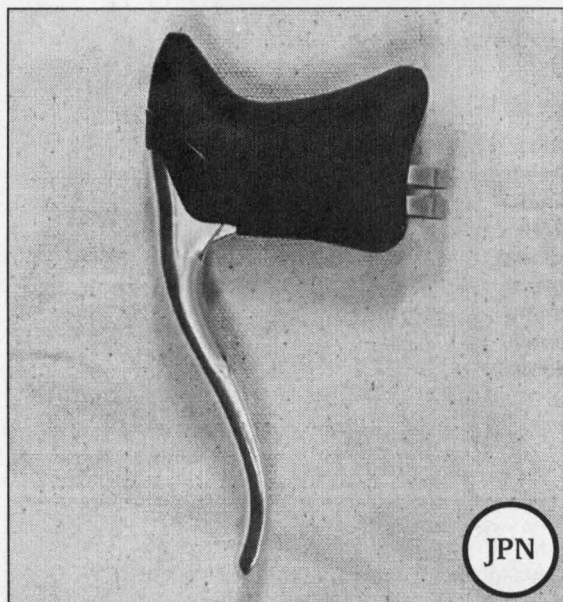
Like many Dia-Compe products over the years, this lever has had many names—Royal Compe, BRS 300, and 251, the last name it had before production stopped. It's an upper-end Dia-Compe aero road lever, and has a nicer finish than most current models. The lever body, the thing that the hood covers, isn't as long as it is on the 287 or the Compact, so if you have a large hand, you might prefer one of those. But overall, the quality is excellent, and if you're looking for a good aero lever for a good bike, this one's a good choice. Somehow, our enthusiasm for this lever never seems to come through, but it is there!

ITEM: 15-013
\$ 50

Three Fixes For Creaky Brakes

1) Grease the cable head; 2) Spray-lube the lever pivot; 3) Lube the caliper spring where it contacts the backside of the arm. Most modern brakes have plastic bushings there, but if your brake is older, it probably doesn't, so it needs some lube. Grease, spray, or oil.

• BRAKE LEVERS •



JPN

Shimano Road Lever

This is Shimano's best normal, non-STI style brake lever. Shimano sells it as the Dura-Ace, Ultegra, and 105 lever, and it seems right about in the middle there, quality-wise.

Like all Shimano levers, it fits your hands so well, you wonder how they knew. The body fits hands of all sizes, and you just won't have any issues with it. Black hood.

ITEM: 15-088
\$ 70

Fashion Tip

Black brake levers look best with lighter bar tape. If the lever and tape are both black, it looks too heavy and imbalanced. Go with a lighter color—grey, brown, red, cork, maybe not white.



TAI

Dia-Compe Mtn

This is the lever we recommend for Priest bars, although it fits any mountain bike bar (the clamp size is 22.2mm, or 7/8-inch). It has a cold-forged lever, a die-cast body, and two settings: One for cantilevers, and one for V-Brakes. It comes set up for V-brakes, but the switch is easy. This is a nice, silver-and-grey lever that won't give you any problems. It has a barrel adjuster, a reach adjuster, and what else matters?

ITEM: 15-033
\$ 23

Lever-Handlebar Fitting

Drop-style and our Moustache road bars are 23.8 to 24mmØ, and require road bike levers.

Mountain bike handlebars are 22.2mm Ø, and need mountain bike levers. So, if you swap your bars, you have to swap your brake levers, too. And the shifters!

• BRAKE LEVERS •

Dia-Compe Compact

The "compact" part is misleading, since it makes you think that the reach to the lever is shorter. It may be shorter, but it's not noticeably or measurably so. The lever itself is shorter. Regardless, this is an excellent aero lever, and a great value. It is the lever we use when we build up Atlantises. Good hand fit, really comfortable, no problems whatsoever. You'll like it.

ITEM: 15-049
\$ 28



The Front Brake Works Better

The front brake is far more effective at stopping you than the rear brake is. Flipping over the front wheel can happen only if you slam on the front brake hard, lock the wheel, and have a too-far-forward position on the bike. On steep descents, your weight shifts forward, making it harder to lock up the front wheel. That's a good thing, because if you skid the front wheel, you'll crash. On steep dirt descents, brake both wheels to just below the skidding point, and to make sure you don't lock the front wheel, ease up on it as the it rolls over bumps and dips. Skidding rear wheels, are easier to control, but keep the bike headed straight, or it'll slide. Keep your brakes adjusted so the lever can't bottom out on the bars.

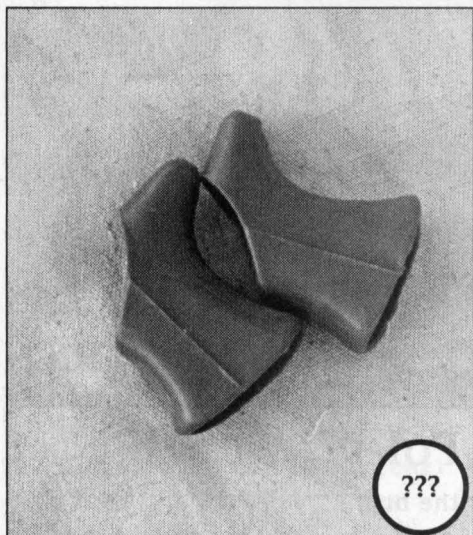
Brake Squeal Causes and Solutions

First thing, understand that the squeal is just vibration. No vibration = no squeal. Second, understand that vibration is the shoe alternately gripping and slipping against the rim. When it does that at a high enough frequency, squeal happens. Vibration often happens when, as the brake pads contact the rim, the movement of the rim twists the brakes (arms, shoes, and all) inward. If the brake shoes contact perfectly under light pressure, then under hard pressure, the rear of the pad will be pulled in hard onto the rim (gripping hard) as the front of the pad raises up off of it (slipping). To eliminate the source of gripping/slipping, you could oil the rim to eliminate the grip, and but then you wouldn't stop. You could ride so slowly that the grip/slip cycle slows to below the sound threshold, but *come on!* When this is the cause of vibration and squeal, take the following steps:

1. Toe in the brake shoes. Make sure the front edge contacts before the rear edge. When you squeeze the brakes lightly, it usually works to have a 2-3mm gap at the rear of the pad. Make sure all the hardware is tight. If that doesn't work, then...
2. Sand the pad with sandpaper or a file. A file's probably better. Sometimes a glaze builds up on the brake shoes, and sometimes foreign sticky-stuff gets on it, messing things up. Just sand or file the shoe down to pure shoe-material. If that doesn't work...
3. Sand the rim with fine sandpaper. Sometimes junk gets stuck on the rim, and that'll interfere with the brake shoe/rim interface. So sand it off. If that doesn't work...
4. Try another wheel, just to eliminate the rim as the source of the vibration. If that doesn't work...
5. Try other brake shoes, to eliminate the shoes as the culprit.

Some combination of the above eliminates squeal 90 percent of the time.
Ten percent of the time, you just have to live with it.

• BRAKE ACCESSORIES •

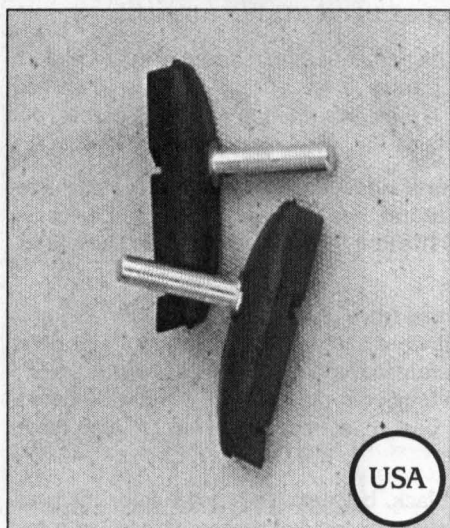


???

Fake Campy Gum Hoods

These are replacement hoods for old Campy, SunTour Superbe, and Modolo Pro and Speedy brake levers. They're some sort of brown gummy rubber, but probably not real latex, as were the originals. They fit perfectly, look fine, and if you're after a perfect original replacement for your 1973 Colnago, be prepared to spend about \$50 for a set. These here are for riders, and they will certainly last longer.

ITEM: 15-053
\$ 18

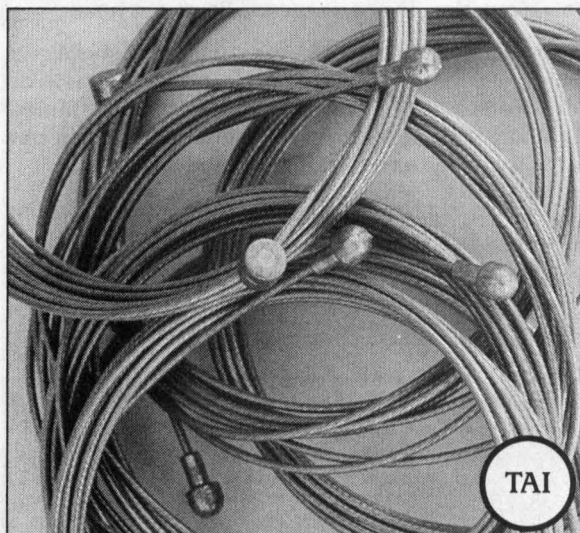


USA

Kool Stop Cantilever Shoes

For years, probably since the beginning of time, Kool Stop has made Mathausser brake shoes. Mathausers are: Clunkier, less sleek, but better designed because they don't have any grooves or slots. But trying to get Mathausser shoes these days is a challenge we've not been able to meet. They are available in theory, and we still have hope, but until we know we can nail them, they won't go into the catalogue. These must be the next best thing!

