

RIVENDELL BICYCLE WORKS

S U M M E R / F A L L ' 0 3



www.rivbike.com



Top:
John, Mary, Rich, Diana, Robert

Middle:
59cm Rivendell

Bottom:
Mark, Bhima, Grant, Mo

IT AMazes ME THAT WE EXIST IN THE 21ST CENTURY, because we don't follow trends, and haven't consciously identified a market to target. We just find and make the kinds of bike things we personally like; the idea being that we're not freaks, so if we like them, you might, too.

In 9 1/2 years of business we've yet to make a profit, so it's not like it's a simple, ingenious formula. Sales go up every year, but not as much as expenses, and each year we're slightly more in debt than we were the previous year. Right now we owe \$110 thousand, divided among three credit cards and a line of credit (but I'm proud to say we always pay our vendors on time). This year we hope to actually make a profit, but frankly, that'd be unbelievable. Meanwhile we're happy believing that what we do matters.

In the past 15 years, the persona of bicycling has changed. Now the mark of a "serious" cyclist is a snug-fitting garishly decorated synthetic jersey, lycra pants, and slender wrap-around sunglasses. For the most part, pros look like unidentifiable aliens, amateur guys look like pros, and women look like the guys. A serious *bike* is either a complex machine designed for downhill racing on rough terrain, or a 17-pound featherweight road racer that's fine for smooth dry roads & little else.

Most impressionable newcomers in any pastime aspire to use the same equipment the pros use—and that makes sense for photographers, but not for cyclers. It made more sense back when pro racers had to repair their own bikes, no help allowed. We're not saying those were the good old days, just that pro equipment born in the era of the support vehicle doesn't have to be as durable, and often isn't. It's the same with competition sailing boats, which tend to be fast but not seaworthy. But back to bikes; mainly, it's the frame. The modern high-end road frame is engineered to win this season's weight war, and to give a featherweight racer a slight real or psychological advantage when every second counts. It rarely accepts a tire larger than 700x25, so it's not suitable for rough roads, or for riders weighing more than 190 pounds. It doesn't let you mount fenders, so it's no good for wet roads or rain. When you take an already lightweight frame and remove material until it's raising eyebrows in 2003, something has to give. Within a month of its introduction, one major lightweight came back with 12 failures. A front derailleur clamp buckled the seat tube. A top tube folded while a fellow was balancing the bike (doing a trackstand) in the showroom. This same bike has a lifetime guarantee, with no rider weight limit. It is extreme, but in the context of other featherweights, it has close cousins.

We try to be more practical in what we ride, espouse, and offer in this catalogue. The final mix is odd, with a \$335 Phil Wood cassette hub on one page, and \$20 pedals on another, but every item here earned its spot by being the best of its kind, or the best value, or the only reasonable option. We sell the parts we like and know and ride, and when you order from us, you can do so confident that you'll be just as happy with them.

By the way, Robert and Mo, in our shipping department, are at the top of their craft, and the package you receive from Rivendell will likely be the best-packed box you receive all year. Mark is right up there, too.

Finally, we have a website: www.rivbike.com. You can read more about us as a company, and things we sell, and can order online there. We hear it's a good site.

— Grant, Bhima, John, Diana, Mark, Mo, Robert, Rich, and Mary

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Wear What Grows

If a multi-headed space worm came here today and took a gander at a group of hikers, climbers, birdwatchers, or cyclists, it would get a twisted idea of the clothing and equipment required to survive and enjoy the outdoors. Today, most "outdoor technical" fabrics were born in a lab indoors. And relentless promotions make even semi-sane folks wonder: Do natural materials even work?

We'd have died by now if they didn't. Wool was born before commerce and marketing. It has evolved over hundreds of thousands of years in the snowy slopes of Patagonia, the blistering wastelands of Afghanistan, and the bitter cold deserts of Mongolia. It's perfect for your Sunday ride, brevet, or extended tour.

Wool regulates body heat much better than plastic does. The structure of a wool fiber gives wool its superior "moisture management" qualities (to steal a term from the synthetics). And wool is self-cleaning and fireproof.

But what's most impressive is wool's feel, and it's a feel that's hard to describe in words. Compared to the scientifically produced consistency and plush weightlessness of polar fleece,

