



RIVENDELL BICYCLE WORKS

⌘ SPRING '02 ⌘

PARTS & ACCESSORIES

Please Read This First

WE'RE AN 8-YEAR OLD 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. The better bikes of the late '70s to mid '80s are examples of the approach to technology that we still like.

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-carving approach so common today, and we don't try to appeal to the rambunctious, slay-the-competition crowd. It isn't *us versus them*, or *retro versus techno*, or *old versus new*. It isn't niche marketing in the tactical sense, either. The gear we sell is the same gear we ride every day. It is well made, and much of it is the best in the world.

We list the country of origin our goods, because catalogues that just say "imported," make you wonder—Sweden or Bangladesh? 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.

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 as suitable for beginners as they are for the grizzled. They're just plain bikes.

We also sell wool clothing, cotton duck bike bags, 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.

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 from us, you help that happen. —Grant

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Norwegian Muddy Green Wooly

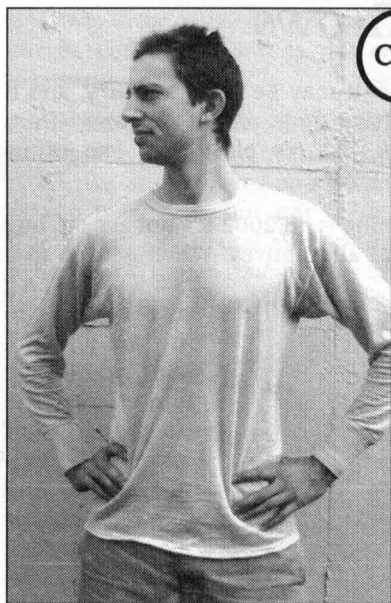
Maybe you don't think of yourself as a drab-green zip-turtleneck kind of person. Neither do any of us here, but all those "I'm not that kind of person" noises go out the window when you give this one a fair try. It's made in Norway by Devold, a huge underwear company that outfitted redoubtable Norseman Torry Larsen for an Artic expedition during which he wore one of these woolies 109 days straight without removing it—an intrepid feat by any standard, though not necessarily a record you'd want to break in more normal conditions. With this one, if you start off scrubbed up clean, you ought to be able to get a week or more out of it, even if you're a sweat hog.

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 Devold calls *aquaduct*, since it's specially knit to help you get rid of sweat and to dry fast. It really works, just like an aquaduct.

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 whenever it gets below about 62-degrees. Anybody who spends time outdoors can surely use a garment such as this. Wear it alone, under a shirt, under a vest, under a shell.

\$ 72

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



CAN

LS Wooly

Most of us here live in these from late October through early April. They're great any way you wear them—alone, under other things, on top of some other things, while sitting around in a chair, riding a bike, hiking, or sleeping. Soft, light, cozy and warm; you won't overheat, and having one on just about guarantees that you won't freeze, no matter what. They work great piled one on top of another; you trap a lot of air and strip layers off as you get too hot. Year after year these are our most popular garments, and many of our customers have three of them. When you wear them every day, why not? One's good for about 5 days straight, easy. They don't stink.

\$ 30

S: 21-123

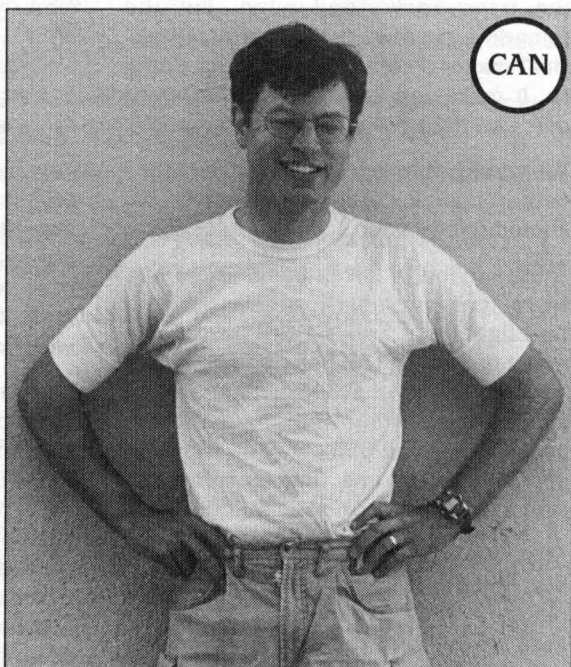
M: 21-124

L: 21-125

XL: 21-126

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, and air dried overnight. It's easy.



CAN

\$ 28

S: 21-117

M: 21-118

L: 21-119

XL: 21-120

Wear What Grows

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 just how long animals have survived without any 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. It makes otherwise sane folks wonder: 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. The benefits of plastics and technology may exceed any real or conjured up psychic or emotional drawbacks. But if you don't stay on top of it, you'll wake up one fine morning and find a closet full of plastic outdoor gear.

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 trade names borrowed from nature, but it's plastic, in one of its many forms.

The thing is, in 2002 it's not easy to buy natural alternatives. When you go to a



A Rambouillet, from France. Needs the work.

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?*

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 avoid zippers unless anything else would just not work. 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 sacks, but can't stand nylon bags.

We have higher standards for wool content in underwear than we do in socks. (100 percent wool underwear is much easier to find than are high-wool socks; and some nylon in the toes does seem to make them last longer.)

We're still looking for the perfect all-around cycling sock. "Cycling sock" to most people, implies something thin and foot-hugging, that you stretch on over your foot and snap into place. That is the typical cycling sock. But those kinds of socks are no fun to put on, and no good for wearing except when you're riding or being athletic. Socks are special things, and we'd sort of like to find a cozier one for cycling. It's not on the front burner by any stretch, but in time we'll find it or have it made.

Meanwhile, we'll continue to sell our favorite ankle sock, which as of this writing, is the SmartWool low-cut hiker. It's cushier than "cycling" socks, but isn't super thick, and soaks up sweat better. We sell the greyish ones.

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 your birthday, 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. Natural materials and fabrics work well, and are more fun than synthetics.

Wool Is Easy To Wash and Dry

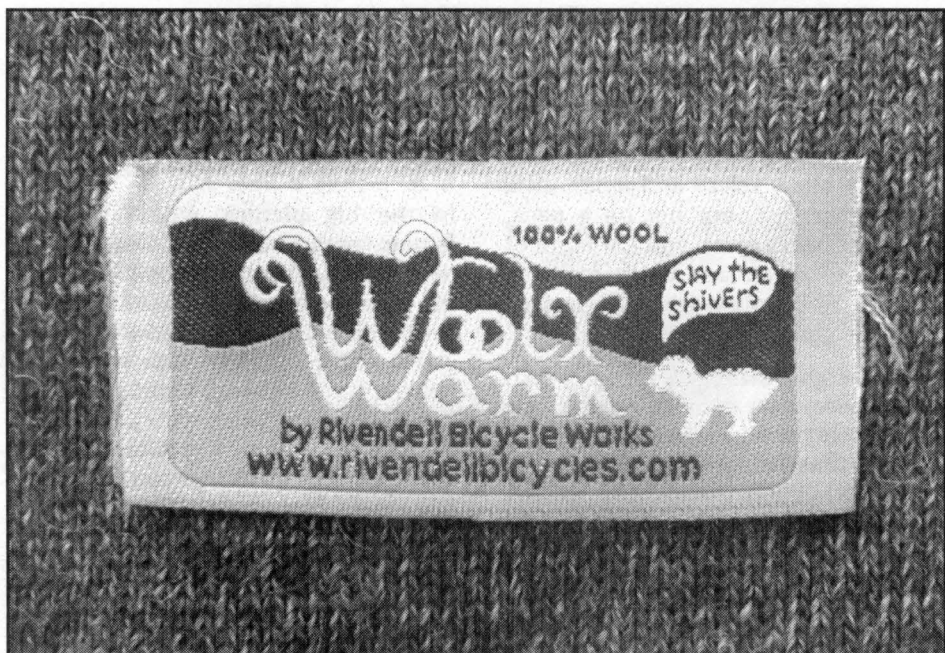
Most wool garment makers and sellers encourage dry-cleaning, with gentle washing by hand in the sink a distant second. Those methods may be practical for cashmere-wearing opera-goers, but sweating cyclists need a more practical method. Try this (it works):

Machine wash it. Gentle cycle, cold water, Ivory Snow detergent. Cool rinse. After the spin cycle, most of the water will be out of it.

Air dry it. Hang it over the shower curtain rod, or something slightly more supportive than a wire coat hanger. Lay it on a towel.

How often should I wash it?

Whenever the armpits start to smell, or when you can't think of when you last washed it, or you just feel like doing a load. Wool is self-cleaning, and doesn't retain odors the way synthetics or even cotton does, so you don't need to wash it as often. If you want something to go by, go by this: Under garments: Every 4 sweaty wearings, or 8 non-sweaty ones; Outer garments: Every 8 sweaty wearings, or every 25 non-sweaty ones. Sox: Every two wearings, with a rest day between them.



WoollyWarm

Our Very Own Woollens

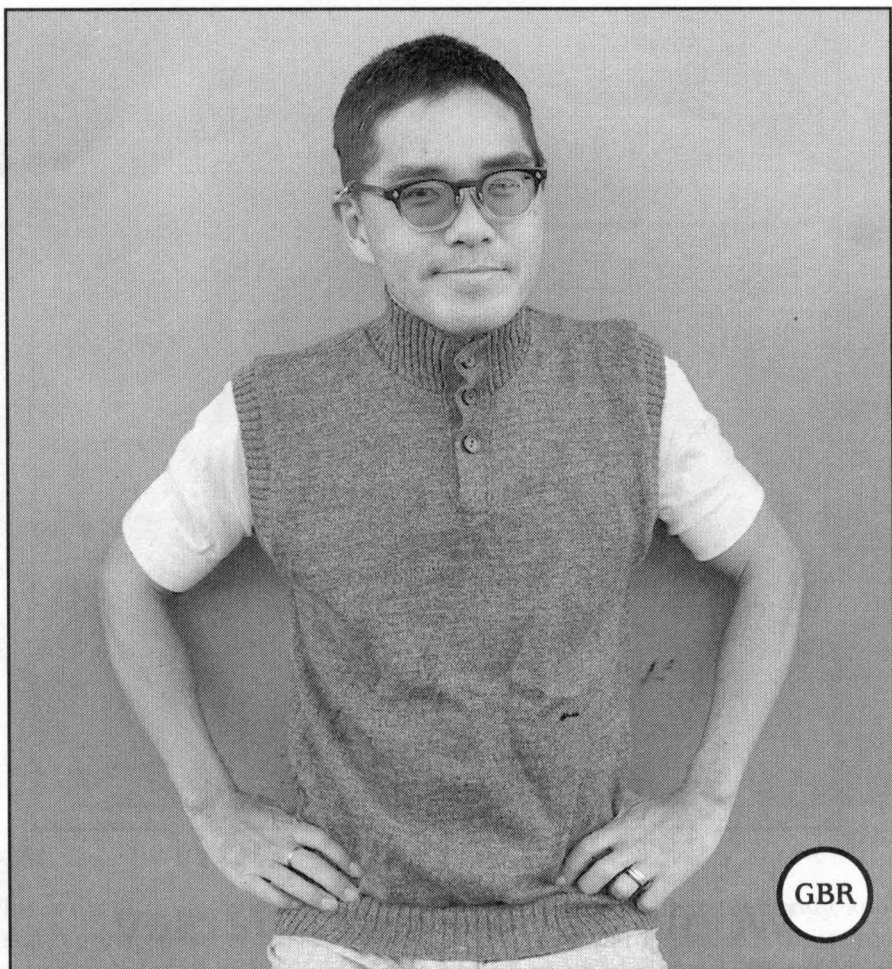
If this were the 1950s, it would be easy to find wool wear suitable for the cyclist, but we're living in the age of synthetics, and it's not so easy.

We are working on our own line of all-wool clothing, called WoollyWarm. In WoollyWarm garments, we will not blend anything into the wool to reduce costs—and that is the usual reason it's done, by the way. All WoollyWarm garments are 100 percent* wool, as the label states.

Another characteristic of WoollyWarm garments is their wearability off the bike, as well. Certainly, our WoollyWarm derby tweed vest is one of the nicest looking, most comfortable, and most versatile garments you can own. Many of our customers have one for riding, one for social life. That's extravagant—one will do for everything.

Over the next year we will add new items to the WoollyWarm line and we expect it'll max out at about a dozen. All will be made by legitimate and well-paid laborers, exactly to our specification. None will be cheap; all will be absolutely top quality. Good colors, too. We'll have them on the website.

* except for the label and thread



WoolyWarm Tweed Vest

This is the most versatile and comfortable outer garment you, as a cyclist, can own. It warms your torso, but not your arms. It lets excess heat escape during strenuous exercise. For cold weather, button it up to the top and seal out the wind.

A single buttoned rear pocket holds a wallet, repair kit, hat, gloves, or a small book, pocket camera, or binoculars.

The gorgeous derby tweed never looks too neat or messy; or dirty, for that matter. Its blend of brown, amber, green, grey, and blue looks striking under a 14x loupe, and we highly recommend you bring one when you wear this vest on your first date or to parties.

This was conceived for cycling in cool to cold weather, and it just so happens to be so comfortable and good-looking that you'll like wearing it off the bike, too. Wash it before you even wear it; it furs up nicely and feels great.

\$ 65

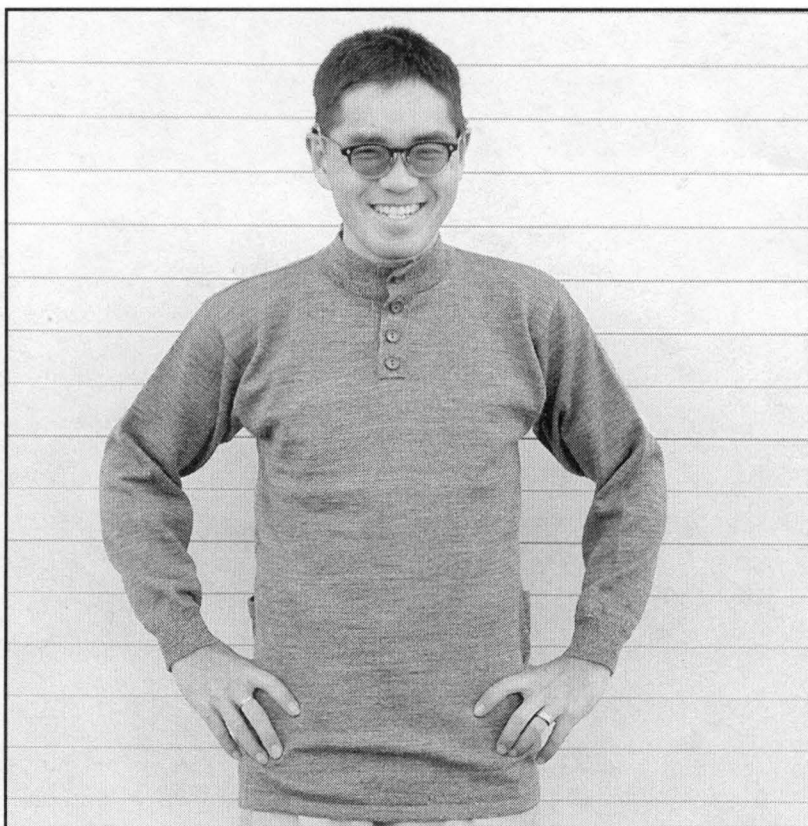
XS: 22-112

S: 22-113

M: 22-114

L: 22-115

XL: 22-116



WoolyWarm Tweed Jersey

This is the most laid-back, lethargic cycling jersey ever made, and it's just the ticket for temperatures below about 57- degrees. It's not baby soft merino wool, either, so if you have any qualms whatsoever about wearing wool, back off now. We're not saying it'll scratch you into a rash, just that by now you know whether or not you're hypersensitive to wool, and if you are, this won't be your first grab.

Real he-men can wear it next to their skin, but most of the people we know (and all of us here) wear it over a thin wooly undershirt of some kind; or off-the-bike and in temps up to the mid-60s, over a garden variety T-shirt. If you're still with us, read on...

It buttons up and has a look to it that we've not seen in any other jersey, ever, and it's a good look. We've worn this on three-hour rides in 49°F downpours and stayed comfortable and happy. It's insurance that looks good. Three pockets in back. Wash it as soon as you get it. It'll shrink some, but it'll also fur-up a bit and feel good right off the bat.

\$ 85

XS: 22-107

S: 22-108

M: 22-109

L: 22-110

XL: 22-111



WoolyWarm SS Jersey

This is our first WoolyWarm short-sleeved jersey. It's not the new, trendy, apologetic "sportwool" that blends synthetics into the wool to give it a techy image that appeals to young Jetsons. And there's no lycra in it, so we can't talk about "best of both worlds" stuff that we don't believe anyway. We like wool to be all wool. It fits well, though, doesn't flap around a whole lot, is cozy, and being wool, it won't stink like synthetics.

This one has buttons, rather than a zipper. (The one shown is a prototype; the real ones have three buttons.. Zippers are faster, but buttons keep your fingers nimble, and that counts for something. Three elasticated pockets in back, full crew neck, no embarrassing graphics, no shameful advertising, no disco-length zipper. This is a cozy, perfect, all-wool cycling jersey, period.

Each size is cut slightly on the full side. It's washable wool, but you should still be gentle with it that way (follow the instructions). If you wear cycling jerseys, this will become your favorite.

Every so often we'll introduce a new color. This one is a rich, warm gold, and you can see it in color on our website (www.rivendellbicycles.com) after about April 23. That's when we'll have stock of these. We'll bring out more colors as the year progresses; and long-sleevers in the Fall.

\$ 65

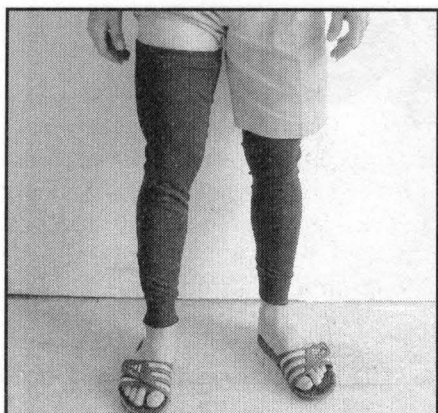
XS: 22-147

S: 22-148

M: 22-149

L: 22-150

XL: 22-151



Leg Warmers

Wonderful things for cyclists who ride in changeable weather, or from morning till early afternoon, or afternoon to early evening. You get the picture. Every cyclist need leg warmers, but most don't have them! Good for wearing with baggies or cycle shorts. They wad up small, fit into your Banana Bag or jersey pocket easily. Black, all wool. Short zip.

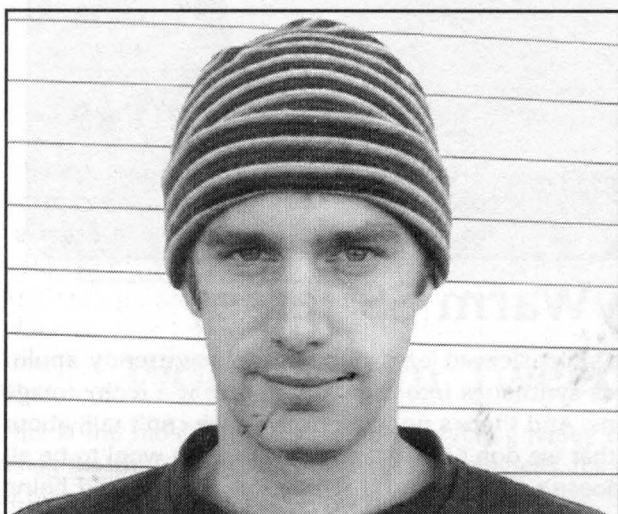
\$ 47

S: 21-033

M: 21-032

L: 21-031

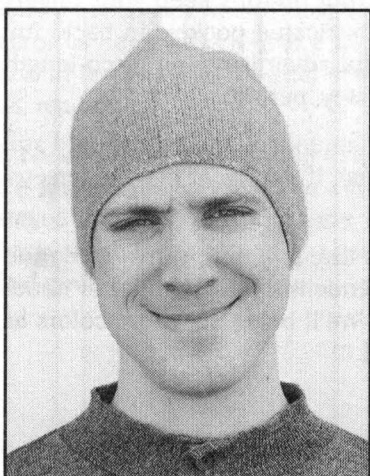
XL: 21-030



Beanie

The best beanie for cycling. Soft merino wool, thin, two-ply, and it fits under a helmet easily. Not thick, but it'll keep your head and ears warm, as it does ours. We've sold hundreds of these. All wool, by Wigwam, who is more famous for its socks than its beanies.

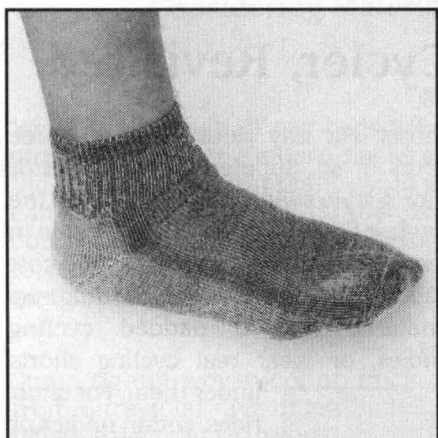
22-103: \$ 15



Noggin Tube

Sometimes you don't want your head actually covered; and besides, you can't pull a beanie down and use it as a neck warmer. You can do that with this, because it's just a tube. Jerome here—sporting a smile that actually goes up like a smiley face smile, is wearing the tube one of many possible ways. It weighs nothing. It's almost as soft as cashmere, but it's actually 5% merino wool, 40% possum, and 10% silk. Made just for us in New Zealand. Natural tannish.

22-129: \$ 16



Good Bike Sock

These are SmartWool hiking socks, but they aren't super thick, just thick enough to fit into cycling shoes and soak up some foot sweat. SmartWool calls them grey, but they're black and white striped (if you look closely); but they look grey. They have terry loops inside. Eighty-percent wool, the rest plastic. If you can get over the hiking sock label and the fact that they aren't white, you'll be liking life with these.

\$ 12

S: 22-152

M: 22-153

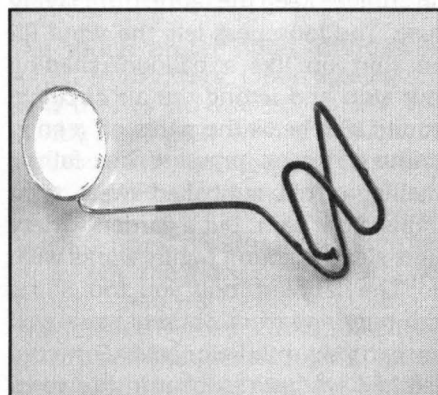
L: 22-154



Spring Gloves

Warm hands, dexterity, and just enough cushion make these perfect for temperatures between about 48 and 64-degrees. Rubber dots on the palm and fingers prevent hand-slips and resulting broken teeth. Cheap insurance and comfort, with lots of good function mixed in there. Hardluckers will love the low price; and they fit everybody on earth over the age of about 11 (except Jerry Bernstein).

21-024: \$10



Mirrors

Formerly just for rookies, nerds and paranoids...but when we tried and liked them, they became acceptable. Why ride in traffic without one? Sure, you can turn your head, but if you use that logic, you'll remove the rear view mirrors from your car, too. These work great and take about a minute to get used to. Two styles. Made neat and strong by disabled people.

\$ 18

For Helmets: 31-245

For Plastic Glasses: 31-339

The Plain Clothes Cyclist, Revisited

You need specialty clothing for ballet, firefighting, 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, and 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.