ITEM: 15-061
\$ 10/pair

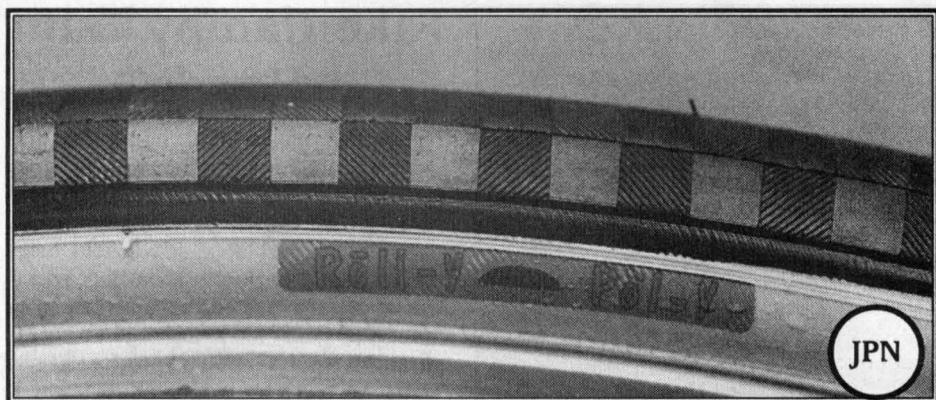


TAI

Brake Cables

Top quality made in Taiwan brake cables. Thick, smooth, pre-stretched, ready to replace your worn out originals so you can ride safely again. They're long, with a mountain head on one end, and a road lever end on the other, so you can actually get two cables out of one. If you do that, we expect you to send us another dollar and a half, though. You're on the honor system, of course.

ITEM: 15-072
\$ 3



Roll-y Pol-y

(named for the bug)

After hoping every year that someone else would come out with a tire that met all of our needs, and it didn't happen, we designed our own. Panaracer makes it for us, and this is it, the Roll-y Pol-y. It came out exactly as we had hoped. Here's what's we like:

1. IT'S 27MM WIDE, SO IT'S THE FATTEST tire that fits in 98 percent of the road bikes today, including tight-clearance carbon-fiber and aluminum frames. It has enough volume to let you ride it at pressures ranging from about 85psi to 115 psi. It's rated to higher than that, but what's the point? At 90 to 105psi, it's cushy and fast.
2. IT IS ROUND, REALLY ROUND, rounder than you've ever ridden before. Due in part to the special 3-part mold that was required to make it so round. Round tires corner better, because they don't "dive" when you lean them over hard. The Roll-y Pol-y corners more like a tubular than any clincher you've ridden before.
3. TOUGH DDT CASING AND SIDEWALLS. Kevlar reinforced from bead to bead, the RP's casing is probably the most expensive casing used on a clincher today. A few years ago, I/Grant was going around a familiar left turn on the local mountain, and my sidewall blew out, and I crashed. I've got things to live for, so the RP has a tough casing. The DDT—deflation detection technology—is the tan sidewall. It's still the best color, because it's easy to look down and see it bulge out when your tire's leaking.
4. BLACK, CHECKERBOARD TREAD WITH NO-SLIP/GRIP. Black, because it's a good color for tires. Checkerboard, because we aren't sure whether slicks or treaded tires work best, so it has both. No-slip/Grip is Panaracer's latest rubber compound, which wears as long as hard rubber, and grips as well as soft rubber. Somehow, they managed to figure out how.

Round tires corner the best, and none is rounder than a Roll-y Pol-y. Higher volume allows you to run lower pressure, which dramatically improves comfort and protects your wheels, and the Roll-y Pol-y is the fattest tire made that will still fit in tight-clearance frames. Toughness makes tires safer; and the Roll-y Pol-y is the toughest lightweight tire you can ride. Colored tires are fine, but none looks as good as a simple black-and-tan one.

The Roll-y Pol-y embodies everything we like in a road clincher, and we've received more raves about it than nearly anything else we offer. Kevlar bead (270g); wire bead (325g).

Roll-y Pol-y Kev: 10-034

Roll-y Pol-y Wire: 10-035

\$ 40

\$ 30

Due in October: The Ruff-y Tuff-y.

It's going to look just like the Roll-y Pol-y, but will have extra rubber for longer wear, and a kevlar belt under the rubber for added puncture protection. It will be just 2mm taller, so should fit into the same frames. A Roll-y Pol-y for crummy streets, commuting, winter, tandems.

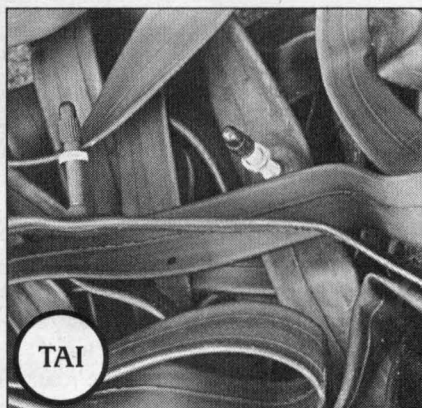
• TIRE ACCESSORIES •

Inner Tubes

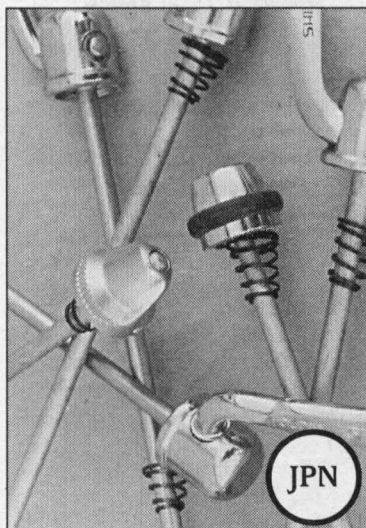
The standard road claims to fit to 700x32, but it'll go to 700x38, easily. The superlight 700c says it fits to 700x25, but we use it up to 700x28. The 26x1 says it goes up to about 26x1.25, but 26x1.4 is fine; the 26 medium fits to 1.75; the fatty, to 2.3. They stretch!

Weights

700 Superlight: 67g
700 Normal: 120g
26xSkinny: 119g
26xMedium: 133g
26xFat: 200g



700SL:10-004	700Std: 10-001	26x1: 10-003	26Med: 10-002	26Fat: 10-007
\$ 6	\$ 4	\$ 4	\$ 4	\$ 4



Rear Q/R Skewers

Japanese made, either SunTour, Shimano, or Specialized brand. The rears fit up to 135mm with steel dropouts; or 130mm with aluminum. No choice in brands. They're all good, and our price is cheap. We're out of fronts, except for complete wheels. We're looking for a good value in fronts, and may offer then again.

The quick release was invented in 1927 or so, by Tullio Campagnolo. It is an ingenious device that works on the same principle as the vise-grip.

R: 18-041
\$ 7

Closing the Quick-Release

The most common cause of stupid accidents is failing to close the quick-release properly. And, it is so, so common. Most of the bicycle-related lawsuits are due to improperly closed quick-releases. The quick-release operates on the same principle as the vise-grip. Once it is closed properly, it cannot vibrate loose, no matter how rough the road.

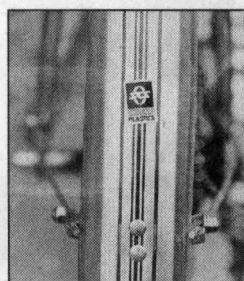
Closing it properly is simple. With the whole quick-release assembly rightly stuck through the hub, move the lever to the open position, so everything is floppy, and put the wheel into the bike, making sure it is seated in the dropouts and centered in the frame. Then, with one hand, move the lever straight outward, so it is more or less horizontal, and perpendicular to the frame. With the lever in this position, take your other hand and screw in the skewer nut on the opposite side of the hub, until it comes into contact with the dropout and becomes hard to screw in any more. Then, slowly close the lever, folding its concave side toward the frame. You should start to feel resistance immediately. If you don't feel resistance, open up the lever again and turn the opposing nut another turn or two, to tighten it.

Again, the resistance should start when the lever is 85 to 90 degrees from the frame (sticking straight out, or almost); and the force required to close it should be such that you need to "squeeze" the lever shut between a frame member or some spokes, and the heel of your hand. Don't ride a bike unless you know how to do this.

Fooling Around With Fenders

Fenders can be homemade from milk jugs and held together with hot glue and duct tape, or at the other extreme, hammered aluminum fenders made in Japan or France and costing about \$100 per pair. You can even get wooden fenders made in Denmark and Holland. The fenders we like the most are right in the middle. They're made by SKS (formerly ESGE) in Germany, from recycled plastic and fine stainless steel hardware. They look like aluminum but aren't, weigh next to nothing, are tough enough to survive twisting, crashing, and lots of hot sun, and at \$40 a bikesworth, are affordable enough to put on more than one bike, and even bikes you don't particularly care about but end up riding a lot.

Ninety-eight percent of the road bikes made today can't fit fenders, which makes them not quite useless in the rain. You can still get where you're going, but you and your bike will be a mess when you arrive. Even most mountain are hard to put full fenders on. You can get fenders that look like moto-cross fenders. They keep the downtube clean, but the mud sprays all over.



Front fenders are always too short. You need to add a mudflap. You can make one out of a water bottle, a milk jug, or a piece of hide. Just extend the rear lower portion down another 6 to 8 inches, and attach it to the fender with whatever works for you—zip ties, rivets, hot glue, whatever. Otherwise, your shoes and crank will get sprayed. Some fenders come with mini-flaps, but they aren't long enough, so you're better off making your own. In a future RR article we'll show you how, but the description here might be enough.

Anyway, the main thing about fenders is that they make your bike a true all-weather vehicle. It is miserable, riding in the rain without them, but a rain ride with fenders is not bad at all. Everybody except southwesterners need at least one bike they can mount fenders on. That's what we think, anyway.