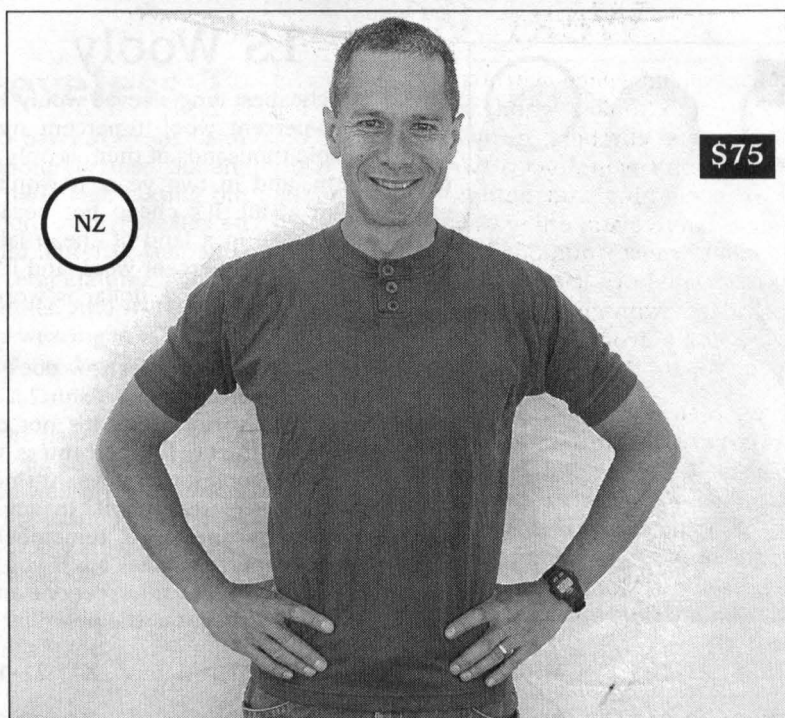
wool is far more variable and interesting. It has texture you can feel and see, and despite all attempts to high-techify it with computer-controlled processing and knitting, every all-wool garment, just like every sheep, has an inconsistency, a personality, that surfaces over time and with use and abuse and exposure in the world of wind, rocks, snags, and getting stuffed into and pulled out of packs and drawers. Wool has an authentic feel that's comfortable on warm days, and cozy on cool ones. Plus, it doesn't stink after you've sweated in it, so you can wear it many times before you need to wash it.

The clothing you wrap yourself in becomes your immediate environment, and plays a huge role in your outdoor experience. How it looks, and sounds when it flaps in the wind, and smells after the third day without washing, and how it feels against your skin, all depend on what it's made of.

A well-chosen wool wardrobe will take care of all your comfort and survival needs in extreme cold through extreme heat. We aren't suggesting you toss out perfectly good synthetic garments; just that once you try wool, you won't wear them any more.

Wool & Scratchiness

Wool is graded according to fiber thickness, and fiber thickness is measured in microns. One micron is 1/25, or 400th, of an inch. Just about anybody can handle wool that's 21 microns or skinnier. Most women start to squawk at about 22 microns; although some squawk at 18.5. Most men squawk at 25 or so, but tough ones can wear 28 microns, no problem. The grades of wool are: Superfine (17.5 to 18.5 microns), Fine (up to 22 microns), Medium (something like 23 to 25 microns, but I start losing it after the Fine grades), and Coarse (26 + microns). The finer the wool, the less pokey it is. Merino wool comes from the merino sheep, which have fine wool that doesn't poke you. In the past few years, the sheep folks have figured out a way to breed "superfine" merino wool, between 17.5-18.5 microns, to silence those who think merely "fine" merino is too scratchy. Outerwear wool doesn't need to be so fine. A good combination is a base layer of superfine or fine, and outer layers of whatever you like.



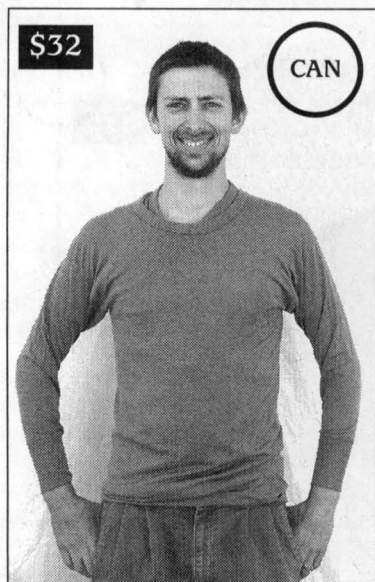
WoollyWarm SS Jersey

This is the nicest jersey we've ever worn or seen. That was the idea, after all. It's the only 100-percent wool *interlock* cycling jersey in the world—and likely, the universe. Interlock is an especially stable, wrinkle-resistant, and expensive knit, and the fabric wholesales for \$14 per yard, or about 3.5x the cost of synthetics. This WoollyWarm jersey is made just for us, exactly to our specifications, in New Zealand, where labor's not as cheap as it is in the sewing factories in China (a fact, not a jab). And it's cut just right, and the colors don't bleed, and it's so soft that even sensitive women can wear it. All in all, we can say with total confidence that if you don't like this jersey, we don't believe you. Superfine (18.5 micron) merino wool. Nice buttonholes and tailoring. Cut full, and it won't shrink much when you machine wash it according to directions. Assorted attractive and ever-changing colors.