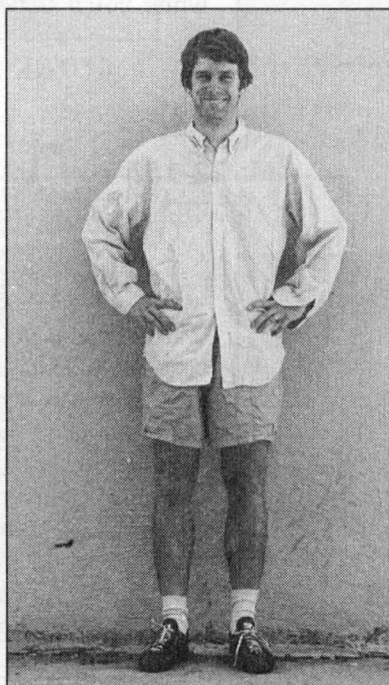
Socks: Wool is nice because it doesn't clam up, but for day rides in fair weather, any socks will do.

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.

Shorts: For day rides of up to three 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.

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; and you're less of a trophy for anybody who chases you down on a ride. 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. Shirts with buttoned front pockets work well for carrying mini-cameras. For cool weather, it's hard to beat a thin wool undershirt under a button-pocket wool shirt of a suitable weight.

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 so have had time to evolve), whereas 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 out-perform cotton duck, but for day-in, day-out use, cotton looks, feels, and works better.

WHAT ABOUT WATER?

The cotton duck in Baggins and Carradice bags has been treated to repel water and resist mildew. Common sense and smart packing can take care of anything short of a dunking. 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, Tectron Wet Guard, or the more familiar Scotchguard (for canvas) make cotton waterproof.

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 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 stout, 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 so much. But, it is the best small seat bag you can get, and it will outlast all others.

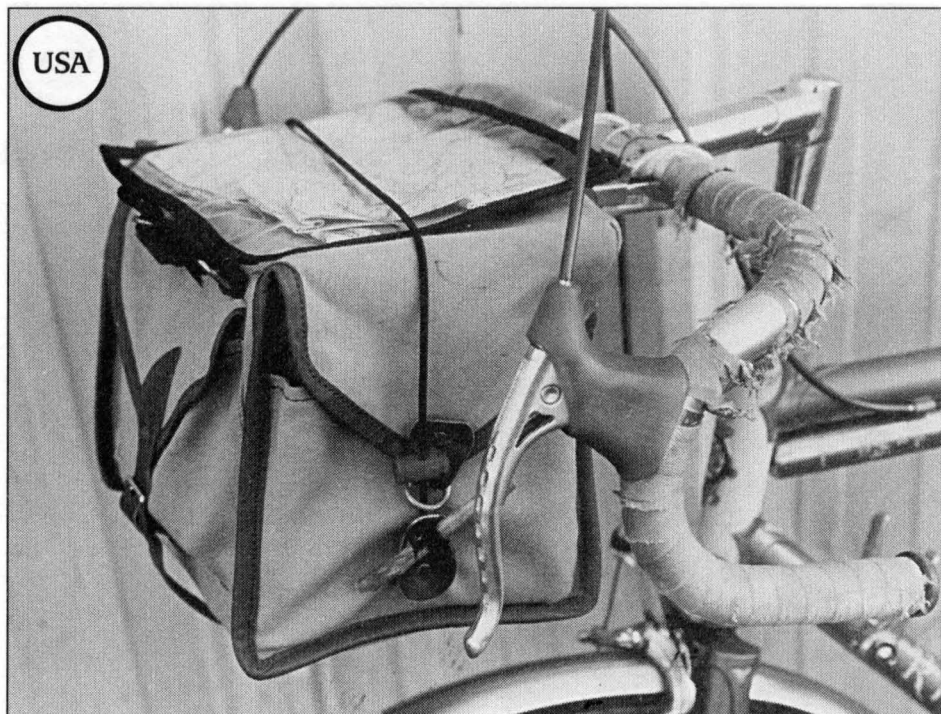
What Fits In It?

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.

Banana: 20-053

\$ 78



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!

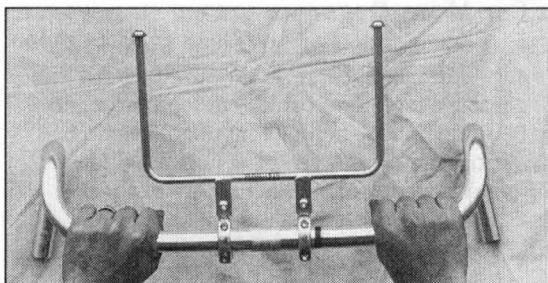
The lid is tailored so that you get full coverage of your load even without it cinched down. In fact, probably the only time you'll want to fully batten down the hatches is during a strong wind or rain; or if you've got a Leica in there and you're bouncing down the trail.

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—\$138—but it is the most convenient, easy-to-use handlebar bag we've tried.

Boxy Bag: 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.

Boxy Bag Rack: 20-031
\$ 43



Baggy's Hobo Bag

This 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 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.

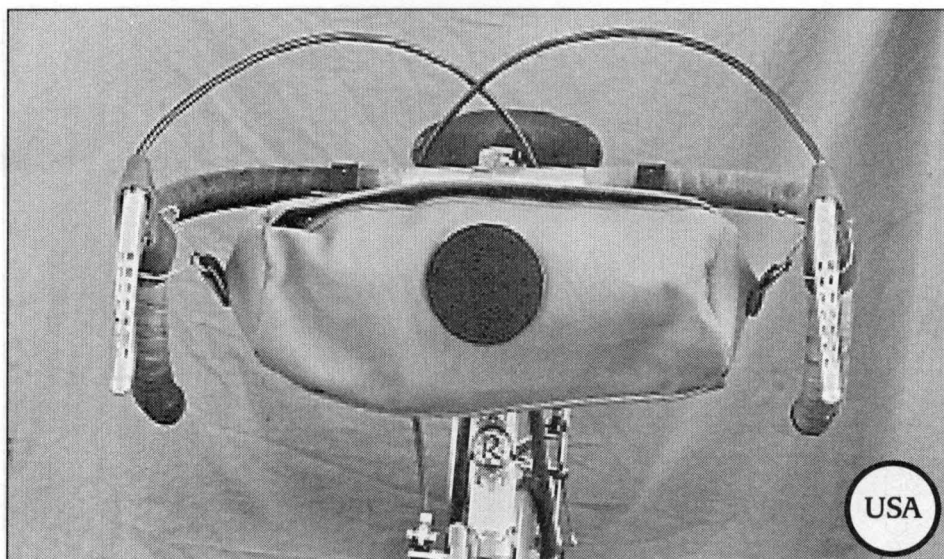
We're slightly ashamed to admit that it has a No. 5 plastic tooth zipper. It's a good zipper, it'll out last a nylon coil by far, and we went with the plastic after finding that the brass ones (on prototypes) didn't slide around corners as easily. It's a wide bag that fits best on drops that are at least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

ITEM: 20-074

\$75

Watch For More Bags

We're combing over our bag line, and there will be changes coming up. Each model you see in these pages will likely continue—after all, it came about out of a need that continues—but some details may change, as we look for a consistent look throughout. Prices will likely increase, and it could be that you'll be aching for "the old Hobo bag that cost just \$75," or the old Banana Bag, or whatever. These bags here are fantastic values now. The "new versions" will be good values, too, but likely more expensive. Either way, good deals...but changes are coming (and we won't blow these out).



Baggins Candy Bar Bag

Back in the 1970s, 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 five 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.

ITEM: 20-060
\$ 38

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. Practically, a typical load for a Baggins Candy Bar bag is a wallet, sunglasses, knife or tool kit, wooly under-shirt 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 22.7oz bag of peanut M & Ms, and 6oz pack of licorice.

It comes with two leather straps to attach it to the handlebar. Buckle it loose there, then, if you have aero levers, tie permanent loops (bar tape folded in half works well and sits flat) to the D-rings, and just loop them over the lever bodies. If you have non-aero levers, tie them with shoelaces or cord. It's harder to explain than it is to do.

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.



Carradice Longflap Saddlebags

The classic British (from England) saddlebag, made since about 1932, when Alf Carradice started his company. Through the 1960s at least, these were as common on cyclers' bikes in England as dyed hair and nose rings are on high school students now. They've never been popular over here, but we started importing them about 8 years ago. We have sold about 1200 of them since, and everybody who has one loves it.

This transverse-style saddlebag is useful for anything from commuting to camping. Any time you have a substantial load to carry and you don't have panniers, it's the way to go. Light, handy, and versatile, they immediately make any bike you have more useful and good looking in a crude, English sort of way. They attach with leather straps, which you thread through saddlebag loops. In the old days, most saddles had the loops, but these days they're the exception. If you insist on riding a plastic saddle without loops but you still want to carry a 'dice, there are several adapters available. (We've tried them all, and purely by coincidence, prefer the Nitto Uplift to all others.)

All the models we stock are made with 15oz waterproofed cotton duck—no need for a raincover, even in the shower. They're not Louis Vuitton quality, but they're built solid and strong, and you'll get 20 years from yours if you use it every day. In addition, the models we offer have small tweaks that we consider upgrades over the standard Carradice models. Nothing major, and it's not a knock on the standard issue bags at all. Any Carradice is a nice bag.

Lowsaddle: For 700c bikes where your saddle is less than 73cm above the bottom bracket.

Nelson: For 700c bikes with saddles 74cm or higher; and all 26-inch wheel bikes.

Camper: Big loads on big bikes with high saddles (at least 79cm on 700c wheels)

The size recommendations here assume no fender, no saddlebag support, and no Uplift-type device. With a saddlebag support, you can put a Camper on any bike. Uplifts generally let you go up a size. Fenders, obviously, keep the bag off the tire. Still have questions? See our website or call for advice!

\$70

LowSaddle: 20-009 Nelson: 20-010

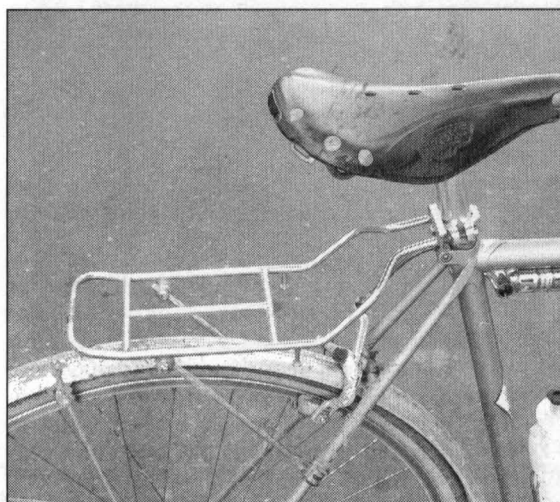
Camper: 20-006



Saddlebag Uplift

This carries a Carradice higher and more vertically than the direct-through-da-loops attachment. It lets you carry a bigger model on a bike you wouldn't ordinarily be able to do that with. Mounts on seat posts between 26.8 and 27.2mm. Comes with instructions and tape (you'll need it). Beautifully made by Nitto of tubular, nickel-plated CrMo

Uplift: 20-036
\$ 32



Saddlebag Support

It clamps onto your seat post and seat stays, and in between it's a mini-rear rack you can tie stuff onto (we've carried HUGE loads on ours), or use to prevent your saddlebag from dragging. It also lets you carry a saddlebag more vertically, if you strap it to the rack instead of the post. All in all, it's a neat thing for any load carrier who doesn't want or need a full-sized rear rack

20-029
\$ 60

More Pictures On Our Website

Many of the items you see here, and especially the little racks and assorted bags, can be used in more ways than we're able to show here. For instance, the Banana Bag works great as a front-mount camera bag, even with a zoom lens. The two smaller Carradice longflaps (Lowsaddle and Nelson) make decent handlebar bags. There are ways to use the saddlebags and racks in tandem that let you increase your carrying capacity even more than what's apparent from the text and photos you see here.

We all use this gear, have for years, and know it well. Most or all of what we know comes from personal experience and tips from other users, who frequently discover things we didn't know about.

Can you carry 6-foot tall stalks of corn in a Carradice? Of course you can. You just have to think outside the bag!

Bonkers for Bags!

It's what we are, and a good way to be.

A bagless bike is like that neighbor of yours who uses just 10 percent of his brain. To make any bike more useful, you've got to be able to carry stuff on it. Then it gets really, really useful.

You see costumed riders all the time, riding nice bikes with hard skinny tires and 145mm wide saddles, carrying their necessities in small daypacks, or the new-style survivalist bags. They can suck the water through the straw, which is fine, but they can't get at the gear while riding. Although you can carry gear on your back, it's a bad habit. Cycling jerseys are fine for small things, and we certainly want you to buy ours, but three small pockets in back won't let you carry an extra jersey, overbooties, or a thermos full of hot soup.

Bags are fun to buy, own, use, look at, think about, and even besides all that, they let you carry things properly. If you're a cyclist, good bike bags triple your capabilities as soon as you put 'em on and pack'em up.

The right bags properly packed free you to explore, and prevent panic if the sun's going down and you don't, exactly know where you are or have time to get home. Extra clothing, food, and a sleeping bag will get you through the night; often in comfort.

Bags are just as useful on familiar routes in iffy weather. In winter, I'd hate to do without them. Let's say the temperature is between 35°F and 62°F and you have a 4.2 to 11.5 mile climb ahead of you, followed by a descent; and there's a chance of rain. You'll need extra clothing for the descent or if it rains, but if all you have to carry it in are three jersey pockets and a wedge pack, you'll likely end up wearing it up the hill, as well. You end up soaking it, and as the moisture evaporates from it, you get cold. It's better to wear minimal



Bags let you bring food and warm clothing, so you don't have to starve or freeze, or ride up the hill stuffed and overdressed.

clothing for the climb, then bulk up nice and cozy for the descent. To do that, you need bags to carry the warm clothing in.

You can combine bags of different sizes and types to accommodate your needs for any trip.

A minimal combination: A small seat bag for your repair kit and things you're not likely to need; and a handlebar bag for things you'll need for sure, and may want to get at while you're riding. Food, sunglasses, chappy, small camera, and an extra layer. A Banana Bag and Candy Bar bag make a great, minimal bag duo.

One step up from that is a small seat bag and a larger handlebar bag, which can hold more or cozier clothing, another or a bigger camera, and fresh food instead of Space Food Sticks.

Next step: A big saddlebag, like a Carradice. A Carradice can handle a full set of dry clothing, food for five, a thermos full of soup, and the regular bike repair kit. It's still nice to have something up front on the handlebars, though. A camera, snacks, a nose-blower, gloves or mittens, and extra clothing for your friends or riders you may meet who aren't so well-equipped.

The point isn't to pack a bunch of unnecessary stuff; it's to bring along the things that will let you enjoy the ride no matter what the weather. Once you can do that, your riding seasons expands a lot.



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 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 pounds on it, but it is best suited to loads of 45 pounds or less. The shape is ideal for stabilizing panniers. 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 Ø 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.

Also available: A matching front rack.

Medium: 20-022

\$ 125

Large: 20-021

\$ 125



Nitto Front Rack

Racks Need Squarish Sides

All of the racks we sell have broad, supportive, sort of squarish sides (as opposed to triangular or V-shaped). That's because squarish sides support bags better. They help prevent wobbles, and they make it easier to strap stuffsacks directly to the rack, without using panniers at all. You can tour without square-sided racks, but if you on the hunt for a rack, look for squarish sides.

This rack is the product of 6 years of thought, lots of experimenting, half a dozen prototypes, and a lot of experience. We've yet to see a normal-type fork it won't mount on. It's strong, beautiful, versatile. You can carry a load on top, or on the highest horizontal bar, or on the lower horizontal bar. It's not a low-rider. Low-riders are fine, but overrated, and in any case are not desirable for off-road touring, where rocks can jump up and attack your load.

You'll have no problem carrying weight with this front rack. It carries well, and offers plenty of space to tie on pads, bags, or anything else you want to carry. Tubular CrMo, nickel plated for long lasting beauty and durability. Made fine, by Nitto. Two models, to fit all normal wheels.

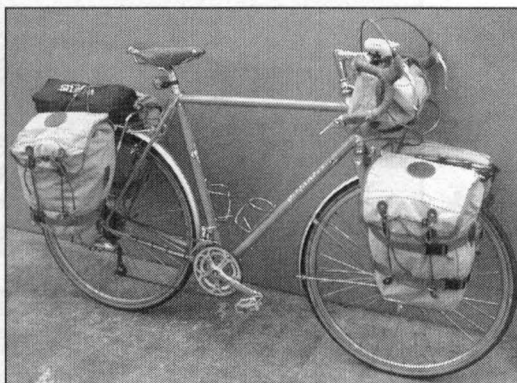
For 26-inch wheels or 700c up to 700x35: 20-075: \$125

For 700c wheels up to 700x47: 20-076: \$125

About Carrying Weight

1. You can get used to almost anything. Although probably the worst place to carry weight is on your back, you can get used to even that. We don't recommend it, but for weights of up to 20 pound or so, it ain't that bad.

2. In general, low-riders are good, but also in general, they're the most oversold thing in all of bike-dom. If you believe the literature, everything else is dangerous. Don't believe the literature! Low-riders work well except when there are lots of boulders along the trail; then they get in the way.



3. It is better to carry heavy weights toward the center of the bike. If you're strapping a tent and a sleeping bag on top of your rear rack, put the heavier tent up front and the lighter bag behind it. On a front rack platform, same idea: Heavy things closer to you.

4. Top-loading bags carry more and tolerate odd shapes better than zippered, panel-loading bags. Neither style is better, but a top-loading bag won't fail because of a broken zipper.

5. "Tests have shown" that carrying weight low and over the wheel centers (axles) lets you ride a slalom course faster. It may be true in controlled studies, but obsessing over Theoretical Packing Perfection causes Needless Anxiety and Dissatisfaction with perfectly usable packing jobs, and may lead to fewer trips.

6. Racks with squarish sides stabilize panniers better than do racks with V-shaped sides.

7. If you have racks but no bags, and your racks have squarish sides, you can still carry a full load, easily. Put your gear into stuff sacks and strap it onto the sides of the rack using belts, rope, or sleeping bag straps, sold in camping stores. Aside from taking a few extra minutes to repack your gear in the morning, it's a great system.

8. Go prepared with tools, but remember Lon Haldeman's rule: No matter where you are when you have a mechanical breakdown, you're never more than 50 yards from whatever tool you need to fix it. (Mental breakdowns are another matter.)

9. No trip is too short to go on. The Sub-24-Hour Overnight bike camping trip into the nearest open space or regional park, is a great way to get a taste of the woods when a full-blown tour isn't practical, and takes almost no time to pack or prepare for. What's more, you can learn more about what works for you on a couple of these than you can in a month's worth of reading about touring.

10. A non-race bike without bags is a sad and lonely bike, because it's not living up to it's potential. It's confining. A little bag makes a huge difference.



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.

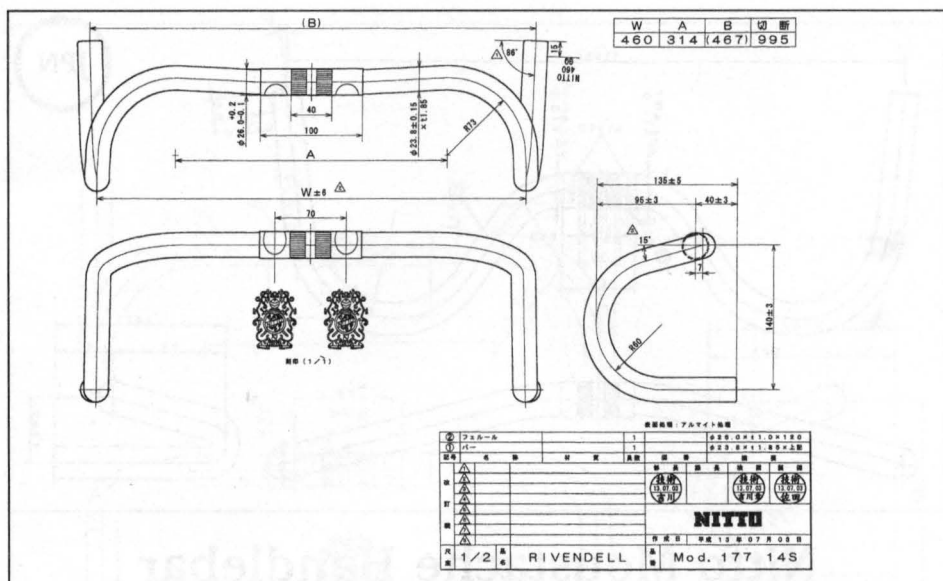
We've used this rack for loaded touring and huge box hauling, and it's the favorite one in the shop for everyday use. A fantastic, unique design and style, and a screaming bargain, at just \$50. This is the most useful rear rack we've ever tried, and one that's nearly impossible to find in a bike shop.

Zefal Safari III: 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 best strap we've tried. You can finagle it onto most any rack. We've done it to Nitto's and Jandds, and it makes them more useful, as well. We sell it separately on our website.



Nitto Noodle Bar

This bar has one medium and one huge thing going for it. The medium thing, which may not even matter to you, is the swept back top section, which brings the tops closer to you, easier to reach, and offers a slightly angled support that may or may not mean beans to you. It's unlikely that you'll dislike it unless you've already talked yourself out of it in some sort of "beat the Noodle Bar challenge" kind of game you may have going on there; but in the absence of that, you'll likely either kind of like it, or like it a lot. Either way, the huge thing is the flattish ramp—the 3 to 4-inch part of the bar that's right behind the brake lever body. For most riders, it's a really popular part of the bar, useful for everything between a sit-up-and-go-slow effort to a full-blast climb or sprint. Although nobody else even talks about the ramp (we had to name it so we could talk about it), it has a dramatic effect on the comfort and usefulness of your drop bar. Some older drop bars have ramps as steep as 40-degrees, and when you put your hands to rest on those, they want to slide down, onto the brake lever. You just can't rest there. Tilting the bars up about 10-degrees—some would call this the proper thing to do with any drop bar—helps some, but why start off so steep? These days, the steepest ramps are about 36-degrees, often on women's bars, where the goal is a short reach, and the only way to do that is to start the curve early and make it steep. Outside of that specialty market, ramps are typically 24 to 32-degrees. The 24s (Dream bars) are fine—they flatten out nicely when you rotate them back, and that makes them easy to live with forever. But the 15-degree ramp on this Noodle bar is equally rotatable, and when you do, gosh all mighty, you've got a little piece of heaven there behind the brake hoods.

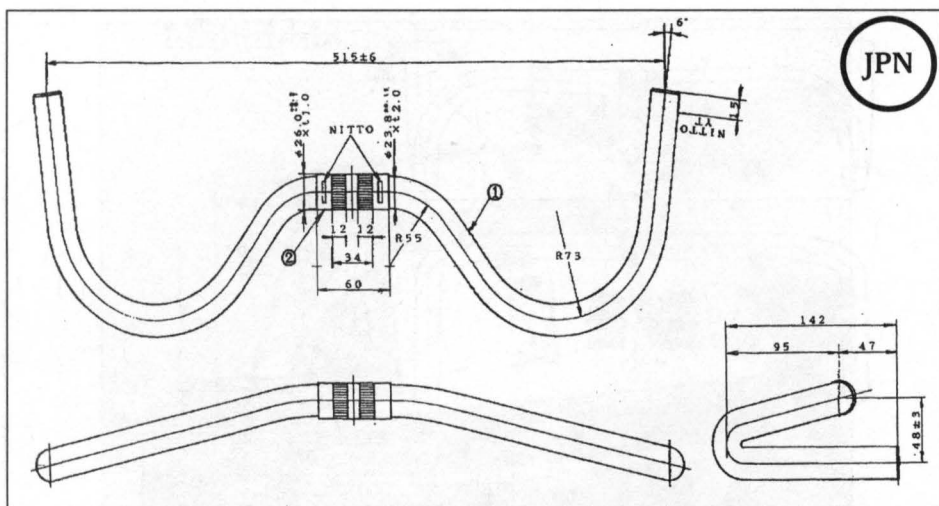
The ends flare 4-degrees for additional wrist clearance. This has quickly become our most popular drop bar, and some folks have grumbled that now they have to get one on all of their bikes. That's going too far, but one or two is nice.

\$ 42 (41, 44cm); \$52 (46cm, HEAT TREATED)

41cm: 16-111

44cm: 16-112

46cm: 16-113



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.