Fender Tips

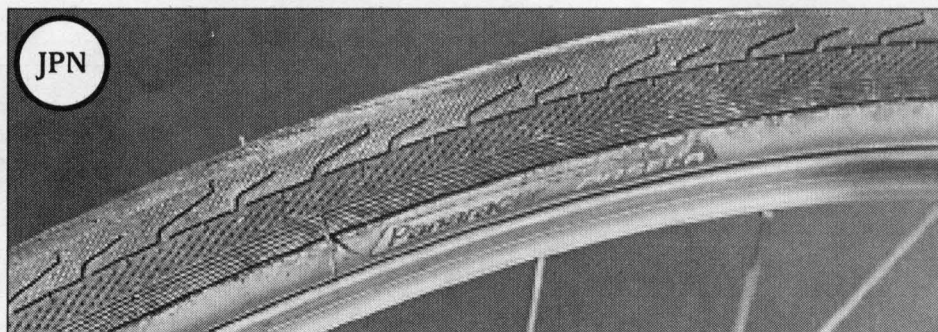
Wanna mount fenders, but your bike lacks eyelets? On the front, zip-tie or somehow fasten the fender stays to the back of the fork, about 8-inches up from the dropout. Wrap the fork with bar tape to prevent scratching. On the rear, use small rack-style clamps on the seat stays. All good hardware stores sell them. They're dipped in plastic, won't scratch, and work just fine. Build up the stays with tape if you need a perfect fit.

SKS Fenders

These are the fenders we ride six months of the year. They don't come with a mud-flap, but you can make your own, and we suggest you do. We have nothing but the highest praise for these, which makes us worry about their future.

Four Models To Fit 26" and 700c Wheels, Fat and Skinny

For 26-inch tires up to 1.5":	27-002	\$40/pr
For 26-inch tires up to 2.0":	27-003	\$40/pr
For 700c tires up to 700x32:	27-004	\$40/pr
For 700c tires up to 700x40:	27-005	\$40/pr



Panaracer Pasela

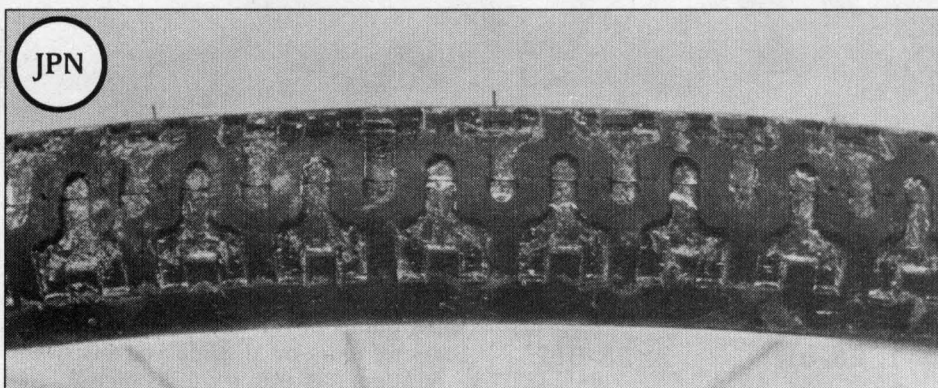
This the the best tire we've ridden for touring, mixed road and trail, and commuting. Although we like a rounder tire for extreme, high speed road cornering, when the riding is more straightaway, as it tends to be on tours and just getting from here to there, then a bit more tread on the center of the tire is a good thing. It still corners fine, and is a fantastic do-everything road, tour, and light trail tire. The 700c has a wire bead, weighs 390g. The 26-incher has a wire bead and weighs 320g. This is the standard tire on Atlantises.

Last Resort

If you get a flat and don't have a tube or repair kit, rather than beat yourself up for being such a stupe, find some vegetation to stuff into the tire. I/Grant have done this twice, and it works terribly, but it protects the rim, and you'll be able to ride.

700cx35/wire: 10-028
\$ 30

26x1.25 Wire: 10-032
\$ 30



Avocet Hardpack 26 x 1.85

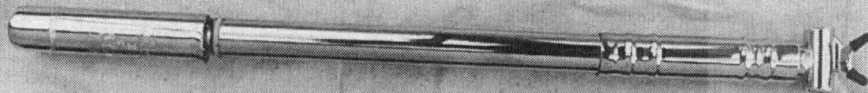
Avocet tires have always been a little different, a bit more thought-out than most, and this one is, too. It's designed for hard-packed dirt, but is versatile way beyond that. Being round, like all Avocets, it leans over well, with no sudden dives. The negative tread is key there, too—there are no positive knobs to squirm on pavement. Bhima, our inventory manager, says, "It corners on roads like a Roll-y Pol-y," and you don't go saying things like that around here unless you mean it. It is big enough to cushion all but the harshest blows, and is a great choice for road/trail touring.

ITEM: 10-036

\$ 30

• PUMPS •

ITA



Silca Impero

\$ 20

Light (about 5.5oz), reliable, chromed plastic, made in Italy. It doesn't pump the fastest, it's not the toughest, it can't take much abuse, but if you want the lightest, prettiest pump, and one that's reliable, this is it.

43: 28-002

47: 28-003

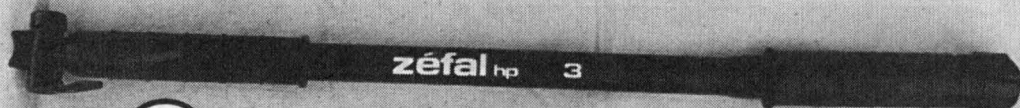
51: 28-004

55: 28-005

Silca Sizing

The number (43, 47...) is the shortest compressed length. Each pump works in gaps as small as it's number and up to 5cm larger. So the 43 fits gaps 43cm to 48cm; the 47 fits 47cm to 52cm, the 51 fits 51cm to 56cm, and the 55 fits 55cm to 60cm. Most riders these days mount the pumps under the top tube, in which case the head goes to the rear, the handle to the front. Many frames have pump pegs on the back of the head tube, to make life good. When you mount it in front of the seat tube (like we did in the old, one-water bottle days), the head fits down low, the handle up on top, turned to best mate with the frame. In either case, a supplemental pump strap or tape will secure it better, but use your own judgement.

FRA



Zefal HPX

\$ 30

1: 28-011

2: 28-012

3: 28-013

4: 28-014

This is the best pump made. It's aluminum, about 9 oz, and has proven itself not just a super pump, but an effective dog-tool, as well. For long tours or anytime you just want the best pump, get this. It's just fantastic. Get the Silca if you want lightness, good looks, and reliability. Get this if you want the best pump.

Zefal Sizing

First, read Silca Sizing (above) to get a feel for how pumps in general work. Then, measure the gaps between the mounting points, same as above, and go by this:

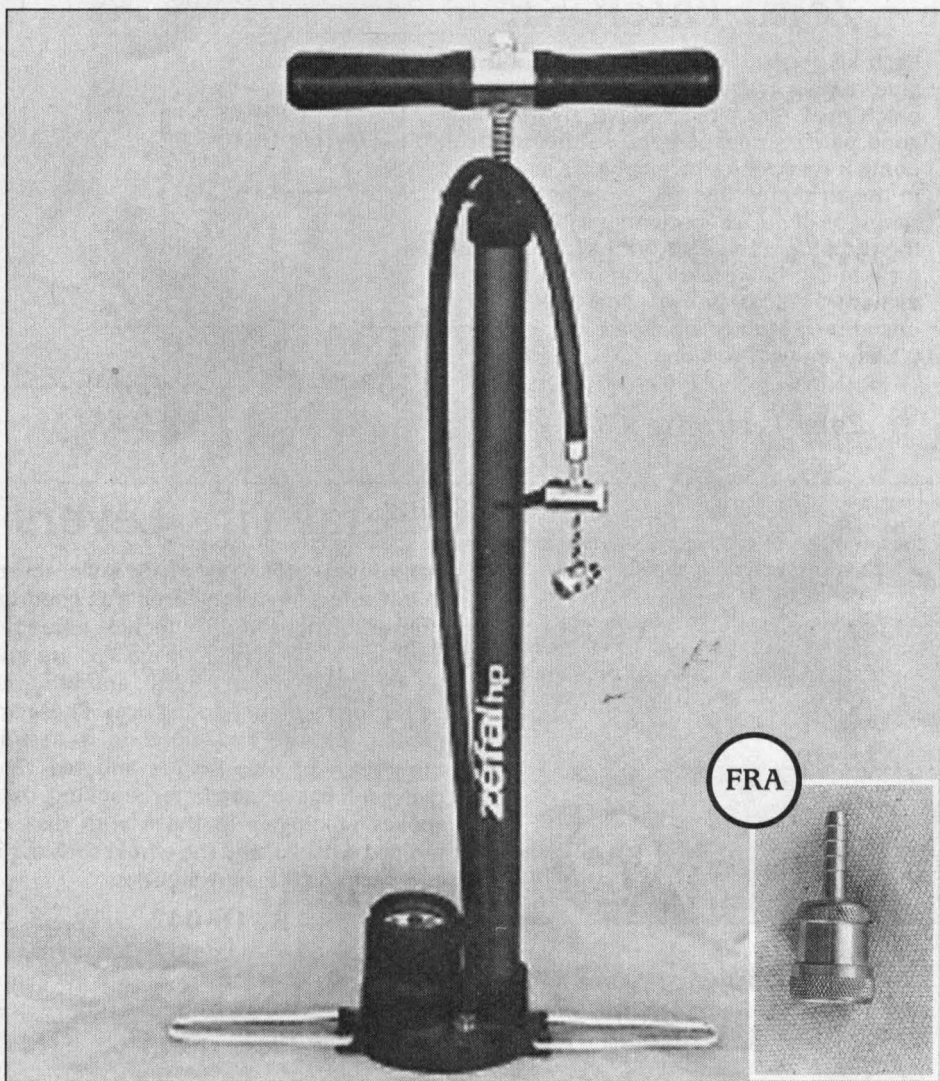
Zefal No. 1 fits gaps 36cm to 42cm.

Zefal No. 2 fits gaps 40cm to 46cm.

Zefal No. 3 fits gaps 46cm to 52cm.

Zefal No. 4 fits gaps 50cm to 56cm.

Although this has nothing to do with sizing, we feel obliged to use this space to further rave about the HPX. Honestly, it's One Well-Made Thing. It's been around for 25 years or so, it has hardly changed at all, and it is always the standard by which every ever-changing johnny-come-lately pump is judged. Any time you read a pump test in which this doesn't win, light a fire and burn the mag, because it's just it's impossible to make a pump any better.