More photos and color ones at: www.woollywarm.com or www.rivbike.com

COLOR	SIZE	PART NO.
John's Green-----	M-----	22-311
-----	L-----	22-312
-----	XL-----	22-313
Mark's Blue-----	S-----	22-315
-----	M-----	22-316
-----	L-----	22-317
-----	XL-----	22-318
-----	XXL-----	22-319
Robert's Gray-----	S-----	22-320
-----	M-----	22-321
-----	L-----	22-322
-----	XL-----	22-323

LS Wooly



\$32

CAN

This is our cheapest long-sleeved wooly, because it's only 90-percent wool/10-percent nylon. To say we've sold thousands of them is only a slight exaggeration, and in two years it won't be an exaggeration at all. It's cheap not because it's crummy or made in a land of cheap labor, but because it's only 90-percent wool, and it's made in Canada, where the U.S. dollar is worth a lot more than it is here.

You might be wondering this: How does it compare with a 100-percent wool T-shirt? That is a great question. It shrinks less. It's not quite as furry. Compared to the 100-percenters we also sell, it's floppier (good for fat guys). It's not quite as soft, but it's still really soft. In actual use, there's hardly any difference; remember, we're talking about 90 percent, after all. If you're on a budget or just like super values, get one and don't apologize to anybody about the nylon.

CREAM: S: 21-123

M: 21-124

L: 21-125

XL: 21-126

GREEN: S: 22-218

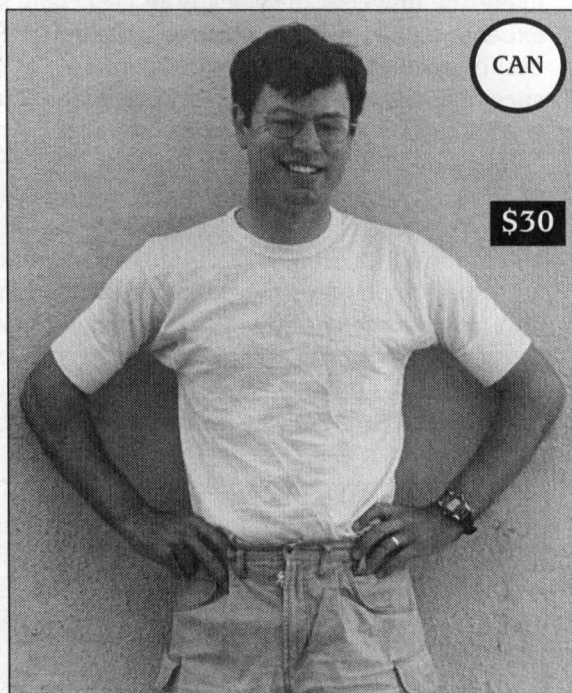
M: 22-219

L: 22-220

XL: 22-221

SS Wooly

The same 90/10 wool-nylon blend as above, and it's cooler than a Beefy-T or any other thickish cotton shirt, and much better protection when you're sweaty and it's sunset. 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. Cream shown, but we have green, too.



CAN

\$30

CREAM S: 21-117

M: 21-118

L: 21-119

XL: 21-120

GREEN S: 22-215

M: 22-216

L: 22-217

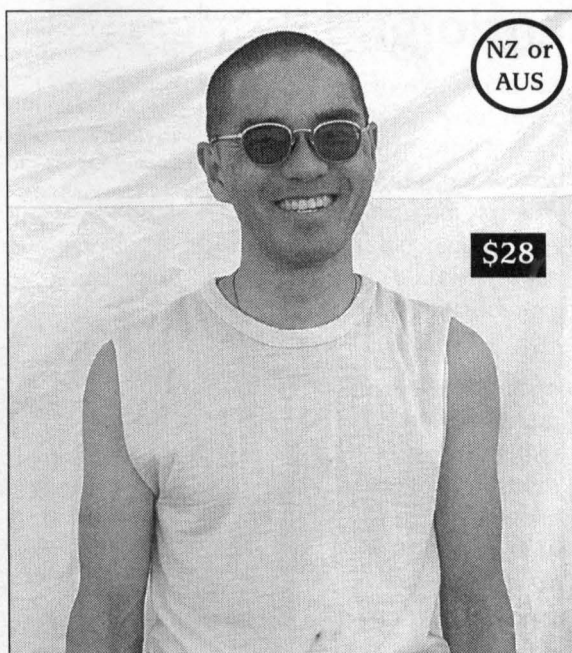
XL: 22-252

Sleeveless T

It's 100-percent wool, and came about because Robert, shown here, kept cutting the sleeves off of his woolies so he could survive the 100-degree temperatures here in the summer. And in fact, the one he's wearing in this photo is a hand-cut, but yours won't be.

This shirt packs up so small and weighs so little that you might as well bring it on any ride. It fits easily into a jersey pocket or any small corner of any pack we sell.