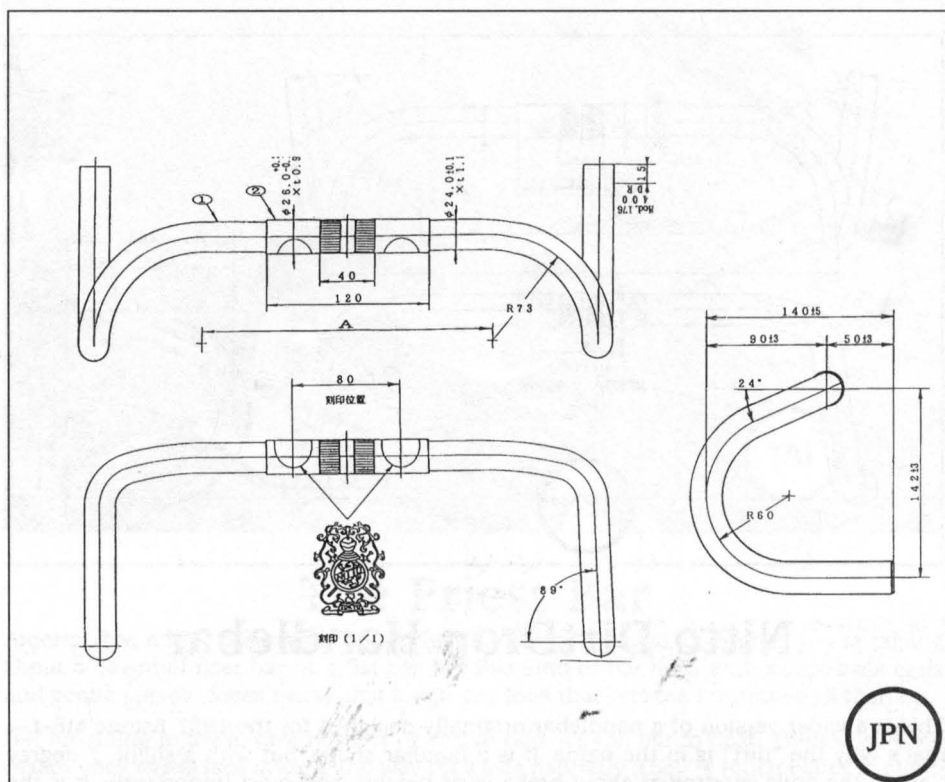
When converting a bike from flat bars or drop bars to Moustache H'bars, most riders find they do best with a stem that's 3 to 4cm shorter than the one they're replacing. The Nitto DirtDrop is ideal, and the shorter Nitto Technomic Deluxes work well, too.

\$ 50

26mm clamp: 16-028 25.4mm clamp: 16-027

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

Four 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 them 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.

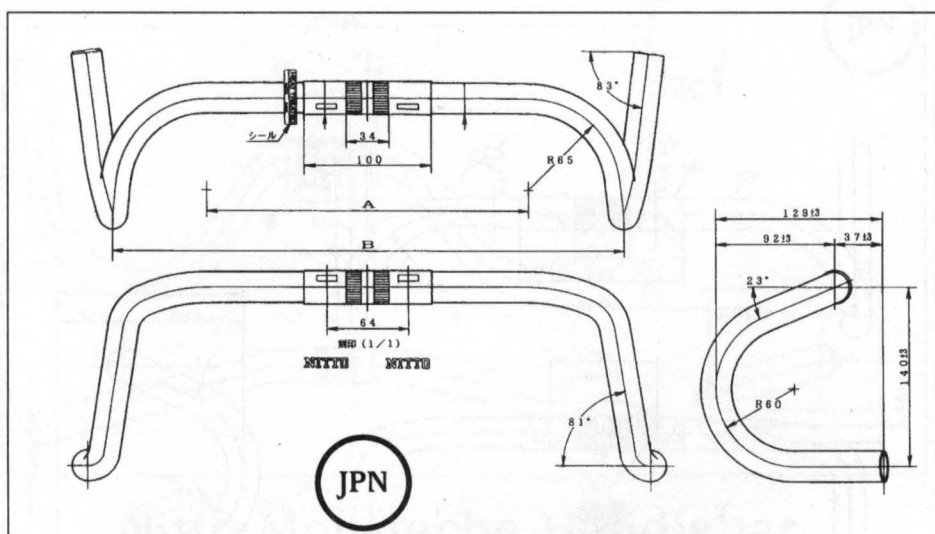
\$ 40 (42CM & 44CM)

\$50 (HEAT-TREATED 46CM ONLY)

42: 16-081

44: 16-082

46 cm: 16-097



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 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.

DirtDrop Handlebar: 16-005
\$ 50

How Wide Should Your Handlebars Be?

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. Once you ride a widey, you'll never go back.



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, so you'll need either a stem with that size clamp, or a 26mm stem clamp with a shim.

Priest Bar: 16-056

\$ 18

Everybody Needs a Priest-Bar Bike

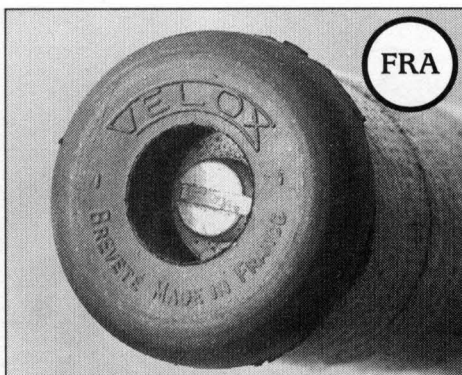
You may not have ridden with this style bar since you were 9 years old, and if you're under thirty now, maybe not even then. This is our adaptation of the original practical handlebar shape (designed for an early 1990s Bridgestone model). Bars bent this way got booted to the side when mountain bikes took over, mainly because the bars available then were weak, heavy, and narrow, and didn't have the "moto" look central to the mountain bike's image.

These are not for downhill competitions, stunt riding, or macho-man off-road riding where every ramp is a jump and crashes are applauded; but for fire roading, commuting, and casual pace rides of up to a couple of hours, it's hard to beat the Priest. You will catch more wind, because you're more upright, and super steep hills are easier with drops or Moustache H'bars, nothing transforms an old junker into a new favorite like a pair of Priest bars. Best used with a tall stem (Nitto Technomic Deluxe, or Technomic, or DirtDrop), mountain levers, and some cheap thumbshifters.

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

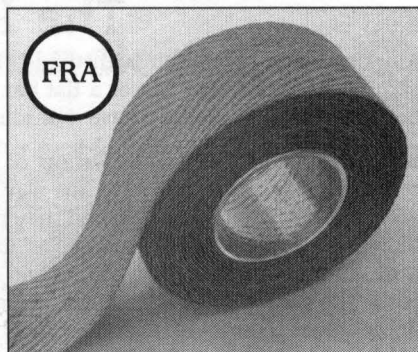


Can't spare \$6, but you drink a lot of wine?

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

Red: 16-073

Green: 16-071

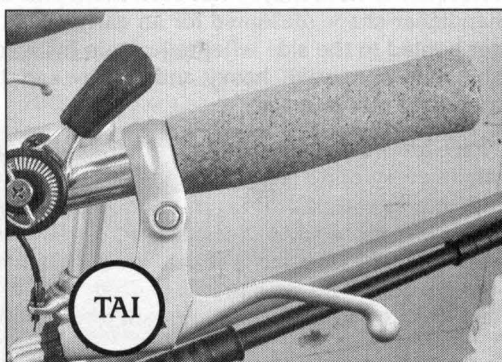
Lt Blu: 16-076

Black: 16-068

Brown: 16-114

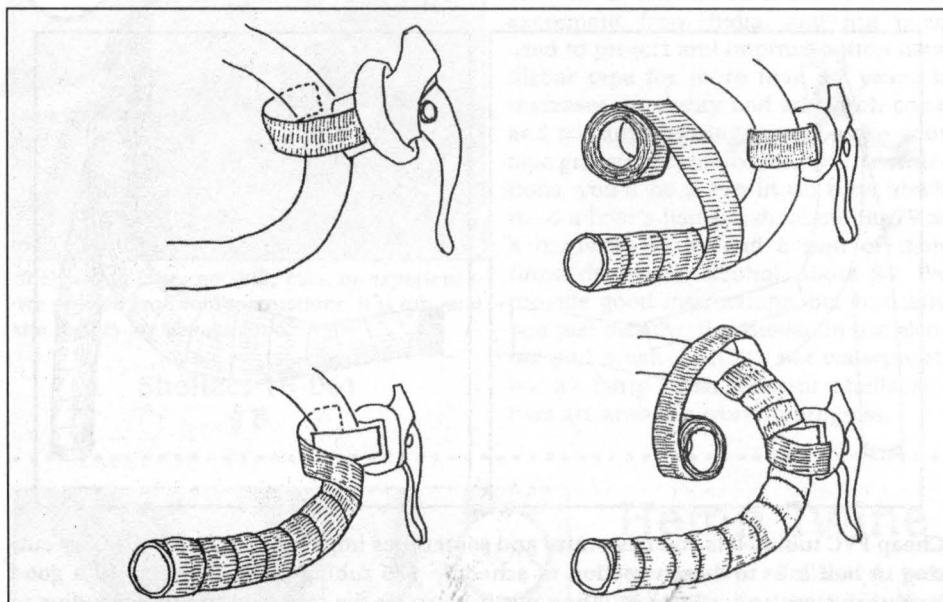
Cork Grips

Once you use cork grips, you'll never go back to high-tech rubber. These feel as good as they look. Slightly spongy, just like cork. They're never cold in freezing temperatures, and they don't get sticky in hot weather, as rubbery grips so often do. In time they'll pick up dirt, but they wash up easily with pine tar soap on a Scotchbrite pad. You have to glue them on. Use Permatex or 3M Spray Adhesive. Don't get them if you can't glue them on. Test before riding. Don't do a lousy job and then pull them off, crash, and sue. Please, just glue them on securely.



16-103: \$15

A Good Way To Wrap a Handlebar



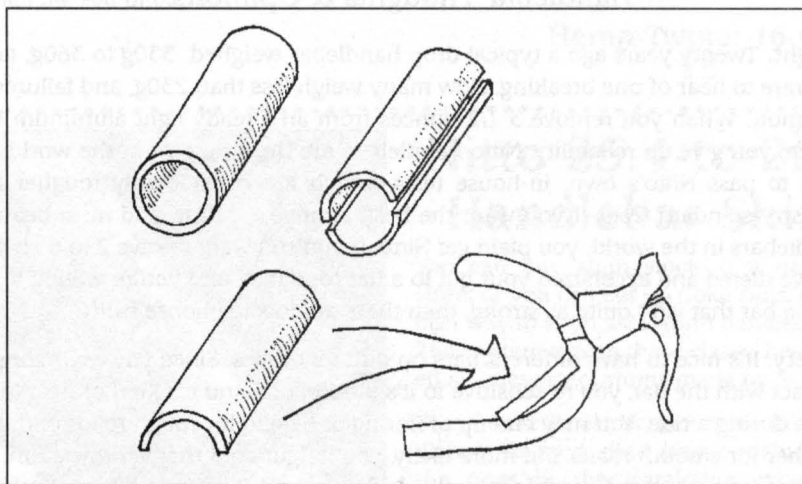
1. Fold the lever hood back and pre-wrap the clamp. One strip is minimum. Another above and below works well.

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.

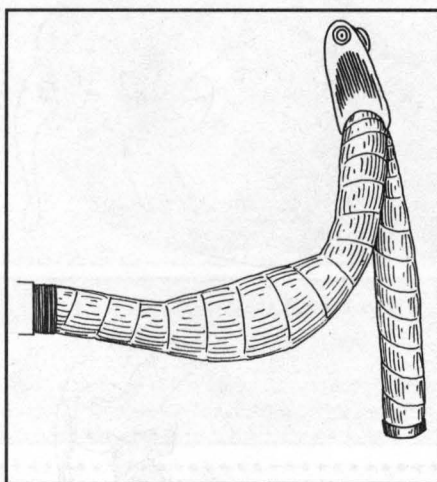
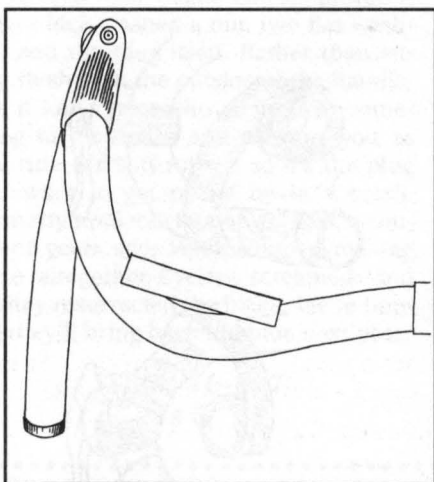
4. Keep stretching it so you don't wind up short, and wiggling it as you lay it down, to avoid wrinkles. Then twine it!

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 1-inch diameter "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-ergo'd bars.

Another Place To Add a Flat Spot



Cheap PVC tubing lets you customize and sometimes improve your handlebar. Try cutting in half a 2- to 4-inch section of schedule 125 tubing (really thin, go to a good hardware store and ask for it). Then put it between the tops and the upper radius of the bar, as shown here on this Noodle Bar. It does two good things.

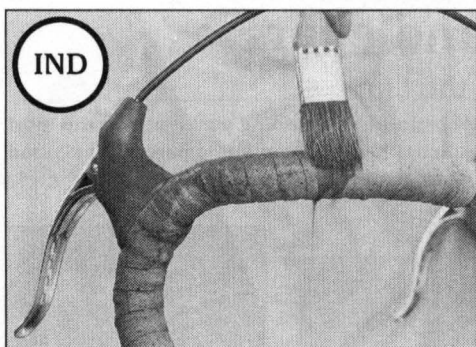
First, it gives your hands a bigger resting spot when you're riding on the tops. Second, it provides a natural, angled-in grip for when you're climbing seated, with your elbows sticking out and your hands on the outer part of the tops. There's not a night-&-day difference between normal bars and modified bars, but it's noticeable.

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

Weight. 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 plain get Nitto. If you still want to save 2 to 6 oz after you've dieted and excersized your gut to a flat rope mat, and you're willing to ride with a bar that isn't quite as strong, then there are lots to choose from.

Variety. It's nice to have different bars on different bikes. Since you're in constant contact with the bar, you're sensitive to it's differences, and it's kind of neat to feel them during a ride. You may end up preferring one bend for rough roads and trails, another for smooth roads, but more likely, you'll figure out that variety is fun. 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. We are, if nothing else, the Wide Handlebar Folks.

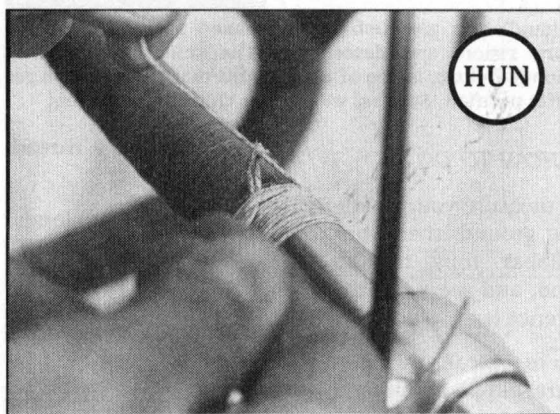


Shellacking takes no skill, care, or experience. We provide foolproof instructions, it is fun, and the results are always good.

Shellac: 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.

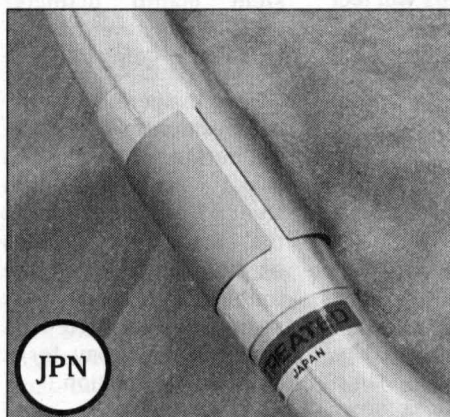


Wrap the last 3 wraps over a separate loop of twine, then pull the end through.

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. One ball does about 90 handlebars.

Hemp Twine: 16-086
\$ 5



Shim: 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

The Sky's the Limit

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 cyclers ride with their handlebars too low. They still enjoy the ride, but life *can* be better.

WHY HIGH?

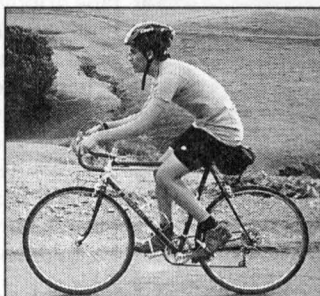
1. Relaxed, comfortable position. Higher handlebars sit you more upright and take weight off your hands and arms. Your triceps don't tense up, and your hands don't go numb. With your arms relaxed, you can easily absorb road and trail shocks almost intuitively, by letting your body flex at the joints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

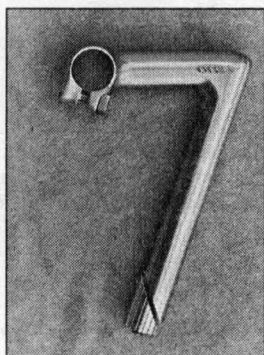
2. Better Descending. On a descent, you're already pointing your body down hill, and low bars just increase the steepness. Higher bars, though, make any hill seem less steep. If the descent seems less steep, you'll relax more enjoy it more. You'll be less likely to panic, and panic causes crashes. Higher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

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.

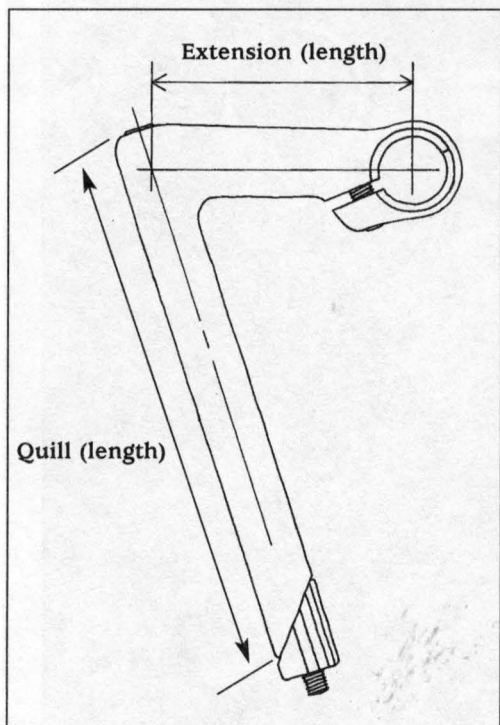
2. A quill-style stem that rises, such as the Nitto DirtDrop.

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, don't convince yourself, or let anybody convince you, that only one position will work for you.

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.

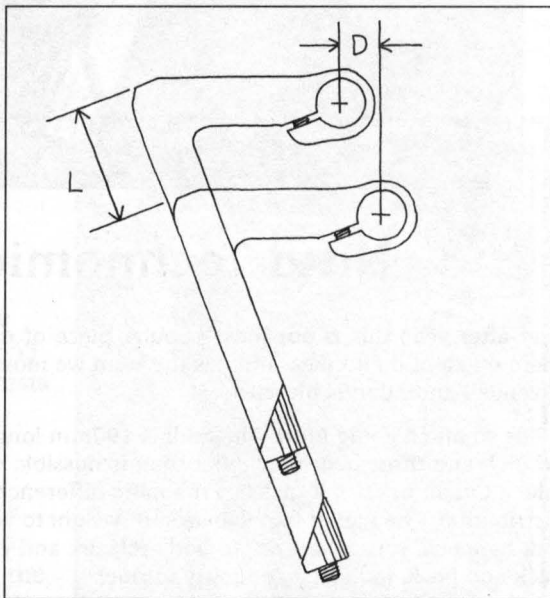
What Happens When You Raise Your Stem?

Lots of things!

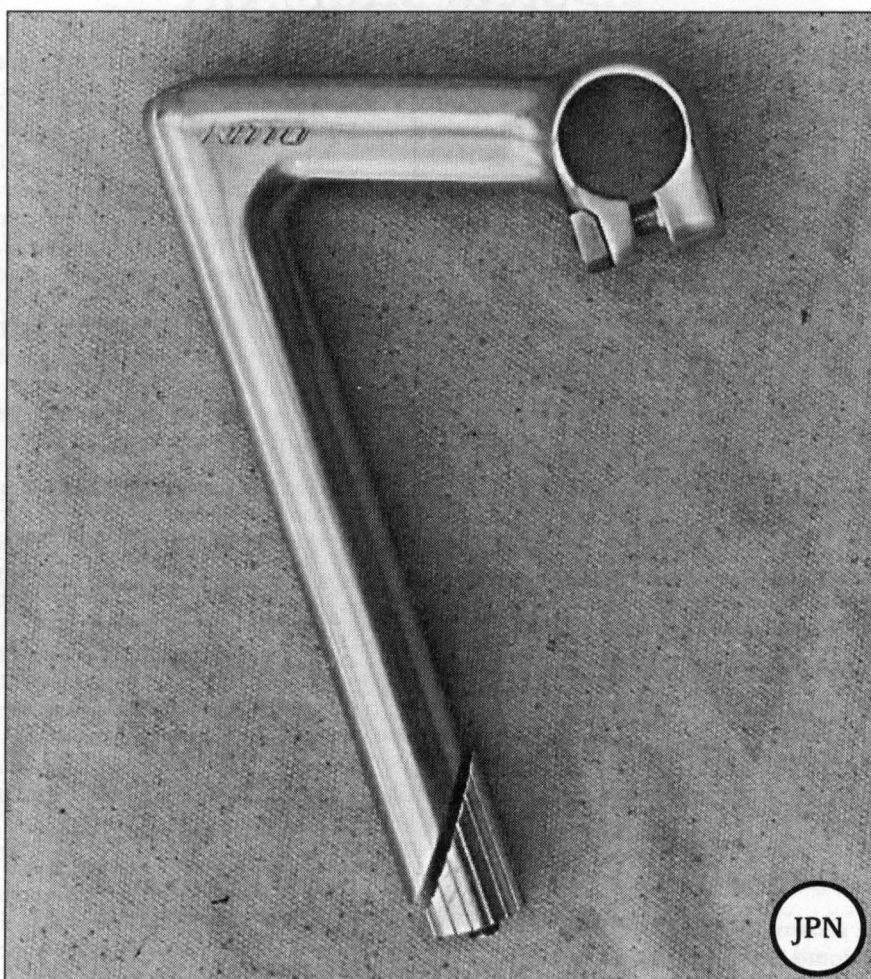
1. As shown in the diagram, the bars come back toward you. By how much? Well, to figure that out, measure L , the amount you want to raise your stem. Parallel (in line with) the quill. Multiply L by 0.3, and you get D , the Distance they move back. This formula works with a stem with a 72 to 74 degree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



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 190mm 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). 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

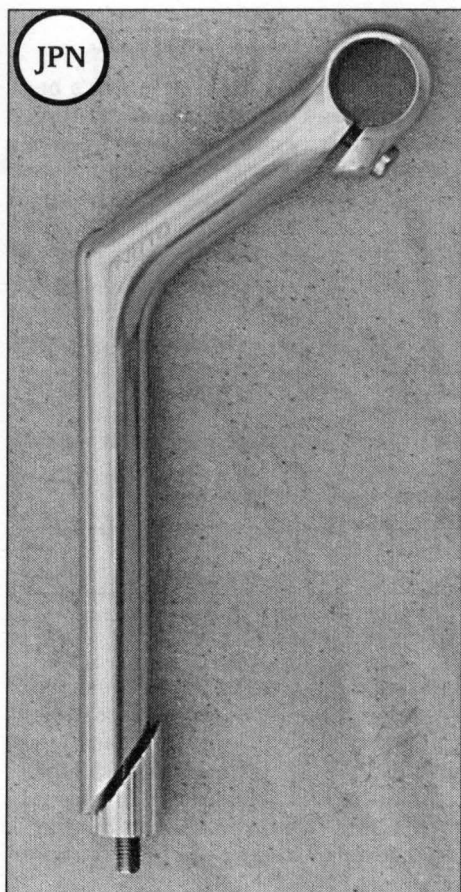
9cm: 16-046

11cm: 16-041

8cm: 16-045

10cm: 16-040

12cm: 16-042



Nitto DirtDrop

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 68-inch tall woman who has been trying to get comfortable on a new and expensive 52cm road bike. This DirtDrop stem is the best stem for any of those uses because it brings the bars back and shoots them to the moon. The transformation will astound you in a *good* way.