Zefal Husky Floor Pump

This pump has been sold under several different brands over the years, including VAR and some others that don't immediately come to mind. It's the pump we use in the shop, and it's the pump that made me retire my perfectly functioning Silca track pump, after 22 years of service. It wasn't such a heinous thing to do. I still use it once in a while, when it's closer-to-grab than this one, but this Husky seems as well made, and I like the huge wooden handle, and the bigger foot steps on this one. Plus, it pumps up faster. It's not the fastest pump in the world, but it's plenty fast, and the fancier ones have more plastic in them, and I don't entirely trust the complication.

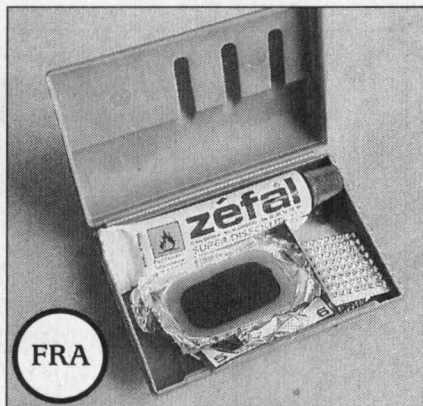
If you don't have a good floor pump, you're wasting your life. This is a good one, and it's probably good for 20 to 30 years. All the small parts are replaceable and the whole pump is rebuildable. It comes with the head shown, which works on both Schrader and Presta valves, but you can get (and we have) Presta-only heads for it. Try it as it comes—it works fine, but if you don't want the Schrader option, get the extra head.

Zefal Husky: 28-015
\$ 50

Presta-only head: 28-016
\$ 6

Zefal Patch Kit

Each kit contains 6 patches, a small tube of glue, and a metal grater for abrading the patch area. The French have always made good patches, maybe because they've been doing it for so long, or maybe it's something in the air there. Glue, too. Nothing's as infuriating as doing a conscientious job of abrading the tube, spreading on the glue, waiting for it to dry, and pressing on the patch, only to have an edge pull up and leak. It's not uncommon with lousy repair kits, but it won't happen with this one.



Zefal Patch Kit: 18-042
\$ 3

Zefal Tire Levers

Traditional, poke-pry-push style levers that, even though they aren't as good for skinny and tight-fitting clinchers as are the ones we also carry on page 75, are still plenty fine if you're careful, and are even better for medium and big tires. These are French, plastic, and come in a nesting three-pack of blue, white, and red. The rear end has a notch for hooking onto spokes (apologies to those with disk or molded wheels), and the whole shebang is compact and almost weightless.

R: 18-042
\$ 7

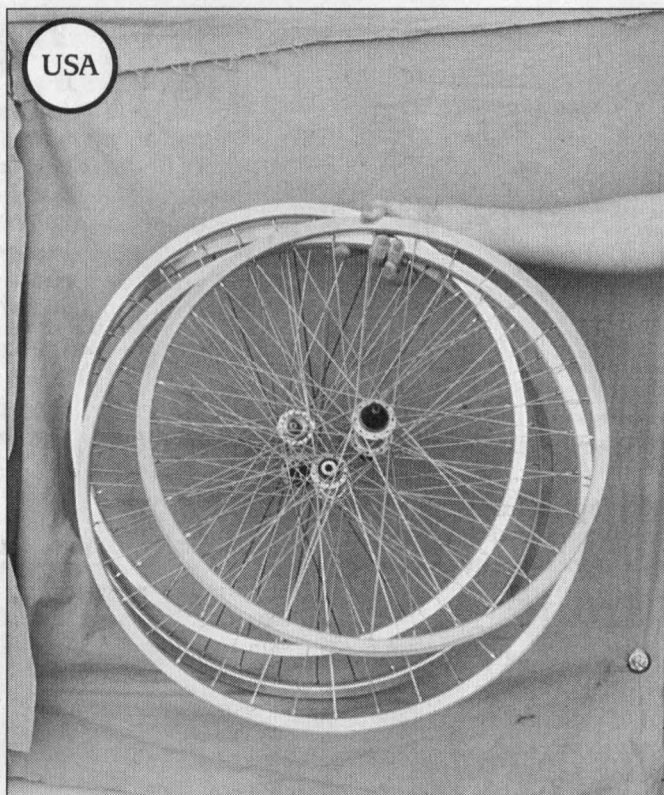
Three Kind of Flats and How To Fix Them

PUNCTURES are the most common. Look around the tire for the invading sharp thing. Pull it out and mentally note the spot, relative to the valve, so it's easier to find when you take the tube out.

PINCH FLATS come from riding hard over pointy edges with underinflated tires. The edge compresses the tire and squeezes the tube against the rim, leaving two "snakebite"-looking holes. Next time, more tire pressure and don't hit the rocks.

SPOKE HOLE CUTS are caused by slipping rim tape, which exposes the spoke holes to the tube. If you have an asymmetrical rim in back, be extra carefull. Always use good tape: Velox is the best, and cloth handlebar tape works great, too, on wider rims.

FIXING. Locate the hole by inflating the tube until you can hear it or feel it with your lips. Wrap the flat tube around your pump, hole-side up, and abrade the area around the hole. If you don't have an abradar, wrap the tube around your finger and rub it on the street. Make the abrasion bigger than the patch. With the tube still empty, spread a thin layer of glue over the abrasion, and let it dry. Once it's dry, put on the patch. Keeping the plastic on the patch, rub it hard, all over, with the end of the tire lever. Some people keep the plastic on; others remove it. If you remove it, peel from the inside to the outside, so it doesn't lift up the edge of the patch. Inflate the tube and inspect for leaks. Leakless? Good! Deflate until it's round but not flat, then rub talc, baby powder, or dirt on the tube, and re-install, valve first. Carry two tubes and a patch kit. Give away tubes freely.



Touring Wheels

Totally reliable, problem-free wheels for hard use in bad conditions. They're the same ones we use on Atlantises. We picked the parts with strength and value in mind, and for all-purpose touring and rough-stuff use, we believe they're the best value in the land. The mismatched hubs shouldn't throw you off too much. It really doesn't matter, and the aesthetics are fine. The rear hub is the current Shimano Deore cassette hub, and it's sort of a champagne gold. It's smooth, reliable, good for 20,000 + miles. The front hubs are SunTour, silver, and pro-quality. **The final truing is done by hand.**

This is not a great selection, but the wheels *are* great. Eventually we'll expand our selection of stock wheels, but for now, we have just these touring/rough stuff-ers.

700c

R. Hub: Shimano Deore cassette, 36H, 135mm space. Fits 8/9 speed cassettes.

F. Hub: Shimano Deore (old style), 36H.

Rim: Bontrager Fairlane, specially made in 36-hole. Asymmetrical, low-dish rear.

Spokes: DT 14 gauge stainless with brass nipples, 3-cross.

26-inch

Rear Hub: Shimano Deore cassette, 32H, 135mm space. Fits 8/9 speed cassettes.

Front Hub: SunTour XC9000, 32-H. Sealed cartridge bearings.

Rim: Bontrager Fairlane, 32-hole. Asymmetrical, low-dish rear.

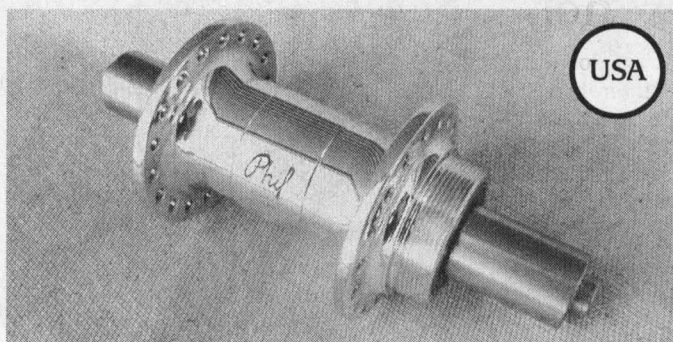
Spokes: DT 14 gauge stainless with brass nipples, 3-cross.

700F: 18-103
\$ 95

700R: 18-102
\$ 160

26F: 18-099
\$ 95

26R: 18-100
\$ 160



Phil Rear

If you still ride free-wheels, hang in there with arguably the best threaded rear hub ever made. The body is machined from 17-4 stainless, and they are simple and strong.

You won't bend or break axles. You can change spacing with new endcaps. You can replace the bearings in 5 minutes.

\$ 105

130x32°x7sp: 18-035

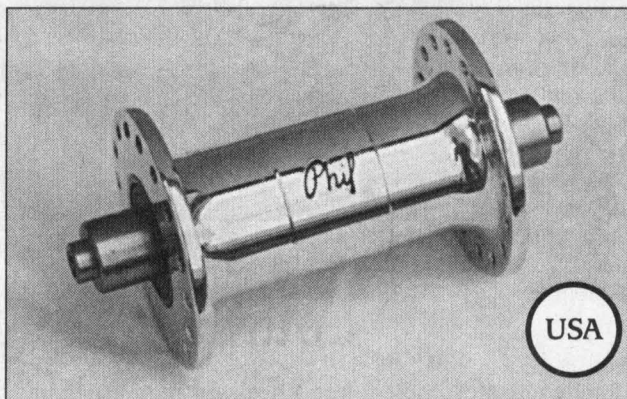
135x32°x7sp: 18-036

130x36°x7sp: 18-037

135x36°x7sp: 18-038

Phil Front

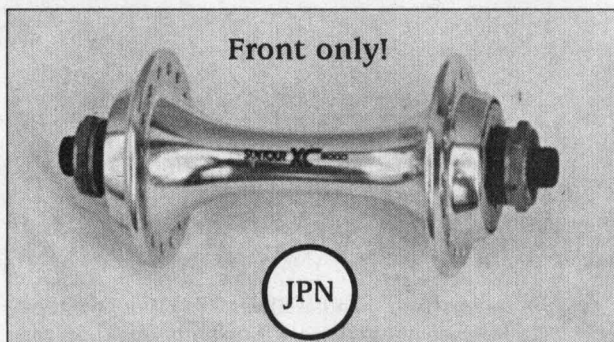
It costs 4.5 times as much as the SunTour XC9000, but it'll still last you 30 years, so it's cheap per year. It has the familiar fat body with the red Phil signature. And, it's shiny, well-made, and easily serviced. We list it in 32- and 36-hole only, but we can get it in other drillings, too, from 24 to 48. Phil is a great company, super accomodating, and they make the best.