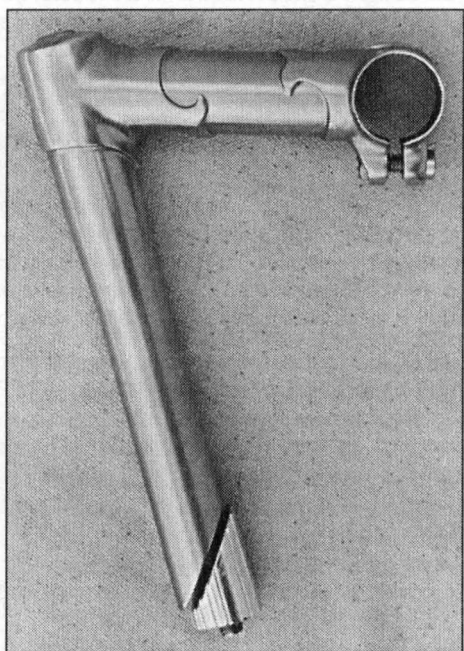
Like all our stems, it is made in Tokyo by Nitto. The quill is 22.2mm, and fits normal, 1-inch threaded steerers. The clamp is 26mm, to fit most roadish bars made today.

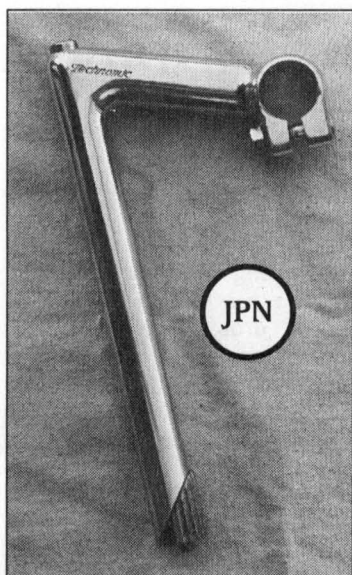
DirtDrop Stem 10cm: 16-100
\$ 45

MIA: Our Own Lugged Stem

We do, actually, have a lugged stem. We designed the lugs, we got Reynolds to make special 853 tubing for it; Nitto makes and tests it. It's a beautiful and unique stem, and seems to be the strongest one on earth.

We can no longer get quill stock for it, though, so we left it out of this catalogue until we can get the material to make it. We are working on that, and hope to produce more this Summer. But right now, we have a handful of each size. Call for availability. Price: \$175





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 Nittos, 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 heightwise; 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. The clamp is . It fits 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.

Nitto Technomic Stem 9cm: 16-047
\$ 38

Comfort Tips

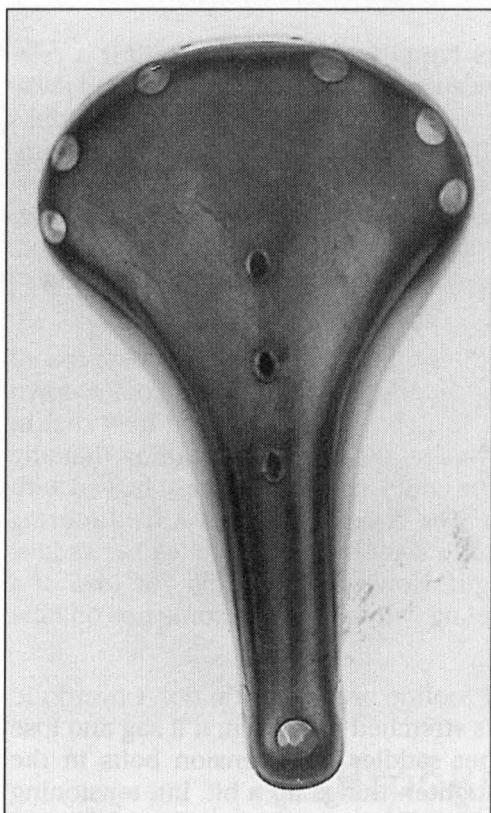
Ninety-nine percent of the time, an uncomfortable position is that way because the handlebars are too low. We've said this over and over again, but it bears repeating, because if you've just picked this catalogue up out of the trash and are reading it just to kill time at the bus stop, it may be news to you: On a drop-bar bicycle, the higher your handlebar, the more likely you are to be comfortable. That's a slight simplification, but only slight. Clearly, there is a limit, but when the top of your handlebar is 8cm lower than the top of your saddle, the last thing you need to concern yourself with is busting through the uppermost limit.

A good starting point is raising the handlebars until they're level with the saddle. If you bought a modern bike in a modern bike shop, and it was designed by a modern person, and sold to you by a modern person, you won't be able to do that. Most modern bikes conspire to put you into an aerodynamic position that doesn't feel good for long. You may not notice it on the test ride, and the bike may have other technological bells and whistles that lure your attention away from how your body feels during the third hour of a ride, but give it time, and it'll rear its head and cackle at you.

The first thing you do is get a new stem. If your bike has a threadless steerer, it may be difficult to find one that jacks the bars high enough. Custom stem makes can fashion one for you, and your local bike shop may have some in stock, but don't count on it. However, if your bike has a one-inch threaded steerer and therefore takes a stem that looks a lot like the ones on these pages, you're in luck.

Learn your handlebar's clamp diameter (the diameter of the sleeve or bulge that the stem clamps on to). Most are 26mm, old cheapies are 25.4mm, and most of the Cinelli bars are 26.4mm. If you've got a 26.4mm Cinelli bars, bid them adieu and get Nittos or something else with a 26mm clamp (or even 25.8mm), and then get a Technomic Deluxe stem. It may not get your bars level, but it'll get them pretty high. If you want to go higher, try the Technomic (not Deluxe) on this page, but it requires 25.4mm handlebars. Finally, if you really want to get nice Nitto handlebars (26mm clamp), and the Technomic Deluxe won't get the bars high enough, consider the DirtDrop stem. It comes in a 10cm extension only, but it lifts the bars like no other stem in this catalogue. If that won't do it, convert that bike to Priest bars and get a new 10-speed (or whatever it is we're up to by the time you read this).

Three Things To Seek In Saddles



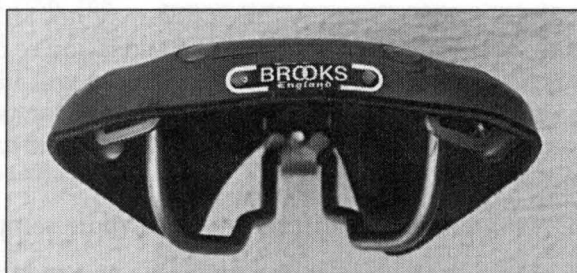
ONE: ENOUGH WIDTH

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.

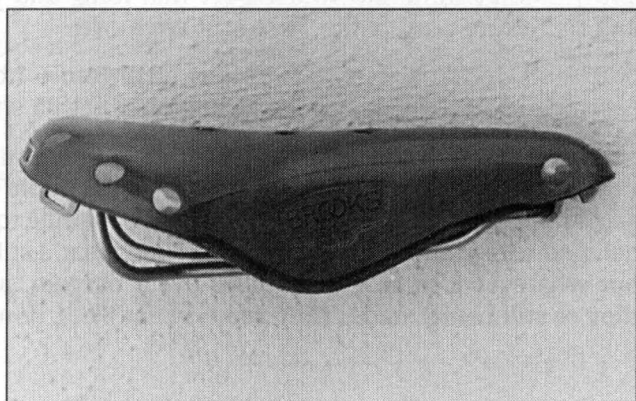
TWO: A FLATTISH REAR

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 at this saddle, 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.



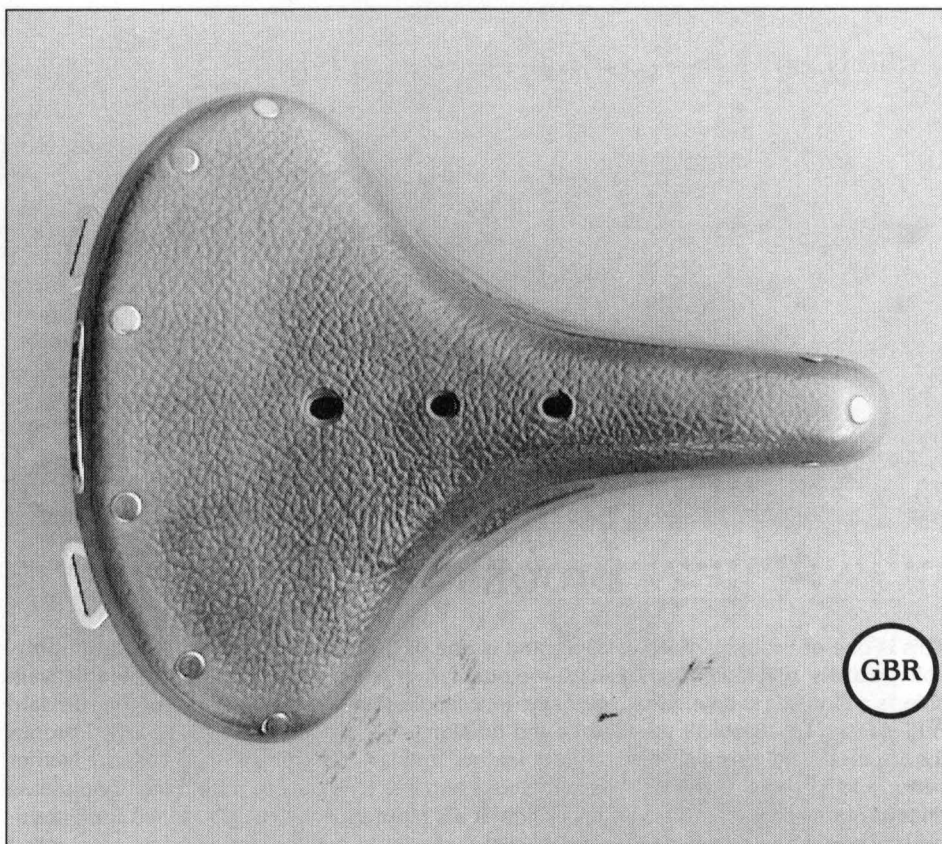
Easy Living With Leather Saddles

There are reasons experienced riders happily pay \$90 to \$150 for a relatively heavy saddle. Some do it just because leather saddles are far and away the best looking saddles out there, and on a fine bike, anything else looks terrible; but most do it for comfort. Being leather doesn't guarantee comfort in a saddle any more a lugged and steel bicycle guarantees a comfortable position. There are lots of leather saddles that, for most riders, are difficult to live with at best. But it just so happens that the best-designed, most universally appealing and comfortable saddle out there in this fine land of ours...is leather.

Although the leather saddle makers (these days that means Brooks) like to talk about leather's breatheability and how that keeps things cooler down there in the regions not talked about in polite company—and how that in turn reduces all kinds of problems—we feel the main contribution that any saddle can make, is its shape. The shape could just as easily be achieved with plastic and foam, but it usually isn't. The Avocet Women's Air 02 touring saddle has a good shape, and if you don't want to deal with a leather saddle, it's worth a try even if you aren't a girl. However, if you like the idea of a leather saddle and you don't mind dealing with it, here are some tips on how to do that.

1. **Use goop sparingly.** Whether it's Proofide or Obenauf's, don't overdo it. You'll stretch the leather, and once it's stretched too much, it'll sag and lose its shape and ability to work. Leather saddles have tension bolts in the underside of the nose, and they can tighten things up a bit, but tensioning alone can't reshape a big floppy saddle.
2. **Never ride it wet.** One wet ride may not kill it, but on the other hand, it may. Wet leather stretches easily, and if you're a big guy pounding down the road on a saturated saddle, that saddle will likely suffer damage that you won't be able to fix. Leather saddles are for year-round riding, but only if you protect them from getting soaked. Plastic bags or saddle bonnets are the way to go in the wet.
3. **If it gets wet, let it dry slowly, at room temperature.**
4. **Don't store your bike outside for weeks at a time; or cover it if you do.** You wouldn't sunbathe yourself for that long, and your saddle is just skin, and there's no cow to take care of it anymore.
5. **If the side flaps start to flare out, drill 5 to 6 holes in the lower part of each flap, and then lace the sides together with a shoe lace or zip ties.**

That's all there is to it. Don't be scared. All natural products require more care than does plastic, but it's not a hassle. A couple of catalogues ago, I suggested that you could expect a good leather saddle to last 15,000 miles. I was deluged with claims of two and three times that. I still think that's optimistic, but whatever it is, leather saddles are a bargain, and we're all lucky that they're still being made. They seem so unlikely, don't they?



Brooks B.67

A new model based on the old B.66, the only difference being that the B.67 works with a normal seat post, instead of requiring the cheap kind. There was nothing wrong with that kind, it went on for years and continues, but we're stocking this one now, because it's easier to sell a saddle that works with a normal post.

For upright riding on light- and mid-weight bicycles, this is our first choice. It is as comfortable as a saddle gets, and looks so nice on any bike. The springs help soak up bumps; the width (about 8-inches, or 205mm) is comfortable for all bottoms. If you can't get comfortable on a Brooks B.66, it really is time to get a recumbent.

We stock only the honey brown model. It darkens with time and use.

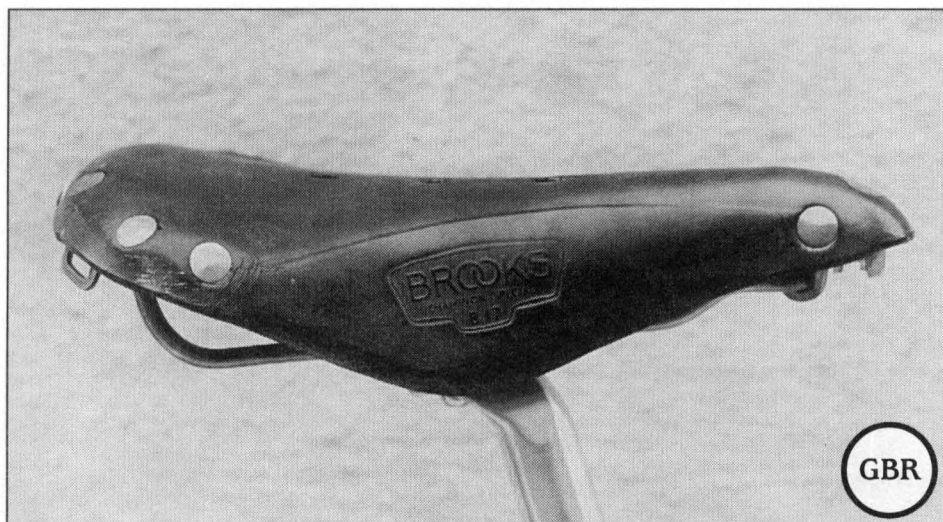
Please Don't Do Any of the Following To A Fine Leather Saddle

1. Soak it in neat's foot oil.
2. Ride it long and hard in the rain, uncovered, to stretch it.
3. Figure that with leather dressings, the more, the better.
4. On a long hot ride, let it soak up your bottom sweat, and all the salt in it.

Don't do these, and your leather saddle will last longer!

Brooks B.67: 11-043

\$70



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.

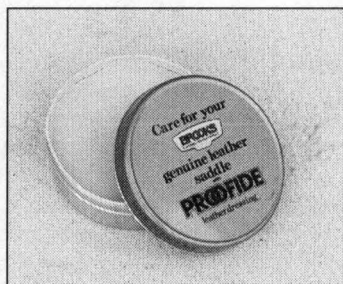
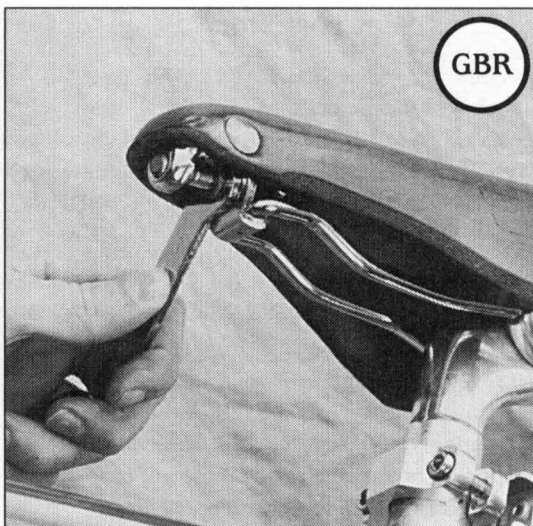
B.17 - Steel/Copper: 11-006
\$ 90

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

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.

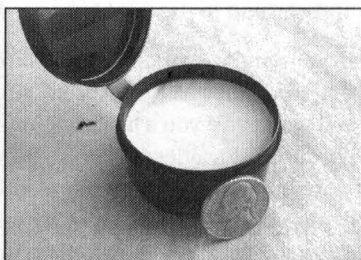
Brooks Spanner: 19-013
\$ 6



Proofide: 11-005 \$

Brooks Proofide

This specially made for and approved by Brooks as the only stuff to put onto Brooks saddles. It works fine so long as you don't overdo it; and it comes in a neat tin.



Obenauf's: 31-243 \$3

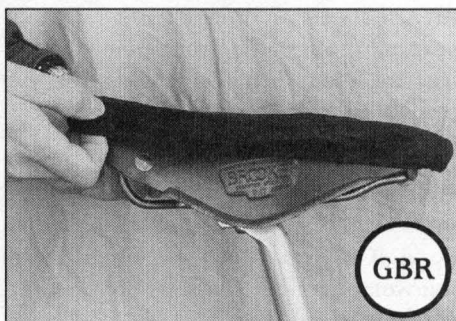
Obenauf's

This is the stuff we prefer over all others for saddles, shoes, belts...anything leather. Made with beeswax and propolis, for firefighters. Get it.

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! **Bonnet: 11-014**
Don't ride it soaked! \$ 15
This one is black.



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 Post Story

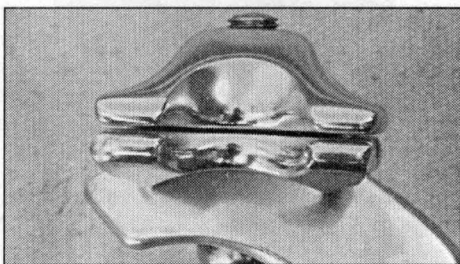
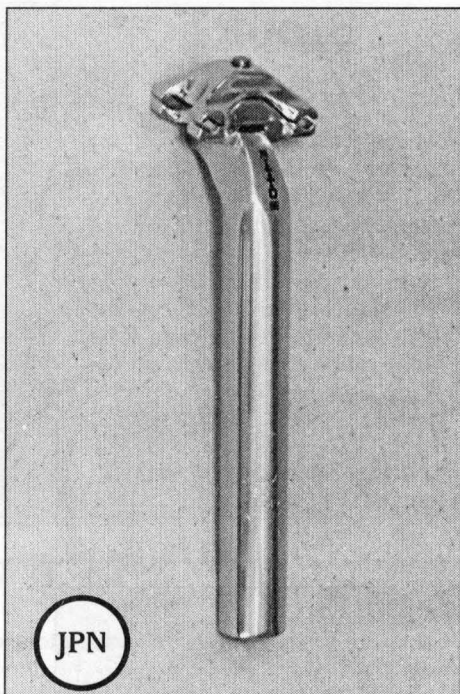
Despite the occasional story you hear about a seat post braking, in general, seat posts are one of the best places to cheap out without risking life, limb, or just making your bike ugly.

But despite *that*, we sell only Nitto posts, made in Tokyo, Japan, and the best in the world. They ought to be the most expensive as well, but they aren't. Nitto, founded in 1923, seems to operate with a different set of standards than does the rest of the manufacturing world. Nitto's stems, handlebars, seat posts, bottle cages, and odd bits of bicycle accessories and tools, combine strength, beauty, and light weight without compromise, and are the most thoroughly tested parts of their kind in the world.

You can get—and we certainly could offer—parts that look a lot like Nitto from 10 feet away and won't give you a lick of trouble for 10 years, but our loyalties to Nitto go beyond the quality of its parts. From our start as a two-person company in a leaky garage to our current 8-person staff and a sheet-metal building in the low-rent section of Walnut Creek, Nitto has treated us like kings the whole time.

Nitto used to make posts for lots of other makers, and they were spec'd on lots of bikes as original equipment. That was in the days when the Yen was super weak, and the familiar names in the bike industry still sourced good parts in Japan. As the Yen strengthened and the dollar weakened, most of Nitto's good customers moved from Nitto to Taiwan, and now to China, where you simply and absolutely get more seat post-bar-and-stem bang for your buck.

Nitto is hanging in there, doing okay, and still makes the best metal parts in the world. If you want the most for the least, you won't find it in Nitto. But if you want the best regardless of price, you might as well get a Nitto.



Nitto Crystal Fellow

This seat post has a curious name, 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 glitters like only a Nitto can.

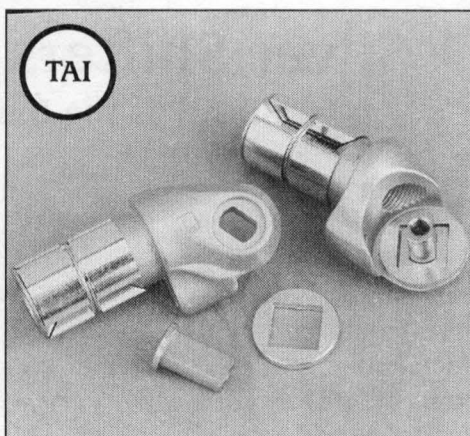
The Crystal Fellow, like the Frog, has a fair amount of "setback," so you can rest your weight on your bottom. We offer both posts in 27.2mm only, to fit most high-end steel frames. Measure yours!

210mm, 270g, 27.2mm only.

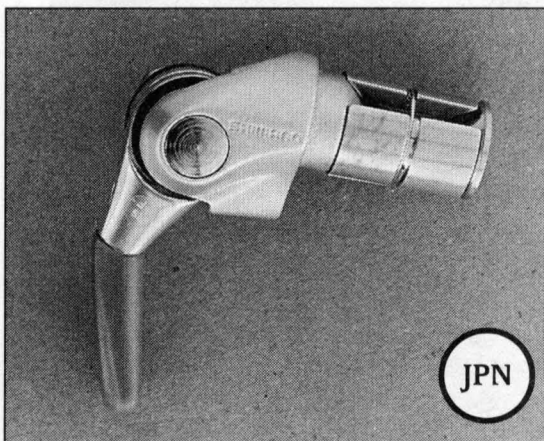
Crystal Fellow: 11-031
\$ 55

Silver Shifter Pods

Our near-knock-offs of Shimano bar-end shifter mounts, and key to converting downtube shifters to bar-end shifters. You bolt them into 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 July, 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 the outside of the bars, more accessible.



Silver Pods: 17-068
\$ 22



Shimano Bar-End Shifters

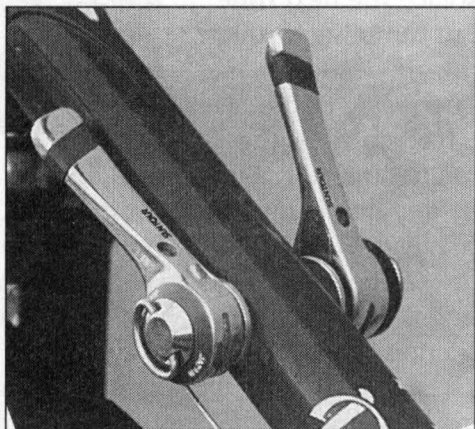
Shimano's best bar-end shifters, indexable with 8 or 9 speed cassettes, and with a friction mode, too. If later on you want to get Power Ratchet shifters, you can just bolt them on to these and be happy. No need to buy any additional hardware. This is our top choice for a bar-end shifter. Great for touring,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

17-049: \$ 68

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.



17-038: \$ 50

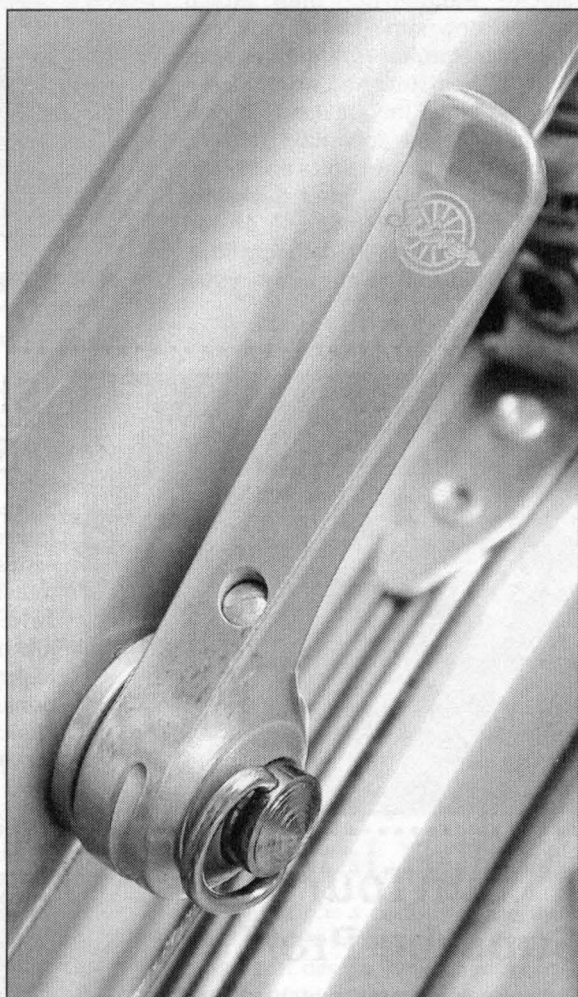
Silver Shifters Coming Soon

("Silver" is the brand and the color)

Last year we finally ran out of the superbe SunTour Sprint downtube shifters, and in a fit of panic and fiscal foolishness, arranged to have replacements made as closely as possible to the originals. We contacted SunTour, but they didn't want to do it, so we went to Dia-Compe (SunTour's friend, and ours), who agreed to it. SunTour generously provided technical and sourcing assistance. We had to come up with a name, so: Silver. That pretty much guarantees that they'll never be made any other color, which will give me/Grant solace the next time I'm tumbling through the air.

The magic of the Silver shifter is the ratchet inside it. SunTour called it a "power-ratchet," but nameless or by any name, it is the most magical, fantastic shifting mechanism ever made. It lets you set the pull-back tension light, for easy pulling; and the ratchet inside allows your pull back tension to be light, without letting the lever slip forward and out of gear. It's like Simplex's old "retro-friction" lever, but better.

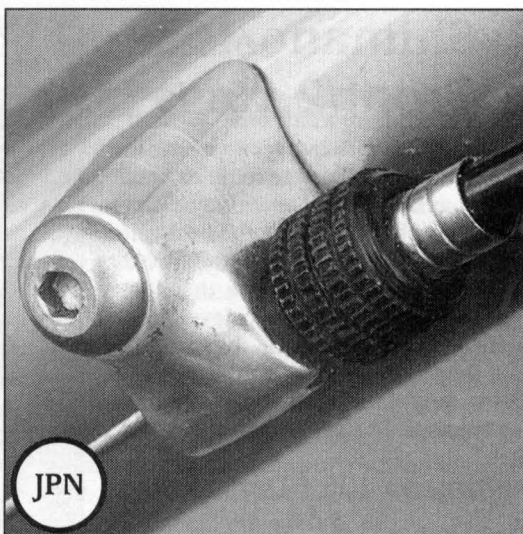
These days, the idea of coming out with a new shifter that doesn't index seems suicidal and doomed from the start. It wouldn't get approved by any cross-section of shareholders, or by any board of directors that wasn't Specially Selected. We'll see how they go. It's exciting news around here, that's for sure.



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.

DT Cable Stops: 17-045
\$ 14



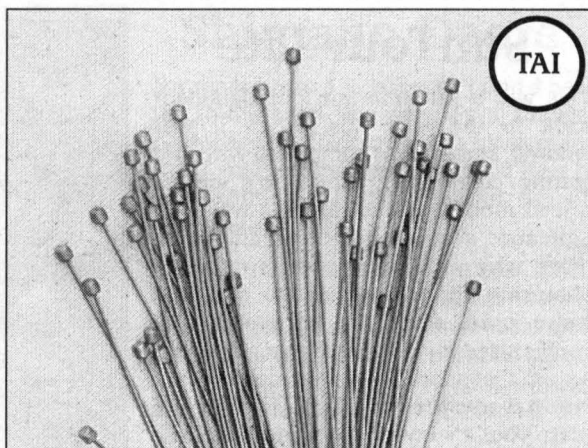
Beeswax-related Cable Cutting Tip

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.



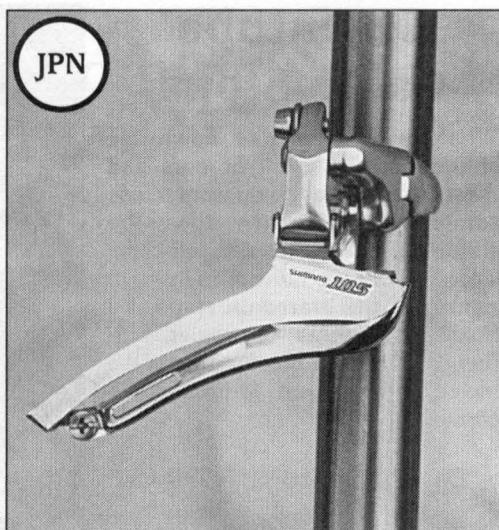
Normal: 17-003
\$ 3

Tandem: 17-090
\$ 4

Shimano 105 Front/2 rings

This is a masterpiece of value. Shimano's derailleur team is as crack-jack 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.

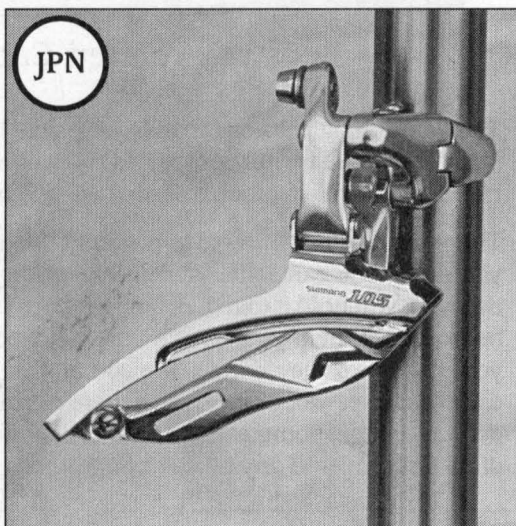
Shimano 105 F.Der: 17-083
\$ 38



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.

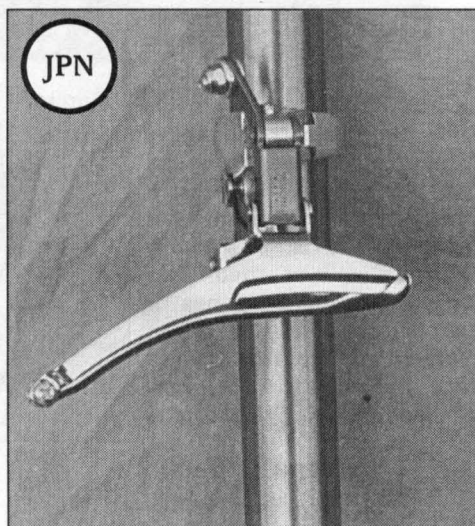
105/3 F. Der: 17-082
\$ 38



SunTour Lite

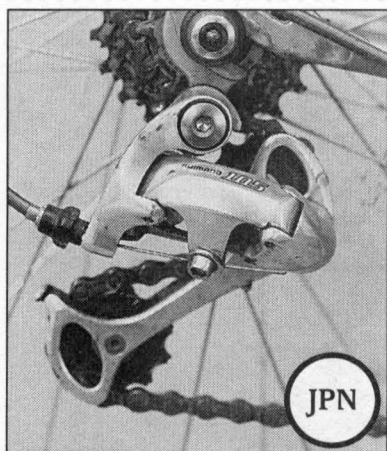
This was a mid-line SunTour derailleur back in the late '80s, when it was ignored, since it was competing with and getting creamed by Shimano's similar priced models. But it shifts as well as a Shimano, and we got them cheap, so that's why you can, too. It is rated for chainring differences up to 16t, 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.

SunTour Lite F. Der: 17-034
\$ 10



Clapping For Cables

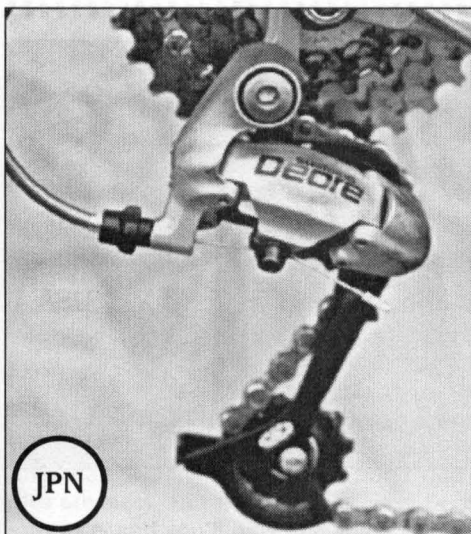
Rear derailleurs can't *get* any better. After more than 64 years of evolution (about 15 years of giant gains, and 49 years of refinement), that's it—and that's the problem. The way to spur excitement, hope, and sales is to create a new category for shifting, and (as Junie B. Jones would say) its name is Electronics. The goal of electronic shifting is to take you out of the equation entirely, the idea being that if you don't have to think about shifting, you'll be better able to enjoy nature and your ride. It sounds okay, even well-meaning, but it's an assumption that doesn't work for everybody. We like interacting with the bike, and cable-operated shifting is one way to do that. Cable shifting, like all things with mechanical movement, is neat. The shifter winds up the cable, which pulls an arm that's connected to pivot, and the derailleur moves the chain until the cog you want picks it up. Push the lever the other way, and you shift the other way. You control the derailleur like a marionnette. It's a direct connection that doesn't hide anything, and for most of us, it's not the frustrating experience the hydraulicists would have us believe; it's satisfying. Another plus: Cable shifting tolerates bad environments and wear, and if something goes wrong, the problem is easy to find and to fix. There's room in Bikedom for hydraulic shifting, for sure. Let's just hope that they don't have to kill off cables to sell it.



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.

Shimano 105 R. Triple: 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.

Shimano Deore: 17-088
\$ 45

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. Other sizes available on special order. Call first.



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

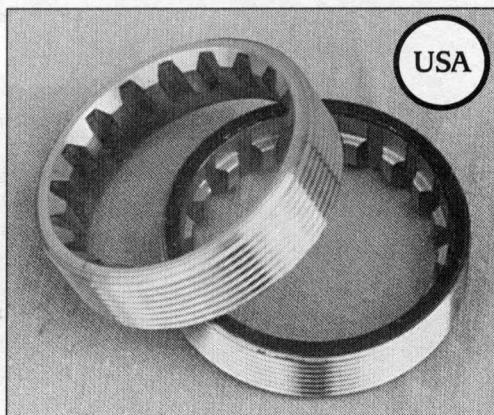
119: 12-050

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

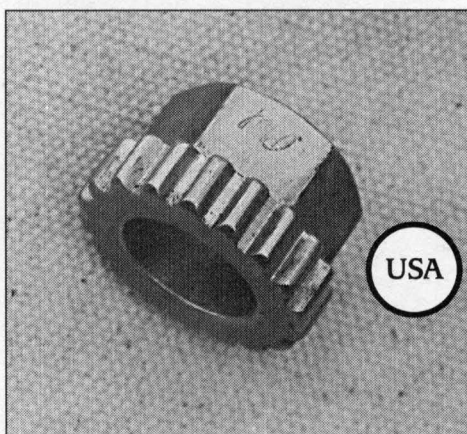
French: 12-052

British: 12-053

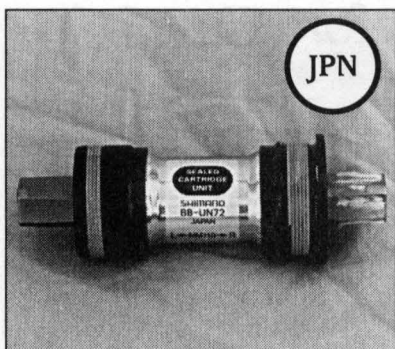
Italian: 12-054

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.



19-035: \$ 9
(you should get two)



JPN

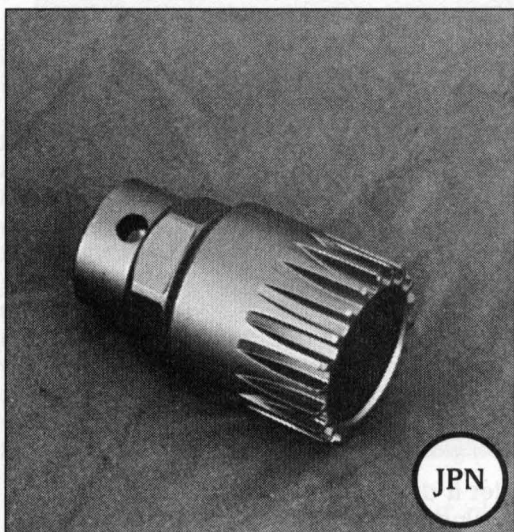
Shimano or Tange

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. The 115mm is likely to be marked Tange. It's for the new Sugino XD crank (with 46 x 36 x 24 rings). The 107: Old Sugino XD cranks, or old (pre-1999) Ritchey Logic doubles.

107: 12-191
\$ 40

115: 12-217
\$ 40

122.5: 12-213
\$ 40



JPN

BB Tool for Shimano

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.

BB Tool4Shimano: 19-055
\$ 10

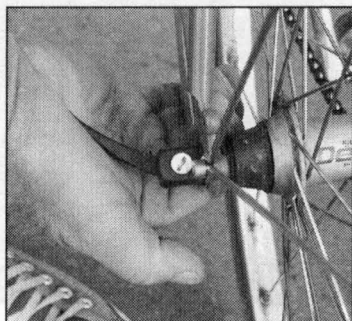
Cheap Facts About Bottom Brackets

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!

3 Things To Know Before You Solo

1. HOW TO CLOSE A QUICK-RELEASE.

The quick-release, which holds the wheel securely to the frame, was invented in 1927, and works on the same "overlocking taper" principle as the Vise-Grip, which guarantees that if it is properly closed, it cannot vibrate or otherwise work its way open. It is easy to use, yet every year riders get injured because the front wheel falls out of the fork; and then they sue everybody in sight. Don't ride your bike without knowing how to close a quick-release. Learn from a friend or from a bike shop. Anybody at a bike shop knows how important it is to know this, and will be happy to show you how. Failing that, it's on our website: www.rivendellbicycles.com. It's under HOW TO.



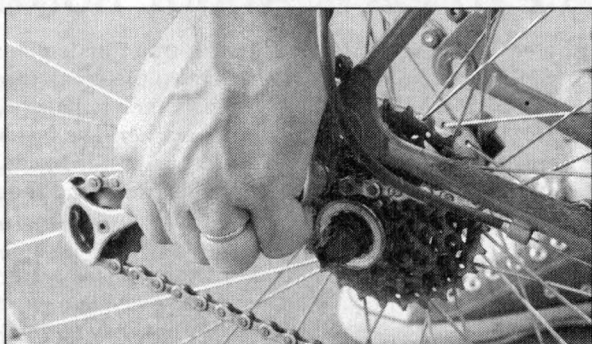
2. HOW TO FIX A FLAT. It isn't

enough to know how to replace a punctured inner tube, because one of these days you'll forget to replace a punctured one with a good one, and you'll find yourself using the bad tube as a spare. Many riders haven't ever repaired a tube, and that's a shame. It's not a crying shame, just somewhat sad that so many riders with expensive bikes leapfrogged this fundamental step in their evolution as cyclers. The basic steps are: Locate the hole, abrade the surrounding area, apply glue and let it dry, put on the patch and rub it on hard. Understanding the theory is not the same as being able to do it, though. For detailed instructions, check our website again, under HOW TO. Don't ask your local dealer to show you how.



3. HOW TO INSTALL A REAR WHEEL.

The only way to learn it is hands-on, and if you've never done it before, expect it to take you 15 attempts before you're comfortable. Have somebody who knows how teach you, but you do all the work.



Once you can do those three things, then it's time to move on to repair, maintenance, and set up. Bikes are easy to work on. Fifty dollars in tools will go a long way, and three times that will set you up really fine.



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). 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.

Cranks without chainrings: \$215

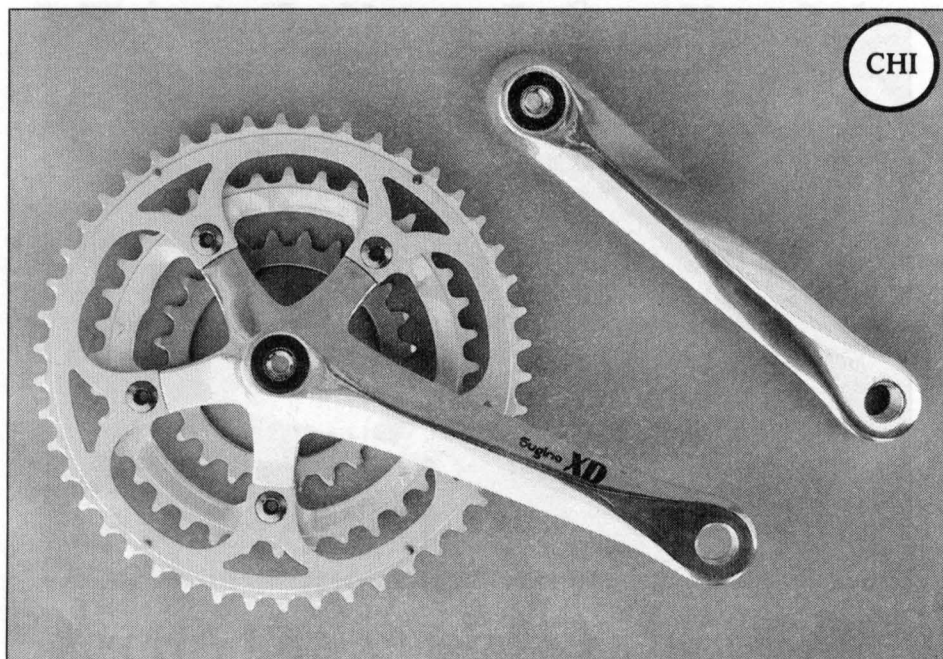
165: 12-173 170: 12-122 172.5: 12-123 175: 12-124

Cranks with 46x36x26 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.



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-chainring 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

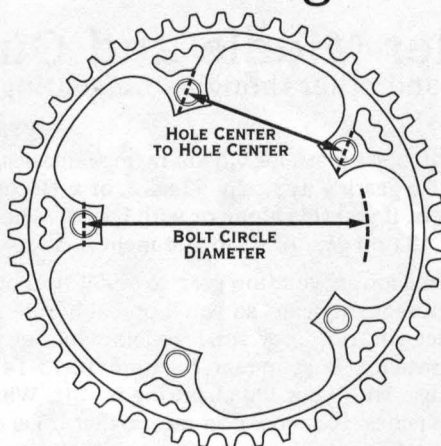
Try Smaller Middle and Outer Rings and other thoughts on gearing

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.
4. Scientific bicycle studiers point out, correctly, that going to smaller rear cogs and chainwheels increases drivetrain friction, which slows you down. It has been calculated that riding the same 25 mile time trial (all-out effort) in a 71 x 19 gear will make you go 10.9 seconds faster than you'd go in a 52 x 14, and a whopping 33.5 seconds faster than you'd go in a 34 x 9 (all calculate out to a 100-inch gear). True or not, we suggest it's hair-splitting. It's interesting, but shoot, who but a racer cares? And if you want to split hairs, what about the weight difference of the larger cogs and longer chain? Hmm? Didja ever think of that?

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.
This list works for 5-hole cranks.

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

If it's not one of these, 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

#12-212 110 x 46t middle

#12-016 110 x 46t outer

#12-017 110 x 48t outer

#12-120 110 x 50t outer

74 bcd - classic mountain granny.

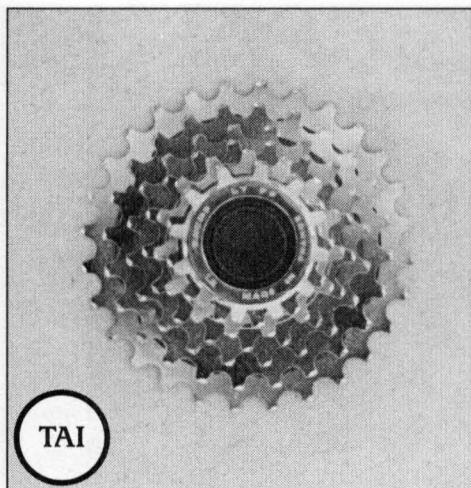
\$20 each

#12-027 74 x 24t inner

#12-028 74 x 26t inner

We Don't Always Have The Only Perfect One

We focus on the useful and hard-to-find rings. 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.

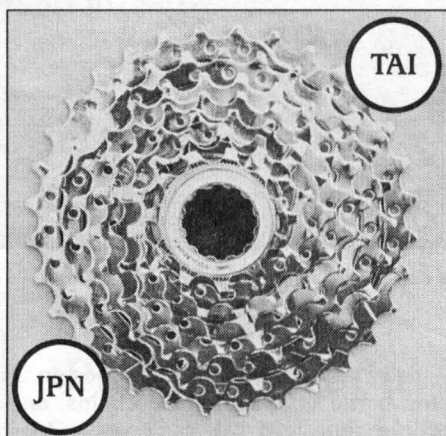
SunRace
13x28: 13-029
\$ 20

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 it's easier to find cassette hubs, too. 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 they're available—SRAM, SunRace, and Shimano. They're all good!



\$30

12x24 8sp: 13-048 11x28 8sp: 13-049 11x32 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

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, 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.

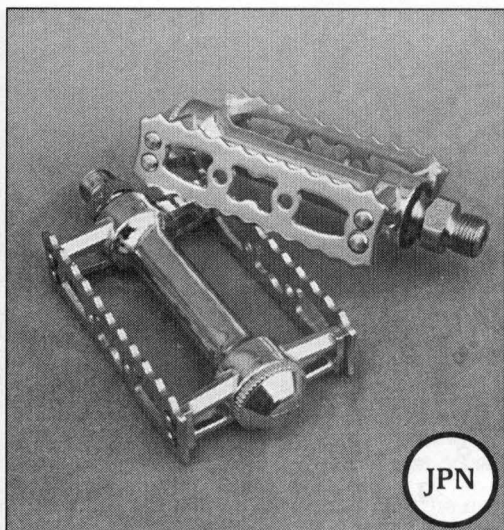
The spray is both a chain lube and anti-rust spray for the insides of steel frame tubes. We use it on all Rivendells and Atlantises, and it's quite good, clear, and odor-free.