\$ 90

32°: 18-033

36°: 18-034



Front only!

SunTour XC9000

This hub and the SunTour Lite front derailleur support the theory that a low price scares off people looking for high quality. It is as good a front hub as has ever been made. Cold-forged body, angled flanges, sealed and shielded bearings, made by SunTour at its peak. All that for only \$20.

Save Your Neck!

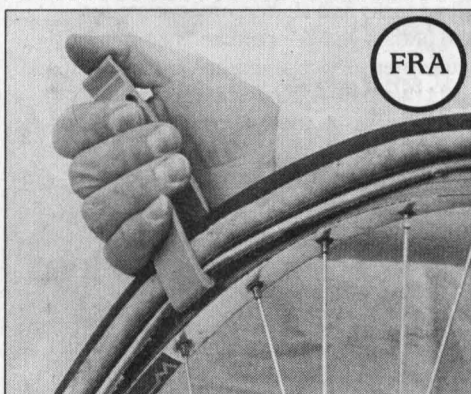
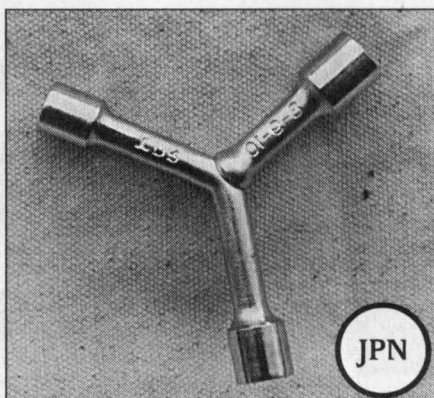
Don't ride any wheel, especially a front one, unless the quick release is properly closed. If you don't know how, find out. We can send you instructions, free of charge.

ITEM: 18-052
\$ 20

Hozan Y-Wrench

Every bike mechanic needs one of these. It's by far the best tool for tightening fender nuts. Many brake cable pinch bolts need one of the sizes (usually the 8), and so do many rear derailleur pinch bolts. This is the classic Y-wrench, made by Hozan, but with three mysterious initials on it.

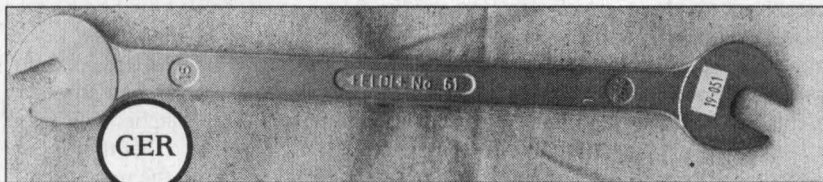
ITEM: 19-023
\$ 11



Ex-Var Tire Lever

Formerly marketed under the VAR name, and so many riders know it as the VAR lever. It is plastic and sometimes breaks if your tire is extra recalcitrant, and it's cold out. But most of the time, it's the best thing since pumpkin pie for mounting tight-fitting skinny clinchers. It shan't pinch the tube! See also p.72.

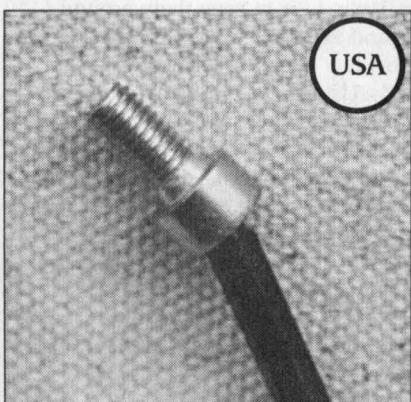
ITEM: 19-045
\$ 10



No. 61 Pedal Wrench

The best pedal wrench we've ever used, and we've used lots of them. It's long, so you get tons of leverage. So much, in fact, that we recommend holding the No. 61 in the middle of the handle for installations. Use it full-length for removals. Hard, chrome-vanadium steel. German. Tough.

ITEM: 19-051
\$ 15



4mm Bondhus

This is a sanity saver. As you can see, it lets you attack the bolt from an angle, which is sometimes the only way to do it. Some bottle bolts have 3mm heads. There's no good reason. Replace them with 4mm bolts and use this. Finally: If you know who Bondhus was, tell us. That guy (sexist assumption) deserves to be on a coin, at least. Maybe even a stamp.

ITEM: 19-011
\$ 6

How Business Is Going

We have 6 full time and 4 to 5 part time employees, depending on the time of year. Bhima Sheridan is our buyer and inventory manager, and has the tough job of keeping things in stock while not spending too much. Cash flow is everything, and his challenge is to maintain our stock without overspending, and since so much of what we carry is made just for us, often faraway, it's tough.

Jerome, as general manager, oversees the day to day operations, puts out fires, makes sure our systems are running. Joe does our website and is our main customer service person, since he's been here so long and knows just about everything. Soon he'll stay at home two days a week to do the website, though. Andrew is the Rivendell frame production manager, customer service Fellow, and resident artist and ex-machinist. He's made prototype racks and shifters, does some technical drawing, and shoots about half of the photos you see here and about. John, Diana, Gavin, and Keith work part time, customer service and whatever else we need. Jackie enters orders, does returns, gets the mail. Robert and Mo ship full time, Bill ships part time. I/Grant design the bikes, write the catalogues and sort of pick the directions we go.

If we were a bike shop doing the amount of business we do, we'd be raking it in. But we're also a manufacturer, and so there are tooling and manufacturing costs to cover (bike shops don't have those costs). And we're a mail order company, which means we have printing and shipping costs to cover (bike shops don't have those costs, either). The \$7 charge doesn't always cover our shipping costs.

This year we're going to separate the *Rivendell Reader* from our catalogue items even more, with the goal of making the *Reader* more of a magazine. We're trying to have seasonal catalogues, and there are plans for monthly flyers, separate from both the *Reader* and the regular catalogues. The argument against that is that they'll be tossed out if they aren't attached to information.

We sell about 100 Rivendell frames per year, and it has been taking at least 9 months to get one. We're trying hard to chop that to 4 months, and no, nothing will be compromised! Atlantises are doing great, and we plan to get four shipments of 100 frames in the next year. Rambouillets haven't yet hatched, but we're optimistic. We put so much into them, and are slightly concerned that they'll cannibalize Rivendell sales. The frames, all of them, are so neat, and the most exciting thing we have going.

We're working on our own label of wool gear—WoolyWarm; and our own line of components—Quickbeam, so far. We're going for the things everybody else has quit making and we still like—power-ratchet shifters for the downtube, bar-ends, and thumbs. Maybe a crank someday, but that's a biggie and right now there are still some good ones out there. A non-aero road brake lever might be easy and cheap to do, since they've been made before. It's all an expensive dream for a small, undercapitalized company.

Bikes are the best things ever invented, but current superlight, racing influences are driving off some good, time-proven designs. We're here to keep them around for people who love bikes and like them simple and excellent. I know there's a lot of emotional support out there, and we appreciate that a lot. But what keeps us going is orders, an awkward subject for everybody. Listen—we just want your consideration. Our things are good, and our prices are as low as we can make them. Nashbar beats us on most of the Shimano stuff, but not by that much, and *oh well*. In a recent *Reader*, I brought up the idea that we might move to a place where the cost of living is less, so our standard of living would get better on the same salaries. But it's hard to leave a place you're rooted in, or have grown to love. So for now at least, we're here in Walnut Creek, California, where there aren't many walnuts anymore, and the creek is cement and has green water and shopping carts, but the riding—man, you should experience it. If you're in the area, we'll show you a good time. Bring low gears, and let's not race.—Grant

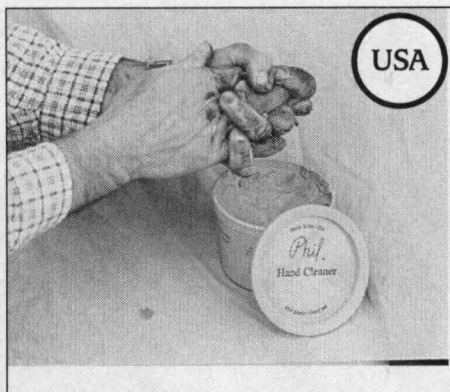
• GOOPS •

Phil Hand Cleaner

We like the idea of citrus-based cleaners, but this one, made from wood pulp, works faster and better, and rinses off a lot more easily, too. Faster: About three times as fast. Better: It's slightly abrasive, and gets out the grit in the creases and under your nails. It has no smell. It's a Perfect Product.

ITEM: 31-038

\$ 7



USA



USA

Quick-Glo

You got bare steel around, you're gonna get rust...eventually. You make popcorn on the stove, you're gonna burn the pan...eventually. Quick-Glo has been around for 40+ years, and is as useful in the kitchen as it is in the garage. It fixes up metal fast, and the non-toxic part has a certain appeal, too.