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

Drip: 13-033
\$ 8

Spray: 13-034
\$ 15



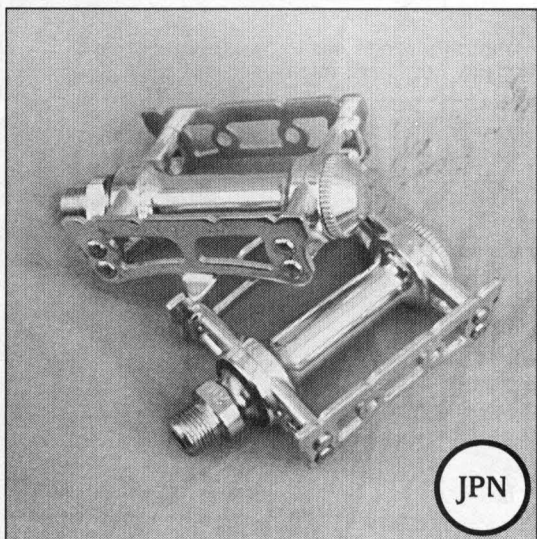


JPN

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 for steep climbs with flimsy-soled sneakers, or road racing, but great for everything else. We love it.

14-020: \$ 38

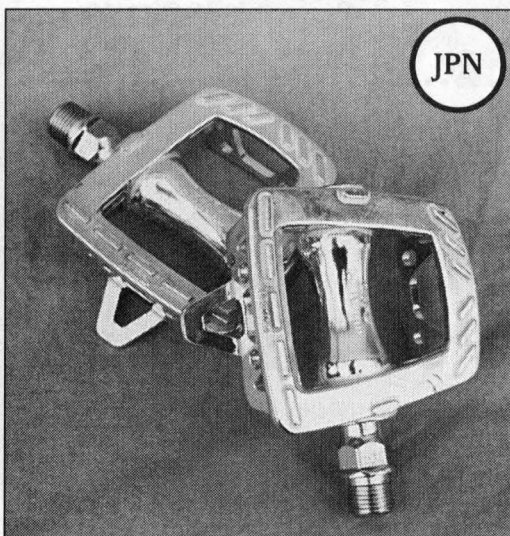


JPN

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.

14-021: \$ 45



JPN

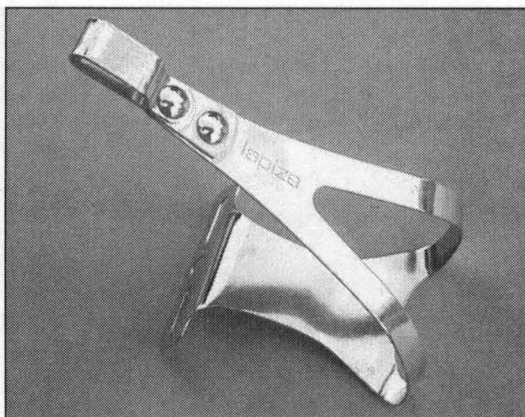
MKS Platform Pedal

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.

14-030: \$ 26

Steel Toe Clips

The classic standard journeyman basic old reliable traditional tried-and-true toe clip for at least 40 years, maybe more. Made either in France by Christophe of chromed spring steel, or in Italy by ALE of stainless. Bend the upper part to fit your instep, and you're all set for toe clips for the next 20 years or so. They ain't gonna break.



\$ 9

S: 14-015

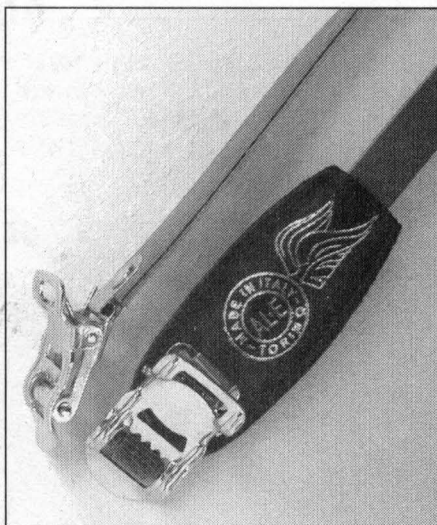
M: 14-014

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. They both come with buckle pad, to increase comfort just slightly if you have them cinched too tight; and to add classy looks and protect classy shoes. The sandwiched one has an infinitesimally groovier buckle with a metal roller instead of a plastic one (plastic is fine here); and has a layer of nylon between two layers of leather. The nylon reduces stretch, especially if the strap gets wet. Non-competitive cyclers have no reason to ever pull the straps tight enough to stretch even the plain leather ones, but if the all-metal buckle on the fancy one grabs you, or you prefer black to blue, that's enough reason to pop for the extra \$5.



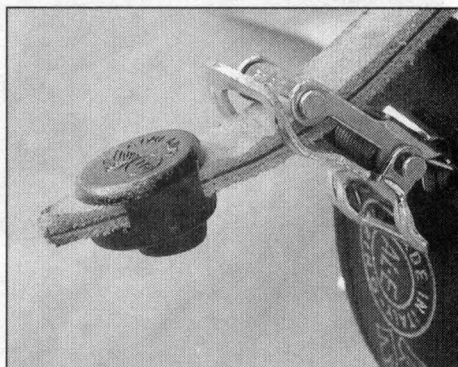
The buckle belongs high, at about 2:00. Don't tuck in the end, or you won't be able to adjust them. Black or blue, as we can get them.

Plain 14-044: \$ 10
Fancy 14-045: \$15

Toe Strap Buttons

These screw onto the ends of your toe straps, so's you can grab them more easily. They're plastic, usually black, but now and then they might be colored. They fit all toe straps, are not essential or expensive. If you're still using toe straps, go all the way...

14-035: \$1

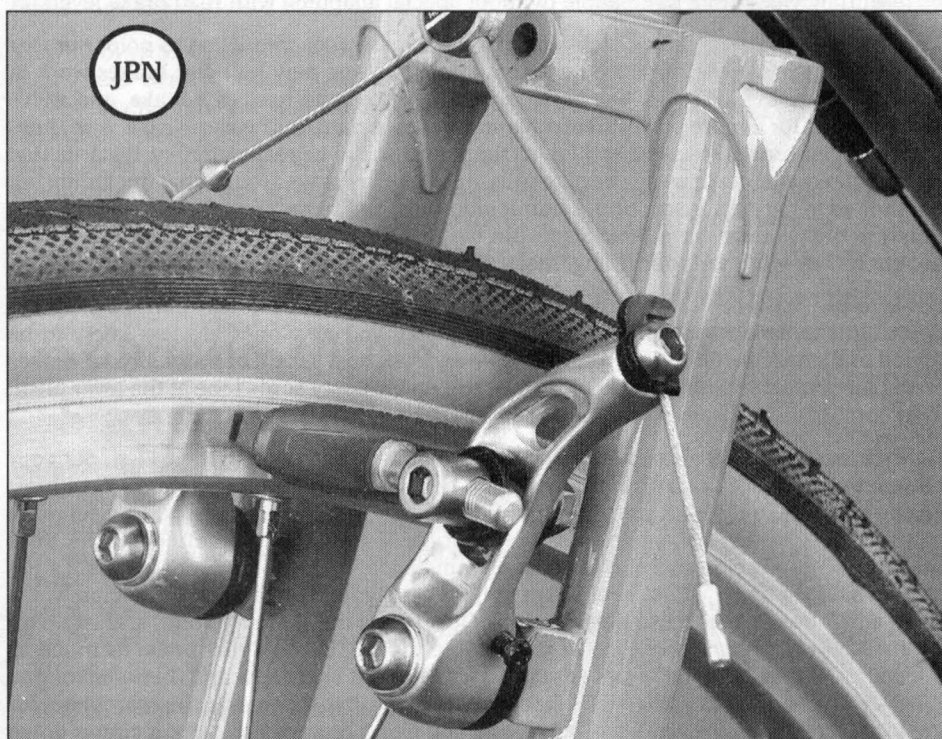


Brake Squeal Causes and Solutions

Squeal is just vibration resulting from the shoes alternately gripping and slipping. When the pads grab the rim under hard pressure, the rear of the pad gets 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:

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. This helps even on new rims, so get into the *sand-rim-before-mount-tire* habit. If that doesn't work...
4. Try another wheel, just to eliminate the rim as the source of the vibration. You probably should do that first. And, if that doesn't work...
5. Try other brake shoes.

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



Shimano STX with KoolStop Salmon pads

This is a great way to go, cantileverwise. The STX cantilevers are nicely polished silver, and are easy to set up and adjust. They're Shimano, so you know they work fine. Kool Stop's salmon pads are made with the same compound as Mathausen, and that's the best in the world. Great-looking, trouble-free, fantastic-working cantilevers, suitable for any road, trail, or touring use.

STX w/Koolstop: 15-092 \$ 65

Thoughts About Brakes

A bike and its rider usually weigh less than 300 pounds together. Rims are huge diameter braking discs, and most modern brakes have a fair amount of power and pretty good brake shoes, so brakes don't need to be supercharged. Many of the qualities we're told to look for in brakes has little to do with how well they'll perform. Caliper stiffness, for example. You can see and feel it on a static bike on the sales floor, but it is almost undetectable in use. Lightness of action is another one. It feels good on a static bike, but when you're riding and slowing down and stopping, a brake would have to be really stiff and sticky for it to actually be a bother. If your hands are weak or injured, that's another story, but for most of us most of the time, a "light action" brake doesn't work any better than a normal one. If you prefer the feel of light action brakes, and many do, that's another story. A single 11-mile twisty descent with lots of hairpins uses brakes more than does 10,000 miles of flat riding.

When tire or fender clearance matters, rule out short-reach sidepulls. If the frame maker did everything right to maximize clearance, a short reach sidepull can be fine for thin road tires and fenders, but for the most part, a standard-reach sidepull with the brake pads located at the bottom of the slot, works better. Your frame has to be designed to locate the pads there, though. Cantilevers are a great choice for maximum tire and fender clearance. It's a shame that there are so few of them left, because cantilevers are an excellent design. V-brakes were made to get around cable routing issues on wacky frames, and we used to hate them, but we've come around. They're okay, and would be better if they were more compatible (without special adapters) with road brake levers.

Disc brakes—we don't know much about them, but still feel compelled to point out that rims are discs, and everytime we read about how well the new hub-disc brakes work in mud, it makes us wonder what's going on there, since mud itself is a brake, and we've never wished for a more powerful mechanical brake in mud, for heaven's sake. Also, hub-mounted disc brakes stress forks a lot, so the forks have to be really chunky. It is true that normal rim brakes wear away rim sidewalls, but there are ways around that (including but not limited to periodic inspection, ceramic sidewalls, and replacement). All in all, the new hub disc brakes must have their place, but we suspect it's not on the types of riding we do; but if they work for your riding, that's great!

Never re-use brake cables. Well, if they are relatively new and obviously perfect, okay, but don't do it to save money. Brake cables are cheap, and new ones are less likely to be frayed or damaged, and re-using old cables—my gosh, just get rid of them. If your brakes creak, lubricate the cable head/neck. If they still creak, spray some lube at the lever pivot. That combination always works, and silent brakes are nice.

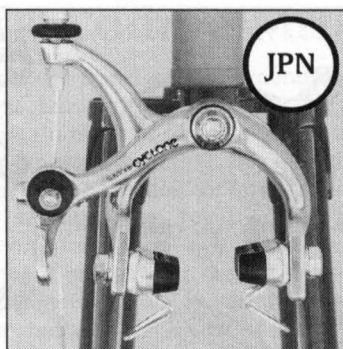
Here's how to descend a steep, loose trail on a road bike with skinny tires: First, put your bottom low and far back. If it's really steep, it helps to lower your saddle until it's almost on the top tube, and rest your belly on it. It looks ugly, but it makes the rear wheel more resistant to skidding, so you can use the front brake even less, and although the front brake is the more effective one in most circumstance, on steep and loose trails it's too easy to skid the front wheel, and when you do that, you crash almost immediately. On steep and loose descents, use the front brake just below the skidding point, and let up on it as you roll over bumps or dips or really loose topsoil. Use the rear brake as much as needed to go as slow as you want to go, and it's okay if it skids now and then—so long as the front wheel is rolling, the rear wheel will follow it. But if you skid the rear wheel for too long, the bike may fishtail too much, and you won't recover. Basically, it comes down to using both brakes maximally, never letting the front wheel skid, and choosing the straightest and easiest line possible.

Going back to what we were talking about up there, the brake itself has almost nothing to do with anything. So long as the brake is working as its maker intended, you'll get used to it in no time and figure out how hard to squeeze in any situation. If you like nice-looking brakes, get 'em! If the brake you like costs \$200, get 'em—in the big picture, it's not that much money, and if they make you feel better about your bike, that's a bargain.

SunTour Cyclone

These were made in the mid 1980s, 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—smart and simple. Reach is 50mm. Allen mount.

15-026: \$ 45

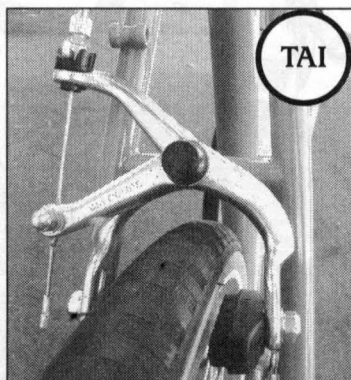


Dia-Compe 505Q

These standard reach sidepulls are hands-down the best value in a brake today. They're not finely finished by any stretch, and it's hard to warm up to that black plastic cap on the centerbolt, and the brake shoes are about as ugly as brake shoes get—but they feel good, work great, have nice features (quick-release and barrel adjuster), and a shape that makes fendering easy.

They're only \$24 per bikesworth, for heaven's sake. That's less than a movie date, and as brakes go, they're really fine. We ride them on fast road corners, and steep, loose, trail descents where you've got to be as sensitive as a snail's antenna or you'll lock the wheel and go down. It's not often, in any field, that so little buys so much. Finally, if the black cap and brake shoes bother you, get a chromed acorn nut at a hardware store, and new brake shoes.

15-081: \$ 24



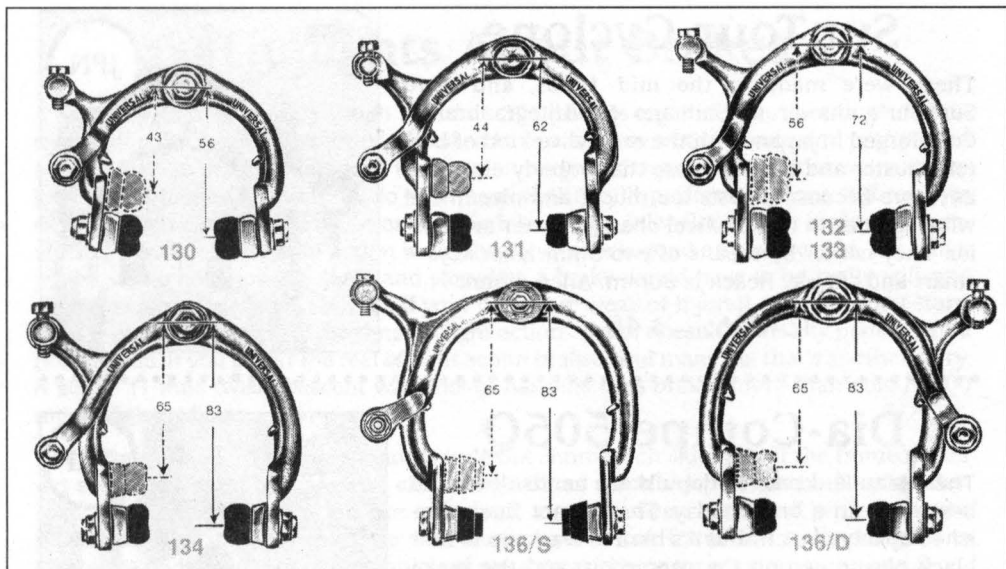
Shimano Ultegra Standard Reach!

Despite our claims and strong beliefs that there are more important things about brakes than surface finish and mechanical superiority, these brakes have plenty of both, and we're thrilled that Shimano makes them. These are, in fact, the brakes that go on most Rivendell road frames, because they're a good cosmetic complement to the frames.

The dual-pivot design is smart, too. Yes, even though you don't need it, there's nothing not to like about how it feels. And, compared to the \$20 Dia-Compes, these have a nicer quick-release and barrel adjuster; and the brake pads aren't as clunky looking. If you're looking to equip a nice standard reach road bike with really nice looking and working brakes, these are our top choice. Works best with sprung (like Shimano) levers.



15-094: \$ 120



Babbling On About Brake Reach

A brake's reach really refers to its maximum reach. In the picture above, the shortest of the brakes has a maximum reach of 56mm. These days, standard reach brakes are often called "long reach," because although up to about the early 1980s they were standard, now they're the oddballs, so "standard" is misleading. For many of us who were riding when they were standard, though, referring to them as "long reach" seems like waving the white flag, so in our propaganda, "standard" wins over "long," and you'll just have to keep that in mind. Today's normal sidepull brake is a short-reach brake, with a maximum reach of 49 to 50, depending on the brand. Because short-reach brakes are so common, almost every sidepull-equipped road bike is designed for them.

Most bike makers design the bikes so that the brake shoes fall near the middle of the range (we don't, but that's another story). They do this because it allows them to be off a bit and still have the brake shoes hit the rim. On a 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. 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.

This year, Shimano has reintroduced a standard reach brake in two grades—Ultegra and Tiagra. We sell the Ultegras. They cost a whopping \$120 per bike, but they're fantastic brakes, and you'll never regret owning them. On the low-end, we have the Dia-Compe 505Q. Nobody knows what 505Q means, but it's a great value anyway.



Dia-Compe Mtn

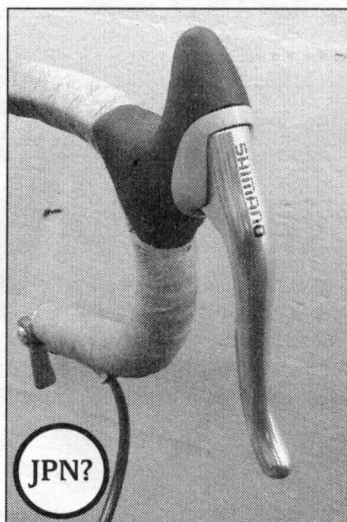
This is the lever we recommend for Priest bars, although it fits any mountain bike bar (the clamp size is 22.2mm, or 7/8-inch). It has a cold-forged lever, a die-cast body, and two settings: One for cantilevers, and one for V-Brakes. It comes set up for V-brakes, but the switch is easy. This is a nice,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

15-033: \$ 23

Shimano Tiagra Lever

Shimano has made this lever for several years now, and the current version, which is virtually or maybe even molecularly identical to its predecessors, is called the Tiagra (rhymes with...). It has 90 percent of the looks and quality of the aero Dura-Ace model, but costs about 60 percent as much, which is why we carry it instead. Aero levers are not as easy to rig as are non-aero levers, but as aero levers come, they don't get any easier than these; and the grip size and shape is eerily perfect for every hand on earth. The only blatantly cheap thing is the plastic whatchamacallit between the rubber hood and the lever. It doesn't do any harm, and it doesn't look bad, but it is plastic nonetheless. Forget about it—if you want a really nice aero brake lever, get these.

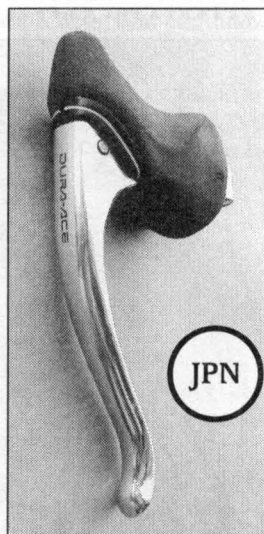
15-088: \$ 48

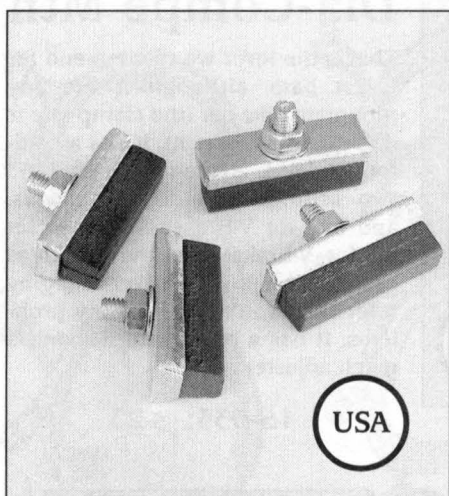


Shimano Dura-Ace Non-Aero NOS

Shimano's top, professional grade lever from the days before they went to aero, about 1990. Compared to the lever above, this one is better finished and made with better materials, which is why it's \$22 more. And, it's no longer made (NOS means "new old stock"). Being non-aero, the cables shoot up out of the lever bodies, and many folks who didn't grow up with that find it unacceptable. Some who did grow up with it insist on it, and find the curves of proper-length brake cables add to the beauty of a nice bike. Everybody here rides both types, so we don't insist that you take a hard line one way or the other, either!

15-091: \$ 70

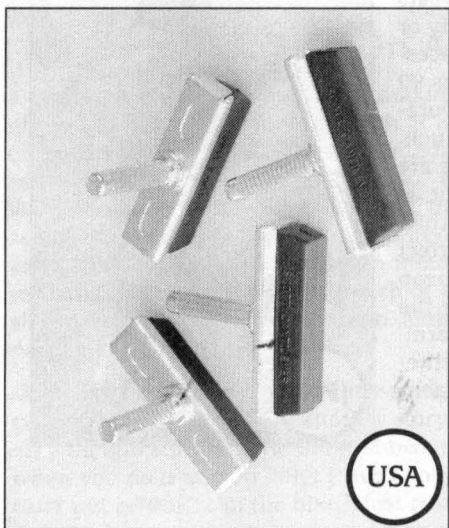




Four Mathauser Road Shoes

These are the best, but crudest, and most elusive brake shoes on Earth. They're the best because they have the best rubber compound (shared by Kool Stop salmon pads) in the best design: Solid block, no grooves to let in water. They're the crudest because it looks like your neighbor made them in his backyard shop, using available hardware. They're the most elusive because Mathauser's Michael's office is a cell phone, and he ain't in much.

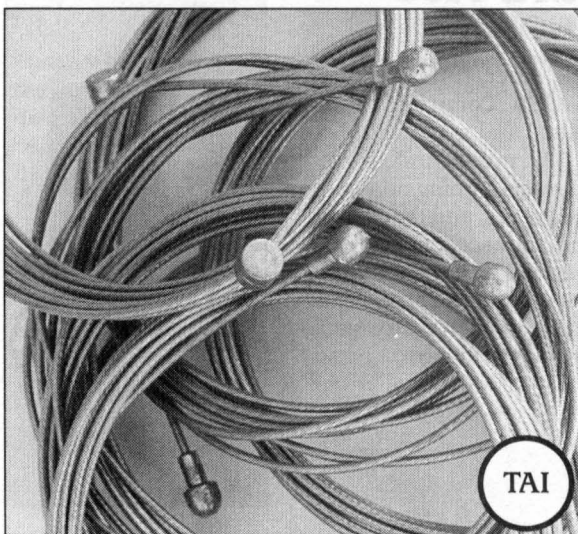
Mathauser Road shoes: 15-093
\$ 20/4 shoes (a bikesworth)



Four Mathauser Cantilever Shoes

For years, probably since the beginning of time, Kool Stop has made Mathauser brake shoes. Mathausers are hard to get, and these, the next-best thing, are made with the same fantastic compound as Mathausers. They're prettier, lighter, and stop quite well. Most modern brake shoes are pretty good, but they all wear out, and when that day comes, you'll do no better than these. They're orange-ish.

Mathauser Canti Shoes: 15-095
\$ 25/4shoes(bikesworth)



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.