ITEM: 31-015

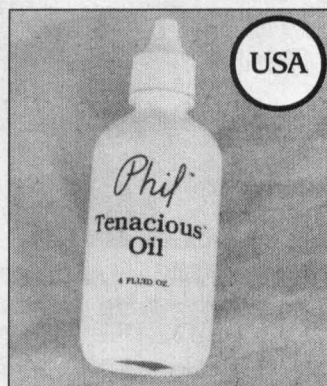
\$ 6

Phil Tenacious Oil

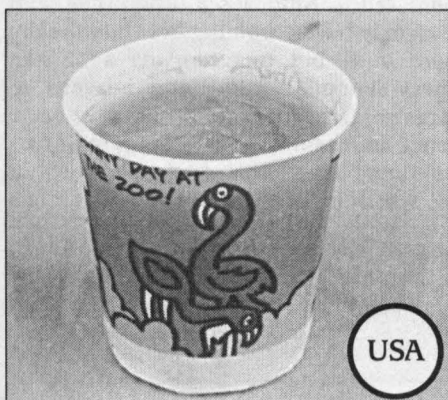
Some places are just too hard to reach with grease (like the threads on brake pinch bolts), and regular oil is too drippy. This is perfect. It is tenacious, super thick, almost a substitute for grease sometimes. We go though a bottle a year; yours will likely last you 5 years. Keep some around!

ITEM: 31-013

\$ 7



USA



USA

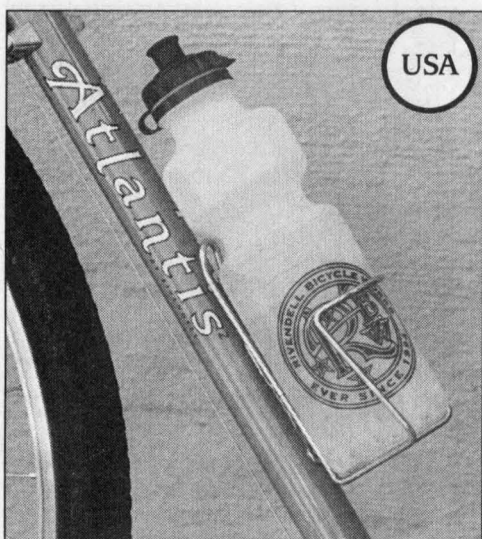
Beeswax

The first thing we ever sold was a cake of beeswax. It's good on all threaded things you don't want coming loose: Pedal dustcaps, crank bolts and dustcaps, headset locknuts, chainring bolts. Keeps shoelaces from untying themselves, too. Put it on nails and screws, to make them penetrate wood more easily. Made by union bees.

ITEM: 31-002

\$ 4

THE MORE YOU DRINK, THE MORE YOU

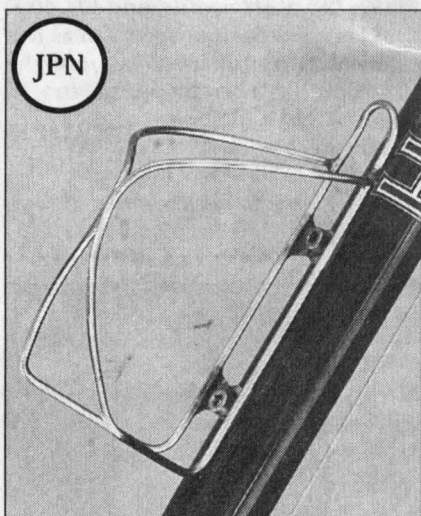


Water Bottle

The big size, clear or white plastic depending on Bhima's mood at the time he orders them. Made by Specialized, and as far as we're concerned it's the best bottle out there. Our Logo is printed on it twice. Typically, the top is blue, but that's another thing that's mood-dependent about this bottle.

Look around and you'll see that our price is rock-bottom low. It's a promotional item, so we barely mark it up.

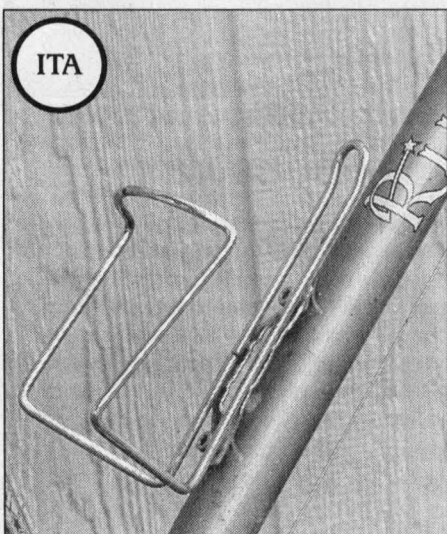
ITEM: 24-060
\$ 4



Nitto Stainless Bottle Cage

When we first ordered these, we expected to sell 30 per year. But it's been one of our most popular items, and we may go through 400 of them this year. That figure will make Arnie Nashbar, Mr. Snooks, and Dave Chantler laugh, but it's a lot for us. But no wonder. This is Mr. Yoshikawa's own design, and it is unique and simple, smart and beautiful, strong and functional. Whether you want to spend \$30 for a bottle cage is another story, but it is hand-brazed stainless steel, and it's the cheapest hand-brazed stainless steel widget in the world.

ITEM: 20-030
\$ 30

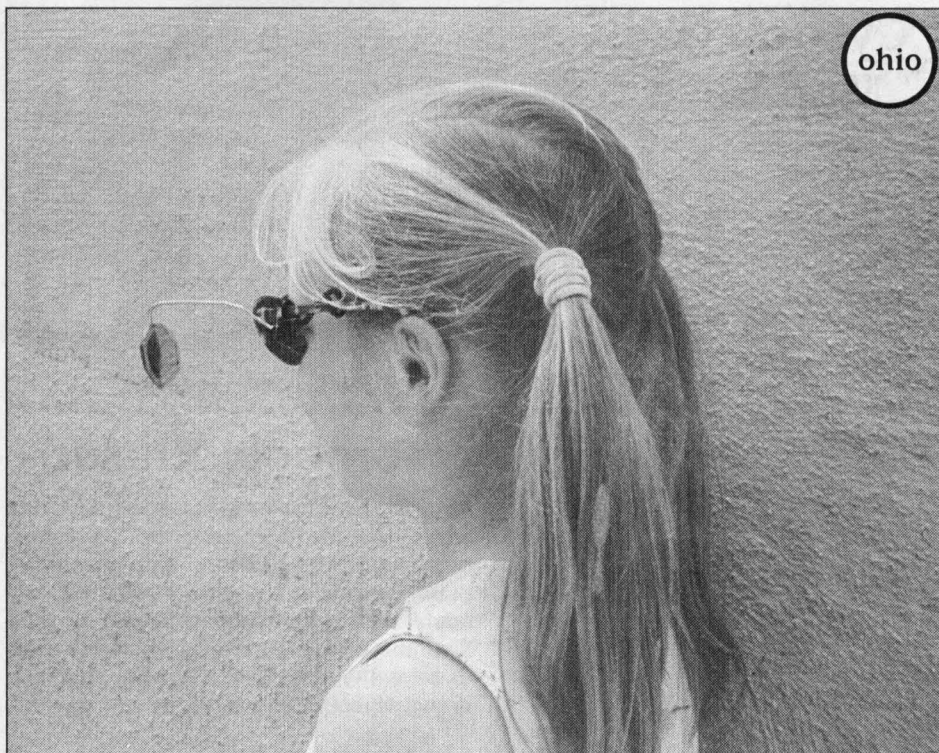


ALE Steel Cage

This is the best value in a bottle cage. Since it's steel, it plain won't blacken your bottle. Compared to Nitto, it's a little crude, and yours may have chroming over tiny, really micro burs, but this remains a 12-star, super champion value, and heavens to mergatroid, at only ten bucks a cage, there's no reason to ride aluminum or carbon fiber cages. This one weighs about 95g, which is plenty light enough. It looks good on any bike, and it holds your bottle securely over the worst roads. The best value we've seen in a bottle cage.

ITEM: 29-001
\$ 10

• CHUCK HARRIS! •



Chuck Harris's Rear View Mirror

Have you ever actually used a rear view mirror? If you use the one on your car, you know its value. Do you think it's less valuable when you ride? If you do, you're right, because on a bike it is easier to turn around and see stuff, and you can usually hear the dump trucks bearing down on you. But it's nevertheless comforting and safer to know at a glance how far back, and what it is, that's coming at you. Rear view mirrors have long been the symbol of bike nerds, almost like pocket protectors (nothing wrong with them, either). But for commuting, they're a godsend. For touring, they're a godsend. For family rides or group rides, they're wonderful.

Chuck Harris, Mr. Bicycle, has made more than 62,000 of these by hand and with a pedal-powered device he made himself. The arm is a spoke. The backplate of the mirror is recycled metal. The mirror is a mirror. Large, easy to use, and it keeps its adjustment over the roughest ground, week after week.

You can get other mirrors, molded from plastic, blister-packed in a factory, each one identical to its model mate. You can get those for about \$12 at most any bike shop or mail order catalogue. But this is the real deal, here. Made by Chuck himself, the original and last of the hand-made bicycle mirror people in the world. EXPECT DELAYS.

\$ 18

For plastic frames: 21-022

For wire frames: 21-023

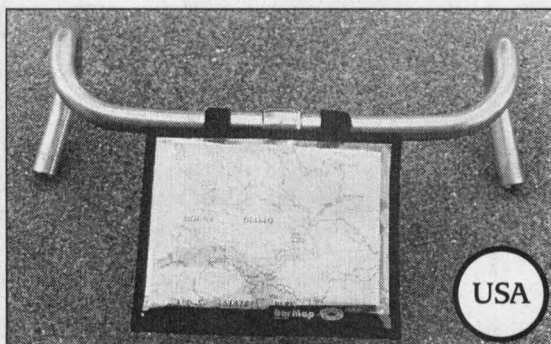
Use Lights, Maybe Just Not Flashing Ones

Drunk and tired drivers are known to tend to fixate on and follow *super*-visible distractions. Maybe they think it's another car way ahead. Or maybe they're too drunk to think. In any case, it may be a good idea to flash a different color than motorcar-red.

Cyco-Active Map Case

Tough clear plastic that attaches and closes with velcro. It fits an 8.5x11 folded in half, mounts onto the handlebar and rests on the stem. Easy to use, convenient, good!

ITEM: 20-058
\$ 12



Tombow Eraser

This is the best eraser we've used. It's white, like the German ones, but erases better with less pressure, and leaves less palimpsest. Even the great Eberhard Faber could take a few eraser-making lessons from these guys. Try it, and you won't want to be without it. Great for kids, students, draughtspeople, and writers.