Brake Cables: 15-072
\$ 3



The Roll-y Pol-y & the Ruffy Tuffy

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. First, the Roll-y Pol-y (2000), and then a rougher, tougher version of it, the Ruffy-Tuffy (2001), with an extra 1mm of rubber and a kevlar belt under the tread, for longer wear and better armor against road junk. Panaracer makes them, and they are perfect for all-around road riding on pavement. 700c only. Details:

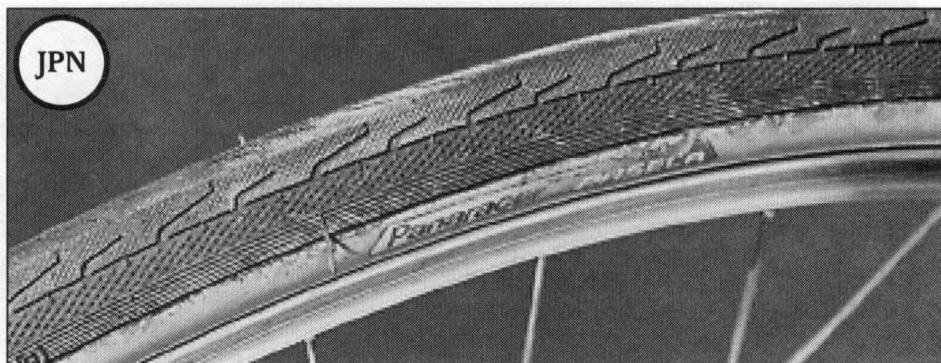
1. THEY'RE 27MM WIDE, THE FATTEST tires that fit 98 percent of the road bikes today. They're rated to 120 psi, but what's the point? At 90 to 105psi, they're cushy and fast.
2. THEY'RE EXTRA ROUND, due in part to a special 3-part mold. Round tires corner better, don't "dive" when you lean them over hard. These are the best cornering tires we've ridden, and it's safe to say that if you slide out when riding these, it ain't the tire's fault.
3. TOUGH DDT CASING AND SIDEWALLS. Kevlar reinforced from bead to bead, and probably the most expensive casing used on a clincher today. The DDT—deflation detection technology—a tan sidewall makes it's easy to look down and detect a leaking tire.
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.

The Roll-y Pol-y and Ruffy-Tuffy have every quality we like in a road clincher, and we've received more raves about the Roll-y Pol-y than nearly anything else we offer. They're expensive because they're made in Japan, not Korea, Taiwan, or Malaysia; but you won't find a better made tire at any price. But they're both really tough tires, due to the special casing and super rubber. Can't decide between them? Ride a Ruffy-Tuffy in back and a Roll-y Pol-y up front. That's a good way to go, anyway.

Approx. weights: RP: Kevlar bead (290g); Ruffy Tuffy (kevlar bead only): 320g

Roll-y Pol-y (700x27): 10-034
\$40

Ruffy-Tuffy (700x27): 10-043
\$43



Panaracer Pasela

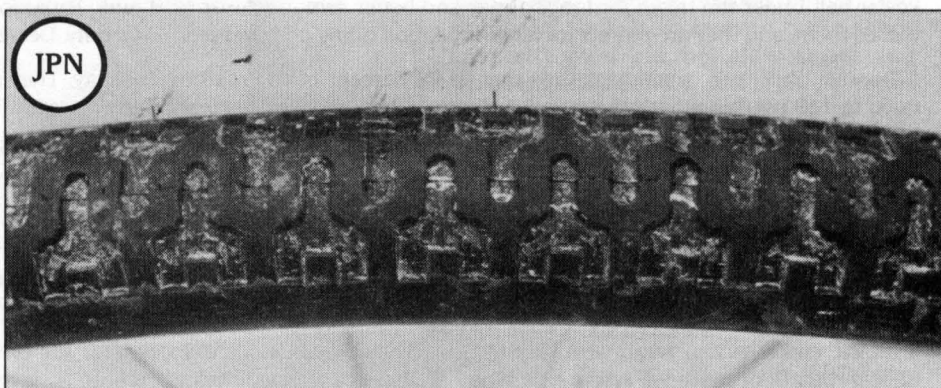
This the the best tire we've ridden for touring, mixed road and trail, and commuting. Although we like a rounder tire for extreme, high speed road cornering, when the riding is more straightaway, as it tends to be on tours and just getting from here to there, then a bit more tread on the center of the 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. If you're after a super versatile, tough, great riding, long wearing, never-have-to-think-about-it road tire, this is the tire for you. Made in Japan, it always mounts tight and rolls straight.

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. 26 x 1.85; 570g.

Avocet Hardpack 26 x 1.85: 10-036

\$ 30

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 & Part Numbers

700 Superlight: 67g....#10-004 \$6

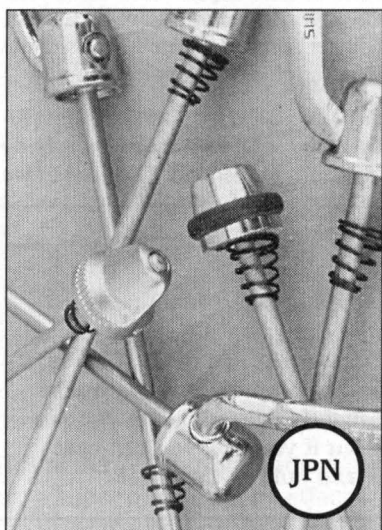
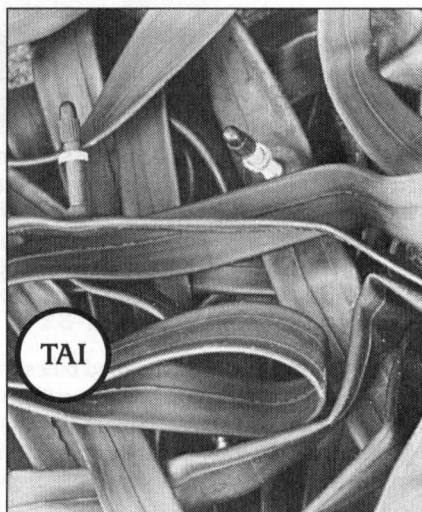
700 Normal: 120g....#10-001 \$4

700 Super Fat: 160g....#10-008 \$7

26xSkinny: 119g....#10-005 \$4

26xMedium: 133g....#10-002 \$4

26xFat: 200g....#10-007 \$7



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 them 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.

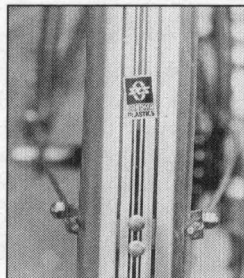
Closing it properly is simple. With the whole quick-release assembly rightly stuck through the hub, move the lever to the open position, so everything is floppy, and put the wheel into the bike, making sure it is seated in the dropouts and centered in the frame. Then, with one hand, move the lever straight 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 until 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 bikes 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.

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

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. Note: If your fenders are slightly twisted before you put them on, they'll probably be find when mounted. But if you like, you can heat them with a hair dryer, bend them to straightness, and hold as they cool.

SKS Fenders

These are the fenders we ride six months of the year. They don't come with a mudflap, 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

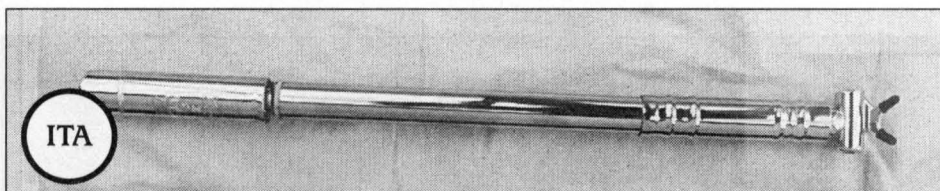
For 26-inch tires up to 2.0: 27-003 \$40/pr

For 700c tires up to 700x32: 27-004 \$40/pr

For 700c tires up to 700x40: 27-005 \$40/pr

Fender stays only: 27-006 \$8

Fender stays and all hardware, but no dang fenders: 27-007 \$15



Silca Impero

\$ 20

Light (about 5.5oz), somewhat 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, this is it.

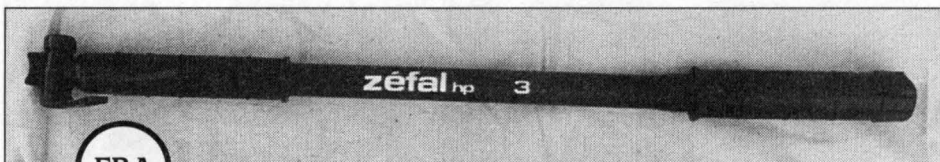
43: 28-002 47: 28-003

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.



Zefal HPX

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. Get this if you want the best pump. Too bad it's all black.

\$ 30

Rebuild Kit— \$10: #28-018

3: 28-013

4: 28-014

Contains cap, rubber gasket, rubber plunger, wings, lever. That'll do it.

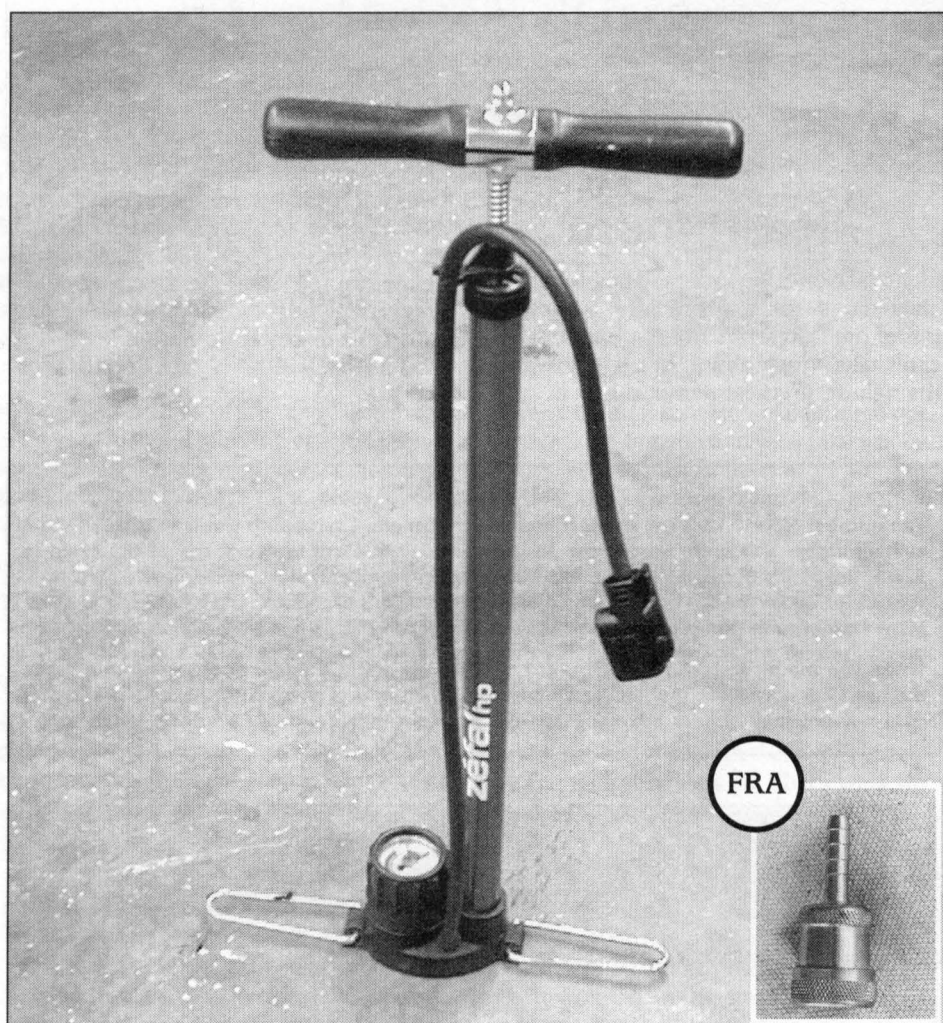
Zefal Sizing

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. 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.



SKS Floor Pump

We are now carrying the SKS model, same pump different name. This pump has been sold under several different brands over the years, including VAR, Zefal and SKS. 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. You can attach it using the clamp (sold extra), or you can fasten it on with a hose clamp, zip-ties, or bailing wire. The clamp (not shown) is a hose clamp. Maybe it's made in France.

SKS Renkompessor:

28015

\$ 50

Presta head:

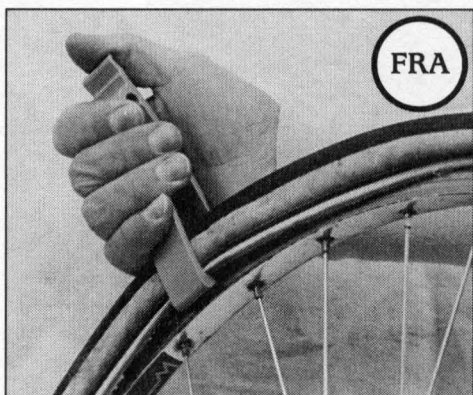
28-016

\$ 6

Clamp for

Presta head: 28-017

\$3



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!

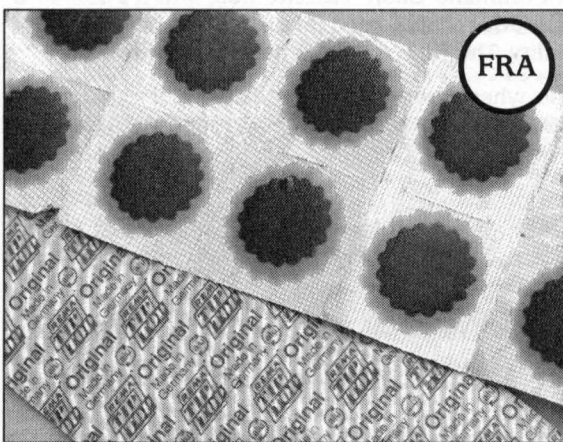
Formerly Var Lever: 19-045
\$ 10

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: 10-046
\$ 3



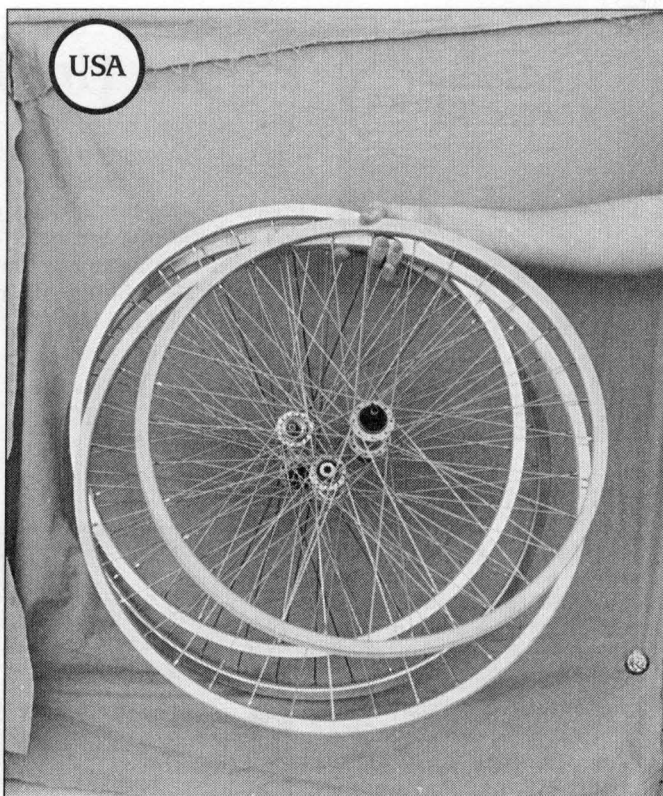
8 Patches

European patches are the best in the world, and when used properly, they hold like no others. Sold in groups of 8, at \$0.50 each. Cheaper than a tube, and it's one of those rare deals where we make a killing on them, and you save \$3.50+ everytime you use one. It's like joining the Win-Win Brotherhood. Each patch is about an inch across.

8 patches: 10-042 \$4

Learn How To Fix a Flat...and Actually Do It

It's easy, and unless you know how, you'll always have a deep & secret fear of being stuck helpless in the night, in the rain, on a deserted road, with drunk monkeys getting closer by the minute. This is mainly a way to get you to visit our website: www.rivendellbicycles.com. We show how to fix a flat under the How To button.



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 bother you. It 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 silver-greyish 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 36-hole. Asymmetrical, low-dish rear.

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

26-inch

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

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

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

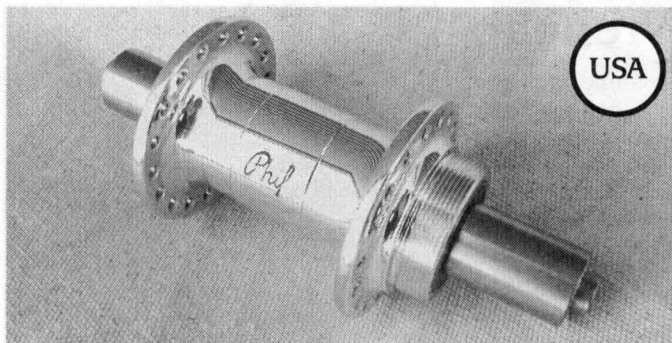
Spokes: DT 14 gauge stainless with brass nipples, 3-cross.

700F: 18-103
\$ 125

700R: 18-102
\$ 175

26F: 18-099
\$ 125

26R: 18-100
\$ 175



USA

Phil Rear

If you still ride free-wheels, hang in there with arguably the best threaded rear hub ever made. The body is machined aluminum, and the axles are made of super strong 17-4 stainless steel.

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

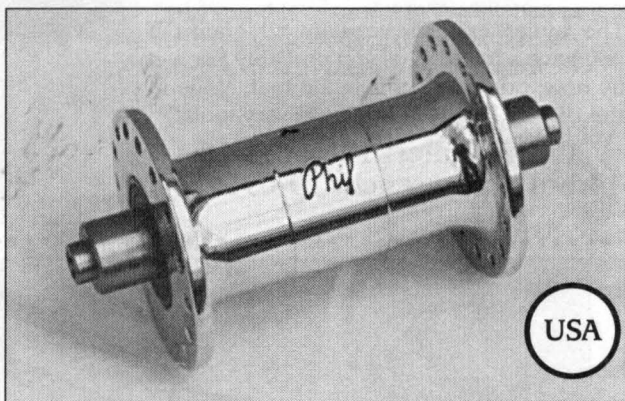
135x32°x7sp: 18-036

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.

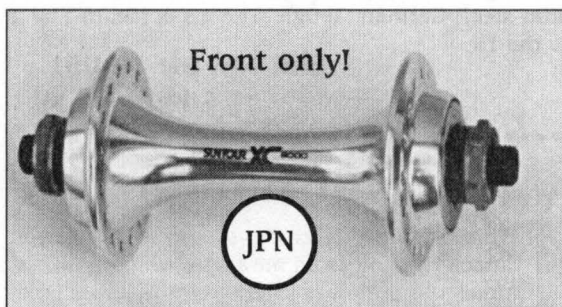


USA

\$ 90

32°: 18-033

36°: 18-034



Front only!

JPN

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. No quick-release comes with them, so borrow one from another wheel.

ITEM: 18-052

\$ 20

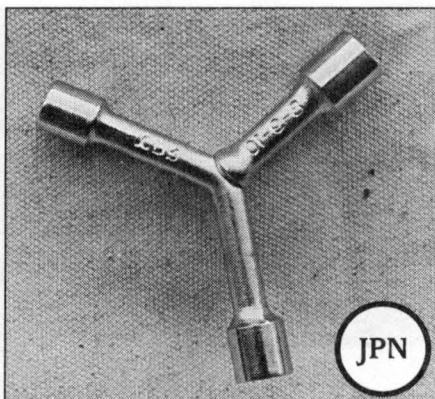
Save Your Neck!

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.

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.

Hozan Y-Wrench: 19-023
\$ 13



Puller & Bolt Wrench

The bolt wrench fits 14mm crank bolts (some these days are 8mm allen...), and has a deep socket that won't slip off.

The puller extracts virtually all cranks. If you have a freaky one, you probably know it by now; otherwise, this is the tool. Made in the USA by Park. We use these very tools.

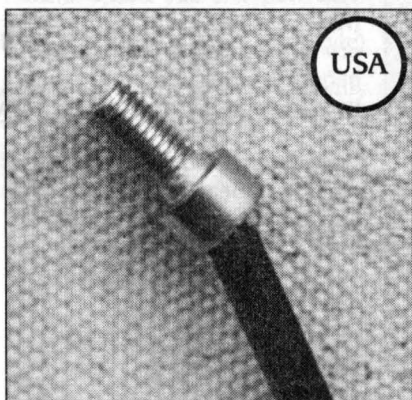
Crank Puller: 19-060: \$ 18
14mm Bolt wrench: 19-091: \$12



Eldi No. 61 Pedal Wrench

The best we've ever used, and a true classic. It's long, so you get tons of leverage. So much, in fact, that we recommend holding it amidsthips for installations, and at the end for removals. Hard, chrome-vanadium steel. German. Tough. There's a 15mm and a 9/16-inch end, and good pedals take the 15.

Eldi No. 61: 19-051
\$ 15



4mm Bondhus

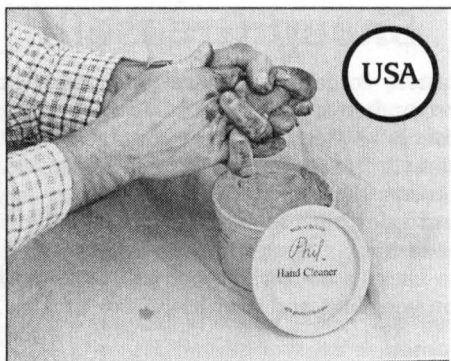
This is a sanity saver. As you can see, it lets you attack the bolt from an angle, which is sometimes the only way to do it. Some bottle bolts have 3mm heads. There's no good reason. Replace them with 4mm bolts and use this. Finally: If you know who Bondhus was, tell us. That guy (sexist assumption)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

4mm Bondus: 19-011
\$ 6

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.

Phil Gritty Brown: 31-038
\$ 7

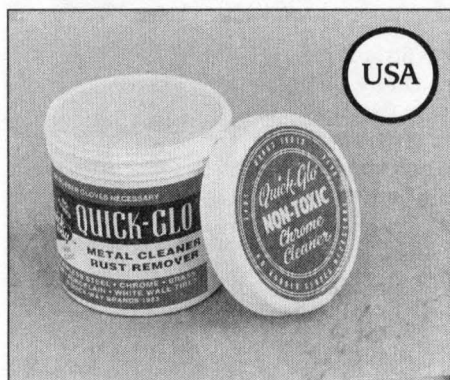


USA

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.

Quick-Glo: 31-015
\$ 6



USA

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!

Phil Oil: 31-013
\$ 7

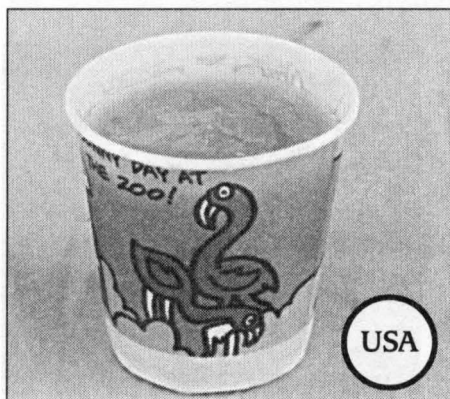


USA

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.

Beeswax: 31-002
\$ 4



USA

Sheep Grease!!!

Listen. Forget that you've never heard it recommended for bike use. It works great for all metal-to-metal contacts and threads. Prep for pressing in headsets. Steerer threads. We're experimenting on our own bike as bearing grease. Report later. Smells great. The tube makes it easy to use. It's the oil in wool, and it's useful on your bike and your body. 2oz tube.

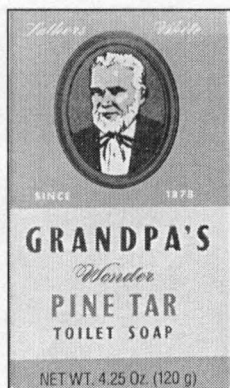


Lanolin: 31-343 \$6

Pine Tar Soap

This is our most popular item, and almost all who use it have sworn off other soaps except as a last resort. Oddly enough, women tend to hate it. It has a strong piney scent that reminds you (and them) of the woods and maybe that gives them the creeps. But it cuts through armpit stench like no other soap, rinses clean, is a fantastic shampoo (no more plastic bottles, herbal essence, faux French names, and false promises). Try it once and you'll be back. We sell the biggest cake, a full 4.25oz, which is larger than the size you see in progressive natural food stores.

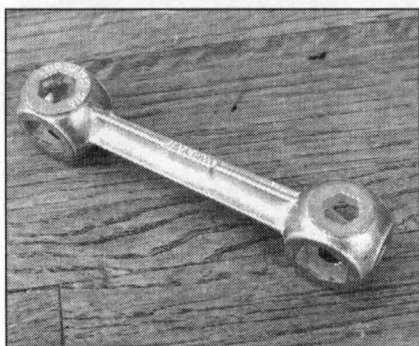
ITEM: 25-001
\$ 4



The Original Dumbell

In the days before allen fittings, this 6mm through 15mm spanner fit most of the bolts on a bike. No more, but we decided to stock it because it's made in England by the original maker; and it's cheap. You'll find the 14 or 15 good for fixed-gear axle bolts. The 8 is good for brake pinch bolts that aren't allen. It's a nice shape and size. If you've got an older bike, it's probably going to be kind of useful.

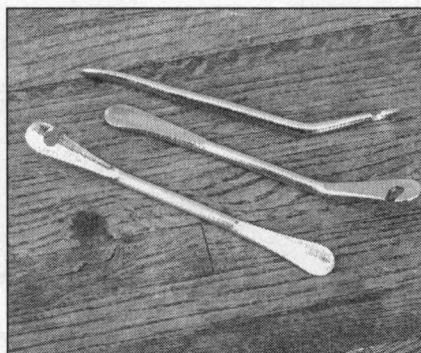
19-063 \$5



Steel Tire Levers

Also from England by the Dumbell makers. Steel levers were made when rims were steel, and should be used cautiously on aluminum rims—but for all-around reliability, they can't be beat. Even the best plastic ones will eventually break; and there are plastic ones that just bend right off the bat. These won't. They're relatively smooth, but take a fine file to them, anyway.

19-064 \$4



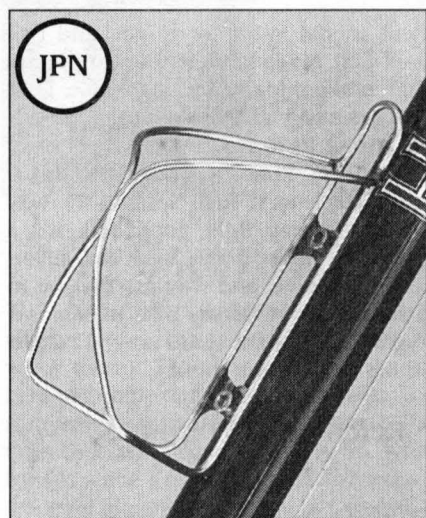


Water Bottle

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.

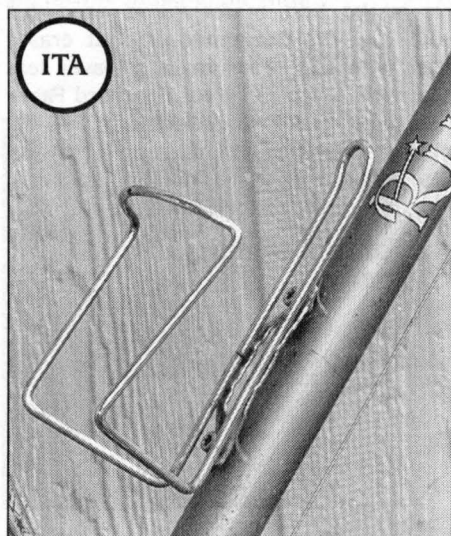
ALE Bottle Cage: 24-060
\$ 4



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 Performance laugh, but it's a lot for us. 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.

Nitto Cage: 20-030
\$ 30



ALE Steel Cage

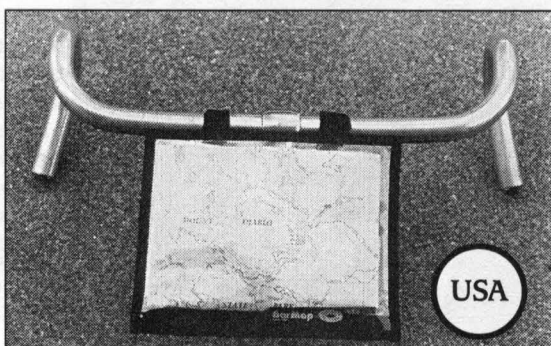
This is the best value in a bottle cage. Since it's steel, it plain won't blacken your bottle. Compared to Nitto, it's a little crude, and yours may have chroming over tiny, really micro burs, but this remains a 12-star, super champion value, and heavens to merkatroid, at only ten bucks a cage, there's 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.

Ale Steel Cage: 29-001
\$ 10

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!

Map Case: 20-058
\$ 12



German Bell

Our Japanese model is harder to get, and this one works as well. Made by Reich, a scary name for a German bell company, but it's a nice, light bell that mounts easily and has a pleasant, non-threatening thring to it. It is not a future eBay bell, nor is it the kind of accessory that'll increase your stock as a first-class-all-the-way fellow, but as a cheap light good bell, it's a champ. Assorted colors—black, blue, red, silver; we don't have a choice, and we pass that on to you! It's a nice bell, and every bike needs one. Featherweight, and it fits onto any 22.2mm diameter thing (like a stem quill).

Reich Bell: 31-244 \$7



Tombow Eraser

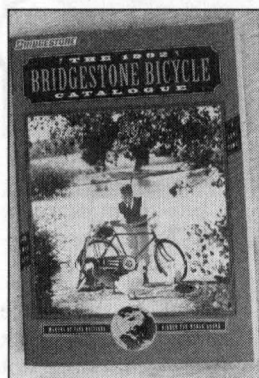
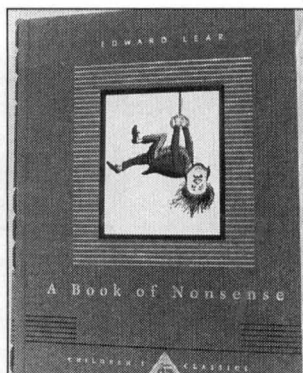
This is the best eraser we've used. It's white, like the German ones, but erases better with less pressure, and leaves less palimpsest. Even the great Eberhard Faber could take a few eraser-making lessons from these guys. Try it, and you won't want to be without it. Great for kids, students, draughtspeople,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

Tombow Eraser: 31-043
\$ 2

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!

Book of Nonsense: 23-004 \$ 14



Bstone 92 Cat

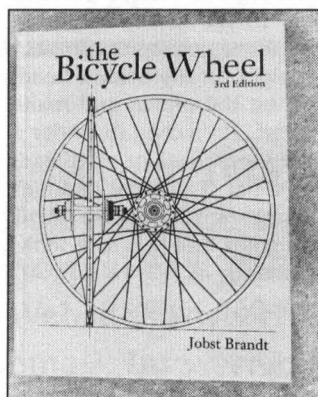
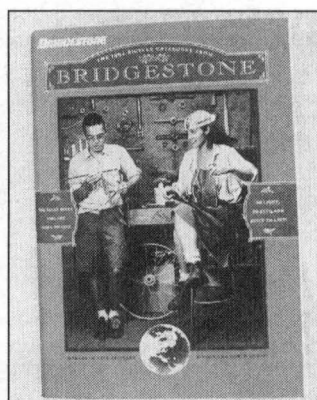
Ten years ago I/Grant worked for Bstone, and we had a decent catalogue budget, and between 1992 and 1994 we made three pretty good, different, bike catalogues. They weren't glossy, didn't have color photos, and were packed full of as much information and articles of interest that we could get away with and still have it be a product catalogue. 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.

**92 BCat: 23-009
\$ 5**

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 go, they're pretty good ones.

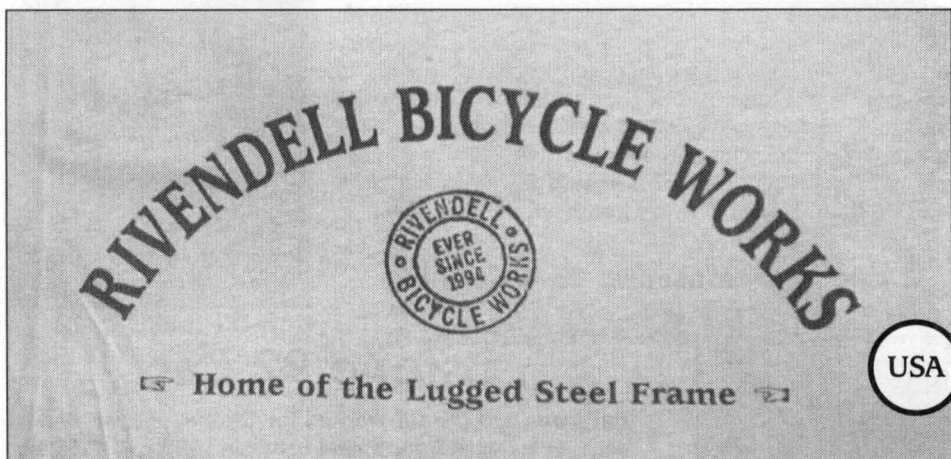
**94 BCat: 23-010
\$ 5**



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.

**The Bicycle Wheel: 23-008
\$ 25**



Rivendell Organic Cotton LS Tee

The best-cut T-shirts we've seen, mainly because you don't have to buy them one size larger just to guarantee room for shrinkage and a good meal; and the ribbed cuffs are shorter, and that's cute.

Made in the U.S.A. of organically grown cotton, which costs more, but it's not a difference that'll break you. Grey with blue lettering on the front and back. The slogan on the back changes, but the current one is "HOME OF THE LUGGED STEEL FRAME." That does not imply that we're the ONLY home of them, or the only SOURCE...but surely somebody will take it that way, and we'll hear about it. We reserve the right to change the slogan on a whim, but this one is it for now, and may be a keeper.

\$22

S: 22-146

M: 22-134

L: 22-135

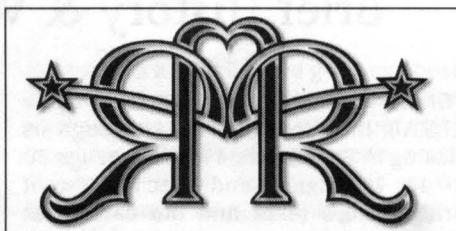
XL: 22-136



Cycling Cap

100 percent non-organic cotton, made in the USA. These fit fat American heads better than the European caps do, but they're still not right for my/Grant's head, so I always cut out the crown and make visors out of them. Then they fit under a helmet nicely. If you're less of a fathead, just wear it like a hat. The color changes every 144 caps we sell. We take turns picking the new color, and this nice-looker is Andrew's khaki.

24-066 \$ 9



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

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\$25: 24-082

\$ 24

\$50: 24-083

\$ 47

\$75: 24-084

\$ 71

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\$ 92

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Website: www.rivendellbicycles.com

email: Info@rivbike.com

Brief History & What We're About

I/Grant worked for Bridgestone Cycle (U.S.A.), Inc. from late 1984 through its closing in September, 1994. From age 30 to 40. I designed and spec'd most of Bridgestone's bikes and did catalogues and ads, too. It was a good job that gave me many opportunities to learn about bikes, refine my opinions about them, see how parts are made right there in the factories, and learn something about business. But the best part of the job was the people I met and the contacts I made. They've been good personal friends since, and absolutely essential to making Rivendell work.

Bridgestone had a different approach to bicycles than most of its competitors did, and some of that was my doing. (I'm often given more credit or blame than is warranted, but I was influential, at least.) Some of Bstone's neatest bikes were difficult to sell through bicycle dealers who often didn't understand or appreciate them. Topping that list were the 1992 and 1993 Bridgestone XO-1, a half-road bike, half-trail/touring bike, and the bike for which I designed the Moustache Handlebar—another headscratcher, to most of the bicycling world.

We also had all-wool jerseys made in National team colors from Spain, Belgium, Denmark (I'm Danish), and some other country. They were made in the side-button style of the 1930s, and had genuine tagua nut buttons. Like the XO-1, they bombed in the dealer market.

So we had a warehouse brimming with neat bikes and jerseys that weren't selling. Rather than dump them at below cost, the marketing department (me and Ariadne and Candy and maybe Ernie) started BOB—the Bridgestone Owners Bunch. If you joined BOB for \$5, you got the BOB Gazette, a 12-page newsletter and catalogue of otherwise unsellable dealer-bound goods and random stories. To make things interesting, we also rousted up and sold the last of the professional grade horsehide baseballs, some classic bike parts not available except in small quantities, and BOB T-shirts. We even had membership cards. BOB was a financial success, and helped us clear the warehouses.

Then in the Spring of 1994, I found out Bridgestone Cycle in Japan, our parent company, was going to pull out of the U.S. market. It was mainly due to an exchange rate that made it impossible to price bikes for profit and competitiveness in the market. When the announcement went public that Summer, I had offers from other companies, but by that time my feelings about bikes had reached the point where I knew the only way I'd get to do what I wanted to do was to start my own company. So I took my severance, cashed in IRAs, borrowed \$20,000 from a friend, sold about \$30,000 in stock to friends, and came up with \$89,000 to start Rivendell. The name comes from Tolkien's trilogy, of course, but also by a mid-'70s mountaineering equipment company named Rivendell Mountain Works, whose approach to equipment struck a chord with me (and still does).

There were 3,900 BOBs when I left, and they were my first mailing list. Of the 3,900, exactly one-third converted to Rivendell, which meant they paid \$15 to get the Rivendell Reader (expanded version of the BOB Gazette) and catalogues. Without that list, there'd be no Rivendell.

It was an uphill fight from the start, and life here is good, but not easy by any means. We're respected by the mainstream bicycle market (envied by some, even), but overall, there's still the sentiment that we're the Abnormal Bike Co., and many folks, even friends, are amazed that we've survived.

But we think it's more amazing that companies with an unfocused, shotgun approach are surviving. Catalogues with 35 models of sunglasses, 40 helmets, 20 plastic cartoon jerseys, 6 wind trainers, 12 cyclometers, 7 heart rate monitors, 18 road shoes, and 15 off-road shoes that all duplicate each other; and gels, bars, and wind-cheating garb that sends the same old message that speed matters most, and thank goodness we have technology to help us get it. It must be hard to make that work. They're clearly better at business than we are, or I am.

Bikes are inherently fun to ride, and the best ones are simple and easy to ride and maintain. Comfort and enjoyment, not speed, leads to a lifetime of fun and whatever health benefit may accrue from riding. Although racers and racing get most of the ink, they're no role models; and the industry's worship of them has taken a lot of the fun out of riding a bicycle. Many new riders think it's about speed, pushing limits, winning battles, even if just personal ones, and self-actualization through riding a bicycle. Manufacturers design bikes that look fast and weigh little, but are poorly designed for non-competitive riding; and so many of them are functional but artless. The mountain bike has taken over, and has changed so much from its early days as a happy balloon to the motorless moto-cross bike that it is today. In the retail world, there is a shocking shortage of dealers with the knowledge to fit and set up bikes comfortably for road riding.

In general, today's new cyclist doesn't get the education in bikes that rookies did 20 and 30 years ago. Ironically, this unfortunate state is due to improvements (for lack of a better word or more thought) in entry-level parts that make overhauls and upgrades unnecessary in the first place. Today's cheap parts—certainly in the case of Shimano—work 90 to 99 percent as well as expensive ones. It is hard not to applaud that, but their unserviceability and the low cost of replacements has allowed riders to evolve as cyclists without learning even the most rudimentary bicycle mechanics. Although there's nothing we can actually do about it, it is something we care about, and if you read all of our propaganda, you'll notice a continuing encouragement to become more hands-on with your bicycle.

The manufacturing scene has changed, too. In the 1970s and 1980s the manufacturing base consisted of small, medium, and large-sized makers, and there was more variety than there is today. Bicycle artistry and styles have changed, and the role of economics is bigger and more apparent than it has ever been. Sometimes you have to stay late and sweat a little to get the curve just right.

Sometimes a pencil and a good eye beats a drawing program. Sometimes, when you want something to come out right, you have to bind and gag the economist. We try to infuse some of this in the bikes, frames, bags, clothing, and gear we offer.

It's easy to sound like snobs when you talk about art and details in objects, but we aren't snobs. We like nice bicycles, and we like style and beauty, but who doesn't? We may prefer the style and some of the details on older bicycles, but we NEVER worship oldness for its own sake, or reject newness for its own sake.

There have been many improvements in the past 20 years, and we're grateful for them and recognize them for what they are. Tires are better. Cheap bottom brackets are better. Derailleurs are as good as they can get. Lugs are harder to find, but the best ones of today are as good or better than ever. There have been metallurgical advances, and certainly, helmets are lighter, vent better, and don't flop around as much as the oldies. Lights are better.

It's still hard to sum up what we're about. "Traditional bicycles, bicycle parts, and values" is hard to argue with, but is vague, and sounds nostalgic. "Practical bicycles" sounds too down-home and recycled (nothing wrong with that, but we don't deal in used parts). "Fine equipment for the dedicated cyclist who doesn't race and isn't in a midlife crisis" sounds like it's not race quality, and it is; and like we're poking fun at older guys who dress fancy, and we don't do that, either.

Probably the one message we'd like to get out there is that bicycles and bicycle riding are fun, important, and valuable to anybody, and riding is best when you aren't obsessed with speed, fitness, or trying to achieve something else through it. If you have fun, the benefits will come, but if you're too obsessed with the benefits, the fun never will.

We like bikes and parts and clothing that look good, work great, are designed well, and are built to last a long time. We go to all kinds of trouble to get them for you.

—Grant

Tips For Happy Riding

Learn right away that the front brake is the most effective one, and how far you can lean over without scraping a pedal. Learn to keep the inside pedal UP when you corner, and learn to ride safely in all conditions. Signal your approach to pedestrians, especially if they're old, and a bell is better than "On your left!" If no bell, try clacking your brake levers. If all you got is "on your left!" that's fine. At least one ride in ten, go without your sunglasses and gloves. Sometime next month, put some double-sided cheap-style pedals on a good bike and ride in non-cycling garb. Carry an extra tube you can donate to somebody with a flat tire and just a repair kit. If you're a guy, don't try to be a mentor to every female cyclist you meet. Don't ride in shoes you can't walk through an antique shop in. Don't wear clothing that makes your sweat stink even more. Don't think you'll go faster in a significant way if you and your bike become more aerodynamical. Put a \$20 bill inside your seat post or handlebar and hold it there, somehow. Don't ride until you're confident you can fix a flat. If you ride more than one bike, have a set of bringalong tools for each one. Learn how to remove your rear wheel (put the chain onto the small cog, etc.). If you ride in a group, bring food for you and somebody who forgot to. Go for a one-hour ride underdressed sometime, because it's good to be really cold on a bike every now and then. Never blame your bike or your health or anything else if you're the last one up the hill or in to the rest stop. If your brake hoods are black, wrap your bars with a different color tape. Never let your chain squeak. If you pass another rider going up a hill, say more than "Hi." If you see another rider approaching you from the rear, trying to catch you, let it happen. Don't put any cyclist up on a pedestal, except Lon and Freddie. Sometimes, bring normal food on your ride. Shoot photos on your rides and give them away. Feel comfortable mixing high tech and low tech, old and new parts and technologies, and don't

apologize to anybody for it. Compliment other people's bikes, especially if they're new. Buy the cheapest helmet that fits well. Try long-sleeved seersucker shirts for hot weather riding. Don't underestimate fig bars. If you get a new widget and like it, don't "swear by it." Don't always shop by price and never ask for discounts at your local bike shop. Every time you go into a bike shop, spend at least \$2, and if you ask a question and get good advice, spend \$5 (get a cable). If you buy a rack, don't ask for free installation. Don't assume your bike shop is making money. Ride only when you feel like it. If you know a fast new rider, don't say, "You really ought to race..." Have at least one bike you feel comfortable riding in a downpour. Ride in weather that keeps other cyclists indoors. Never keep track of your pedaling cadence. If you have a normal loop or ride, count the number of times you shift on it; then the next time you ride it, cut that in half and see if it makes any difference. Learn to ride no-hands and to hop over obstacles, but not simultaneously. Never hit a pedestrian. In traffic, be visible and predictable. If you have several bikes, set them up with different equipment...but always ride the saddle you like best. Don't try to keep up on descents if you're not comfortable descending. Learn to go fast by yourself. Never apologize for buying something that's not quite pro quality by saying, "I'm not going to race or anything." If you buy a stock bike, do something to it that makes it the only one exactly like it in the world. Don't think it's important to match front and rear hubs or rims. If you borrow somebody else's bike, for a short test or a long ride, say something nice about it. Always bring a pump. Build at least one wheel. Ride at least one tire down to the casing. Don't ever describe any bike, no matter how inexpensive or dilapidated, as "a piece of crap." If you get a fancy bike assembled by somebody else, allow them a scrape or two, especially if the bike is really expensive.

• RBW • Spring 2002 •

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

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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.

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• RBW • Spring 2002 •

Name _____ Member # if known _____

Mailing Address _____

City _____ State _____ Zip _____

Ship to, if different _____

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

Fax: (_____) _____ Email: _____

IF SOMETHING IS OUT OF STOCK

____ Ship back-ordered items as they become available
(+ \$2 shipping/handling per line item).

____ No backorders, just send me what's in stock.

Backordered items are charged \$2 freight per
line item, up to a maximum of \$6.

No backorders on items less than \$11.

No int'l backorders.

If no line is checked, we assume backorders are preferred.

SHIPPING AND HANDLING

Standard\$7

Next Day.....\$35 2-Day\$20

Rims\$15 (any qty) Wheels..... \$15 (each)

International Ground Air

Canada (USPS unless you request UPS).....\$15 \$25

All Other Countries..... \$50

P.O. Boxes, AL & HI: \$7 Priority Mail, restrictions apply.

Call for int'l rates on shipping frames, wheels, bicycles.

ITEM #	BRIEF DESCRIPTION	QTY.	SIZE	\$ EACH	TOTAL

Subtotal

Tax (CA only)

Shipping (see above)

Take \$10 discount if you renew or sign up now

GRAND TOTAL:



P.O. BOX 5289 • WALNUT CREEK, CA 94596

PHONE: 925-933-7304 • FAX: 925-933-7305 • FAX TOLL-FREE IN US: 877-269-5847

PAYMENT

Check or Money Order No.: _____ Amount: \$ _____

Credit Card No.:

Expires (MM/YY) -

WE ACCEPT VISA & MASTERCARD ONLY

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 & Will Calls

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 understand that, and promise not to interpret our running to get the phone while you're in the middle of a sentence as rudeness, then call first so we have your order ready for you. We're friendly!

What To Expect

We have two 100-square foot adjoining spaces. One is the office, one's the warehouse. Parking can be tight in our building complex. Our spots are #5, 6, 7, 8, but if they're filled, please park on N. Main and walk, or use BART—we're just an 8-minute walk from the Walnut Creek station. Remember to call first and we'll provide super detailed directions.

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 Geary/Treat exit. Left onto Main until you hit Pringle. U-turn at Pringle, then turn right after the bakery outlet, 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 Walnut Creek BART: We're a 5 minute walk. Walk out the NE side of the lot, take Pringle to N. Main, cross N. Main and go 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 made or 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. All orders shipped to California get charged your local sales tax.

Shipping/Handling Charges

Domestic Orders

Standard: \$7 per order Allow 7-10 days for delivery, but it's usually much faster.

2-Day Air: \$20

Next Afternoon: \$35.

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.

Frames: \$35, shipped Airborne Express. \$100 for 2 Day.

Bikes: \$50 (lower 48; other, call) , shipped UPS ground.

International

Ground to Canada: via USPS \$15

Air to Canada: via USPS \$25

Int'l Air: via USPS \$35

Frames & Bikes: Call or visit us on the web for full shipping rates chart.

PRICING

Catalogue prices are member prices.

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

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U.S. POSTAGE

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