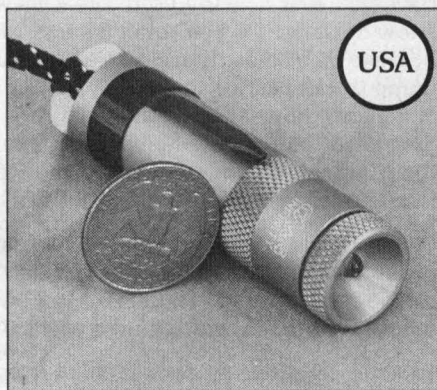
ITEM: 31-043
\$ 2



LED Mini Light

A neat but faint little light with an LED bulb that lasts 100,000 hours. There are only 8,765.76 hours in a year. It gives a decent light for poking around in a pack or a tent at night, and you can read by it, and not disturb your tent- or cabin-mates. Put one in your bags and you'll never be totally lightless. Machined aluminum, a keeper.

ITEM: 31-228
\$ 20

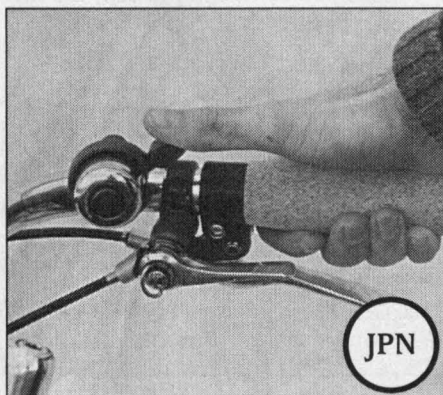


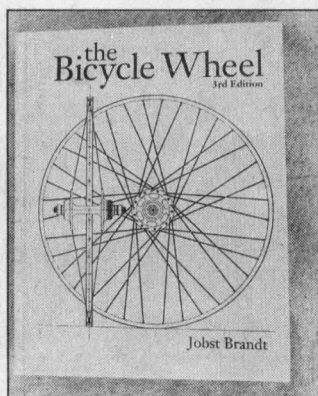
Bell

This Japanese bell has the most pleasant double-chime we've heard, and just as importantly, it can't possibly scare or tick off anybody on the trail. The silver is chrome-plated and has a high pitch; the brass is just slightly lower. Mounts on a 22.2mm (7/8-inch) bar or stem quill.

\$ 7

Silver: 31-201





The Bicycle Wheel

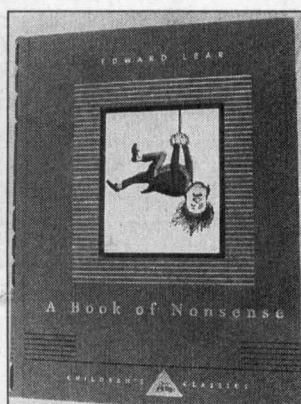
Wheel building theory and practice, along with a bicycle wheel appreciation course, this book is widely and rightly regarded as the definitive text on the bicycle wheel. Written by Jobst Brandt, it is clear, well illustrated, easy to follow, opinionated, and informative. A great book for non-wheel builders as well, since it contains tons of information.

ITEM: 23-008
\$ 25

The Book of Nonsense

Edward Lear's great work, first published in 1848. Limericks, short stories, a botany lesson, and a dictionary all written in Lear's uniquely weird way. It appeals to children and adults, it is a true classic, and ever since we've offered it, we've had a double-your-money-back guarantee on this. Out of more than 500 sold, only 3 people have taken us up on it. A beautifully bound in cloth edition that belongs in every home with children!

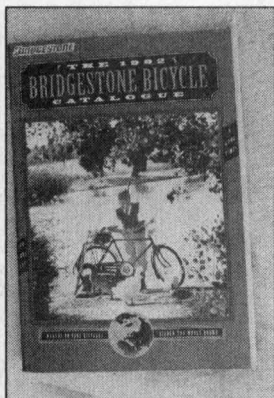
ITEM: 23-004
\$ 14



Bstone 92 Cat

Ten years ago I/Grant worked for Bstone, and we had a decent catalogue budget, and between 1992 and 1994 we made three pretty good, different, bike catalogues. They weren't glossy, didn't have color photos, and were packed full of as much information and articles of interest that we could get away with and still have it be a product catalogue. I'd never suggest that you do enjoy the Rivendell Reader or our catalogues, but IF you do, then you'll surely like this and the other one down below, because they're much better. It's worth \$7, I think.

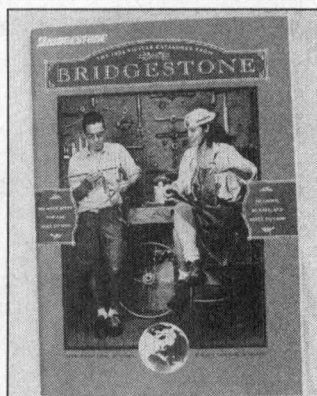
ITEM: 23-009
\$ 6



Bstone 94 Cat

The last Bstone catalogue ever, and the last of the 3-catalogue series. It has some great articles in it (I didn't write them). There's one about the last all-American baseball mitt, one about how steel, titanium, and aluminum are mined and processed. There's a lot more than that, too. This one's only \$5, which is pure profit for us, since I rescued these from the dumpster when we were closing up Bstone in October '93. Most people who buy one come back for the other. As catalogues

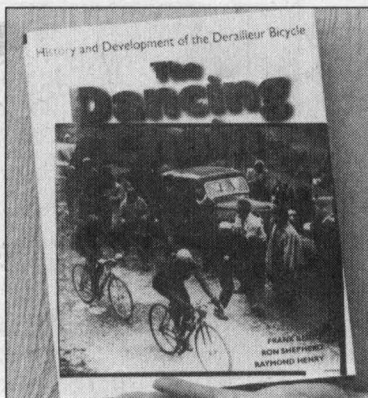
ITEM: 23-010 go, they're pretty good ones.
\$ 6



The Dancing Chain

Frank Berto, Raymond Henri, and Ron Sheppard co-authored this book about the history of the derailleur; chains are not the focus. For anybody with an interest in the evolution of the derailleur, this book is a must, since it's the only book out there devoted entirely to that. Lots of information, zillions of photographs and illustrations. A page-turner!

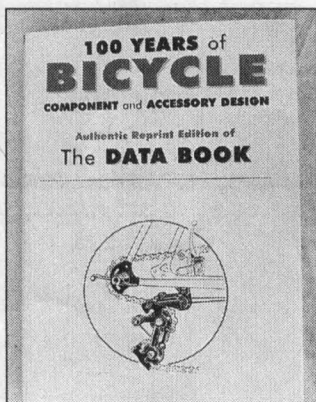
ITEM: 23-013
\$ 55



The Data Book

This is the Basement Tapes of bicycle books. Formerly only lucky and sleuthful cultists had it, then finally it was legitimately reissued, but it's still too weird for mainstream bike shops and bookstores. It's an illustrated history of bicycle parts from 1877 to 1959, with fantastic illustrations and no text. A good gift for the cyclist who thinks he or she has everything. Maybe too odd for rookies, but experienced grumps will love it.

ITEM: 23-016
\$ 40



Bicycle Maintenance

Written by an English chap who knows his way around a bike and a camera, since he took the photos, too. Super clear, excellent text, everything good. Bike mechanics can be frustrating, and a good book such as this will make life a lot easier. It costs a lot, but it is the best bike maintenance book we've seen. It covers everything you'll need to know.

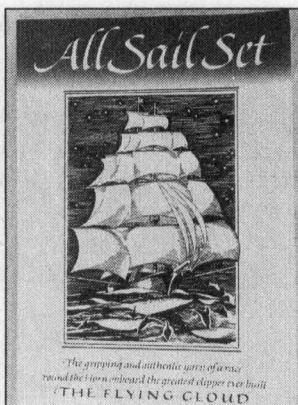
ITEM: 23-015
\$ 35



All Sail Set

Armstrong Sperry's book, written mostly for 10 to 14 year olds, about the Flying Cloud's first, record-breaking trip from New York to San Francisco. The year was 1851, and the 89-day trip set the sailing world on fire. This is a fictional book, but the events in the book really happened. It is a fast read for adults, but educational. If you want to read more about the same trip, try David Shaw's *Flying Cloud*. ISBN #0-688-16793-4. What a ship!

ITEM: 23-012
\$ 12



• BACK ISSUE, GIFT CERTIFICATES, MAGNETS •



Back Issues of the Rivendell Reader

We sell these in sets. A typical Reader is 40 pages. We have varying numbers of the back issues. When you order a set, we'll send you as many as we have in that set, usually four or five. Order early for best availability. They're stacking up here; they're a fire hazard; we really want to sell these. Six bucks isn't too much. There's good stuff in here.

Set A: RR-1-5

Set B: RR-6-10

Set C: RR-11-15

Set D: RR-16-20

24-091
\$ 6

24-092
\$ 6

24-093
\$ 6

24-094
\$ 6

GIFT CERTIFICATE

NO: *Gogolplex*

TO: *Bill Gates*

FROM: *Gunga Din*

AMOUNT: *\$100-*

DATE: *April 9, 2001*

AUTHORIZED BY: *Curt*



RIVENDELL BICYCLE WORKS
P.O. BOX 5289 • 2040 NORTH MAIN NO. 19 • WALNUT CREEK, CA 94596 • USA
TEL: (925) 933-7304 • FAX: (925) 933-7305 • WWW.RIVENDELLBICYCLES.COM



Gift Certificates

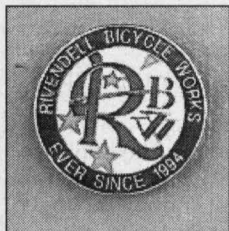
The perfect gift for any cyclist, wool-wearer, soap-user, book-reader, or user of refrigerator magnets. Always a popular gift, and if you're the spouse, parent, child, or friend of someone who has this catalogue, then it's a sure hit; and look at the savings.

\$25: 24-082
\$ 24

\$50: 24-083
\$ 47

\$75: 24-084
\$ 71

\$100: 24-085
\$ 92



Frig Mags

Rare earth magnets glued onto enameled copper cloissone-style discs. These are not your typical tacky-yet-innecffective refrigerator magnets. Keep away from credit cards and pace makers.



Rivendell: 24-062

Baggins Bags: 24-087

\$ 10

\$ 10

Frames

Rivendells, Atlantises, and Rambouillet

We offer two styles, going on three. All are hand-built, lugged steel frames of the highest quality, design integrity, and value. A brief description follows, but there's more on line (rivendellbicycles.com); and by September 1, we'll have a small frame catalogue. We'll mail it to all members automatically, and to others just for asking. For a free Atlantis brochure, just ask.

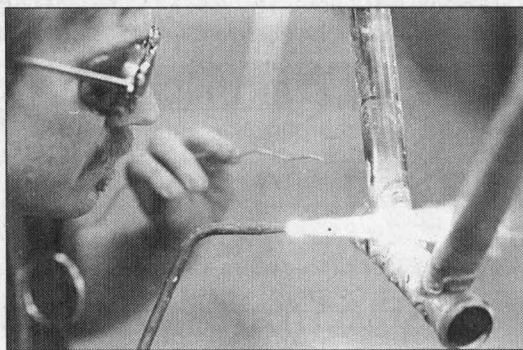
Rivendell frames are hand built and customized to your body and riding. We provide a series of forms and ask all the right questions, and develop a design based on your input and our interpretation of your answers and comments. Then, over the next many months, we ask more questions (about other frame details), collect regularly scheduled payments, and... ultimately, we deliver to you a frame that you'll be proud to own and will likely be comfortable riding for the rest of your life.

The process, from initial deposit to delivery, takes from 8 months to a year, sometimes more (unless you're over 55, in which case you get cuts). The cost is \$2,200 to \$2,300, and includes a Chris King headset (a \$120 value), rustproofing (what's it worth—\$10?), and a \$100 gift certificate toward parts, accessories, or clothing. Our frames are built start to finish by one of two builders: Joe Starck or Curt Goodrich. Painted by Joe Bell.

After years of threatening to do so, we're finally going to offer a **Rivendell frame catalogue**, with pictures, specifications, and ordering information.

It will cover Rivendell Custom Frames in a more complete manner than we're able to do (afford to do) in this catalogue. The Rivendell Frame Catalogue will be available starting August 15. If you're already a member, you'll be mailed one automatically. If you aren't a member but want a catalogue, call or fax:

ph: (925) 933-7304; fax: (925) 933-7305



Atlantis frames are touring and trail frames, commuters—truly all-around frames that are excellent for everyday, any surface, all weather rough use. They are made to our specifications (no customizing) in a small frame shop in Osaka, Japan, and we get four shipments of them (totaling about 350 frames) per year. We have about 15 Atlantis dealers, or you may buy from us directly. Either

way, and Atlantis costs roughly \$950 for the frame, fork, and headset. About \$1900 to \$2,100 buys you an assembled bike chock full of medium high to high end parts. For a do-everything bike, a wonderful smooth

ride, and a comfortable position and good fit, an Atlantis is an unbeatable value.

In the Spring of 2002 we will introduce a new, Atlantis-grade road frame, called the Rambouillet (ram-boo-yay, but ram-By mid-August we'll have prototypes for approval and testing. As is the case with the Atlantis, it will be a production bike (no customizing), made to our specifications by Toyo, and should be a fantastic frame. We'll keep you updated both on the web (rivendellbicycles.com) and in the *Rivendell Reader*.

No cyclists should go through life without a fine lugged steel frame, and ours are exceptional. They're superbly designed, thoroughly thought-out, light, strong, and finely detailed.

Waiting time is from 6 to 11 months. Want our Rivendell frame catalogue? Order #24-077. It's free.

How Much \$ For A New Bicycle?

FOR \$700 TO \$1,000, YOU CAN GET A PERFECTLY functional, lightweight, “high performance” bicycle. In the \$700 to \$900 range, it will be welded, CrMo steel or aluminum, and as you approach \$1,000, you might get a carbon fiber frame. It will be made in China or Taiwan. There’s nothing wrong with a frame made in China or Taiwan, and if you set your budget at \$1,000 or less, don’t give it a second thought. The parts on such a bike will likely be Shimano, one of the less expensive groups, probably Sora or Tiagra. Shimano’s cheap parts work great, so you’ll have a highly functional bike equipped with glamorless but functional parts. It will have as much “high tech” as the maker can put into it for the price; a low priced, cheap labor, point-and-pedal bike.

FOR \$1,500 OR SO, YOU’LL GET ALUMINUM or carbon fiber—or maybe Chinese titanium. In the case of aluminum or carbon fiber, it’s basically the same frame as on the sub-\$1,000 bike, but with more expensive parts, such as Shimano 105, or low-end Campagnolo. The parts don’t work better, they just weight a little less because they have more aluminum, and less steel, and they look better because they’re more polished. There may be slight internal differences in the parts, but basically their lower-priced cousins leave little room for noticeable, functional improvement, so you’re paying for lighter weight, shinier finish, and whatever relief you may find in knowing you aren’t riding with a parts maker’s cheapest parts group. Some bikes in this range have made-in-U.S. frames.

FOR \$2,500 OR SO YOU CAN GET A TITANIUM FRAME WITH CHEAP PARTS, or an aluminum or (more likely) carbon fiber frame with Shimano Ultegra or Campy Chorus parts. In our menu, you can get a hand-made lugged steel Atlantis or (soon) Rambouillet, equipped with our high-end mongrel mix of parts, and the price will be down around \$2,000 to \$2,200. If you’re looking at other bikes with hand-made lugged steel frames, you can find them starting about this price. England has some decent ones, or one of Torelli’s or Waterford’s less expensive lugged frames equipped with low-to-middle range Shimano or Campy parts would probably come in about here. To our provincial way of thinking, we can’t imagine spending this much money for a welded bike, no matter who makes it or what it has on it. But they’re out there, for sure.

FOR \$3,500 PLUS OR MINUS A FEW HUNDRED, you can get an American made titanium frame with mid-range parts, or a China-made one with high-end parts, or a hand-made steel frame (including a custom Rivendell) with top quality parts. At some point your decision will come down to “light weight and high tech” versus “hand-made, beautiful, and longer lasting.”

Through the ‘70s, it was common to scrimp and save for a frame you’d plan to ride indefinitely, and equip it with whatever parts you had on hand or could afford after the frame purchase broke the bank. You’d usually try for one or two top-end visible parts, like the stem, bars, or crank, and make do with less exciting derailleurs, seat post, pedals, and so on. It’s still a good way to go, since it’s more economical to buy a bike or a frame you can live with forever, rather than replacing a bike that’s light, trendy, high tech, but not exactly lovable, every few years. That’s the way most people do it these days. In any case, a high quality bicycle—lugged and steel or otherwise—is within the financial reach of most employed riders. Compared to home repairs and cars, they’re cheap. If you love riding, get yourself a bike you love!

How To Enjoy Riding 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. Let other riders pass you.*

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 always 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. *Learn your local plants and animals.*

Every region has its own wildlife and learning yours will be fun. First count the different types of flowers, trees, or bushes you pass. Later, learn their names. If you want to go really nuts, learn their Latin names. Keep on the road or trail, but look around.

• MAILABLE, FAXABLE MEMBERSHIP FORM •

Become a Rivendell Member for \$15.
Get a year's subscription to the Rivendell Reader,
money-saving coupons and members' prices,
and seasonal Catalogues.

LOOK WHAT YOUR \$15 GETS YOU:

1. MEMBER PRICES ON EVERYTHING IN THIS CATALOGUE

The prices listed are the low, Member prices. Non-members pay \$5 more per item.

2. RIVENDELL COUPONS

Every now and then, a couple of times a year, we'll print Rivendollars in the *Reader*. These are good toward qualified purchases, but only members can use them.

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.

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. TEN DOLLARS OFF YOUR FIRST ORDER

If you fill out the form below, and place an order as well, you can take \$10 dollars off the total. There's no funny business. 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.

Name _____ Member # if renewing _____

Mailing Address _____

City _____ State _____ Zip _____

Ship to, if different _____

Work phone: (_____) _____ Home phone: (_____) _____

Fax: (_____) _____ Email: _____

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I'd like to join Rivendell for one year. (\$15)	
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.	

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P.O. Boxes, AL & HI: \$7 Priority Mail, restrictions apply.
Call for int'l rates on shipping frames, wheels, bicycles.

Hours, Visiting Tips, & Policies

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 1000-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.

To Find Us

From the south or west: Take 680 N to the Ygnacio 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 North Main exit. Going south, 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.

From BART: We're a 5 minute walk from the Walnut Creek station. Walk out the NE side of the lot, take Pringle to N. Main, walk across N. Main and up the path between the bakery outlet and the blue building. Stay to the left of the corrugated metal building, find No. 19.

Stocked Items

We try to keep stock of everything in this catalogue, but we may temporarily run out of some items. Bear in mind that many of the items we sell are rare, esoteric, or just plain too weird for distributors to stock in good 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 clearance, but in 6 years, we've never had an 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: \$15 per wheel, unless it's part of a bike.

Rims: \$15 any quantity

Frames: \$35, shipped UPS ground. \$50 for 3-day Select. (HI/AK \$100 Air Only)

Bikes: \$50, shipped UPS ground. (HI/AK \$150 Air Only)

International Orders

Delivered Parcel Post:

Ground to Canada: \$15

Air to Canada: \$22

Delivered UPS:

Int'l Ground: \$25

Int'l Air: \$45

Frames (UPS): \$200

Bikes: CALL

PRICING

Prices listed here are member prices. A member and subscriber are the same thing. Non-members pay \$5 more per item. Ninety percent of the time that's still a good deal, but it pays to join, and we hope you do!



FOUR DOLLARS

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