Colors will be black to dark grey—no choice.



NZ or
AUS

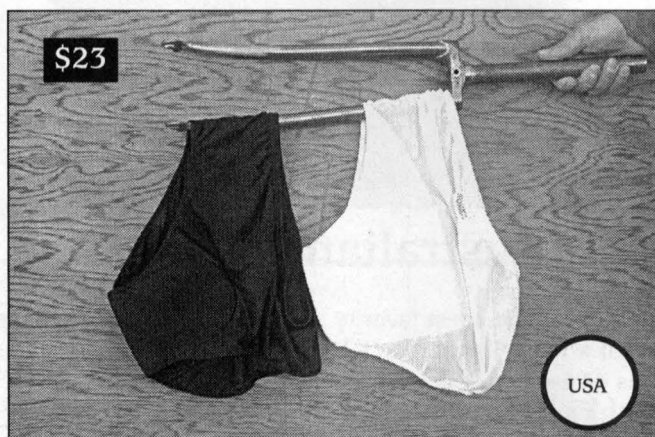
\$28

S: 22-343

M: 22-344

L: 22-345

XL: 22-346



\$23

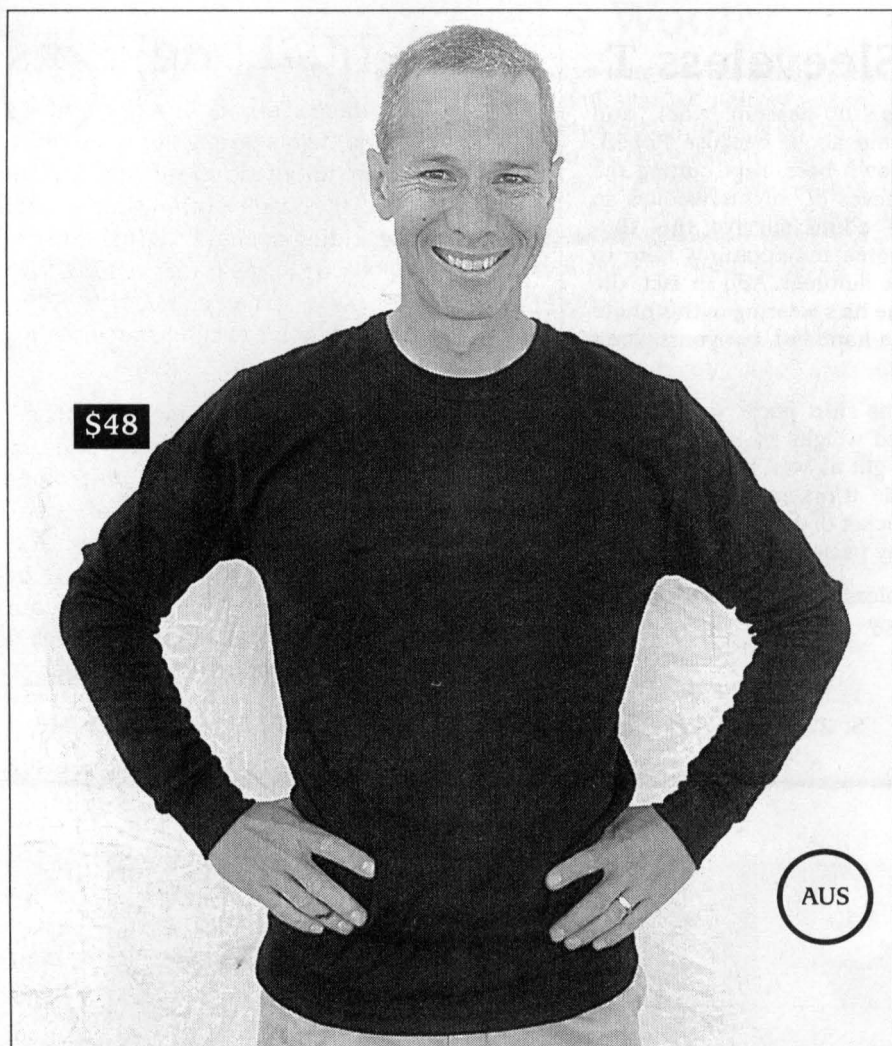
USA

Andiamos

These, like Power Grips, dwell in the netherworld between Super Rookie and Pro, but boy, do they make sense when you aren't wearing cycling shorts. Wear these as your undies, then wear tights, nylon baggy shorts, or whatever you want over them. These are pure synthetic with a thin, foamy pad. They provide a seamless area and slight padding, and they dry super fast. Nobody wanted to model them. Men's White, Women's Black. It's handy to have two pair. Extra good for touring.

MEN'S: M: 22-301 L: 22-302 XL: 22-303

WOMEN'S: S: 22-305 M: 22-306 L: 22-307



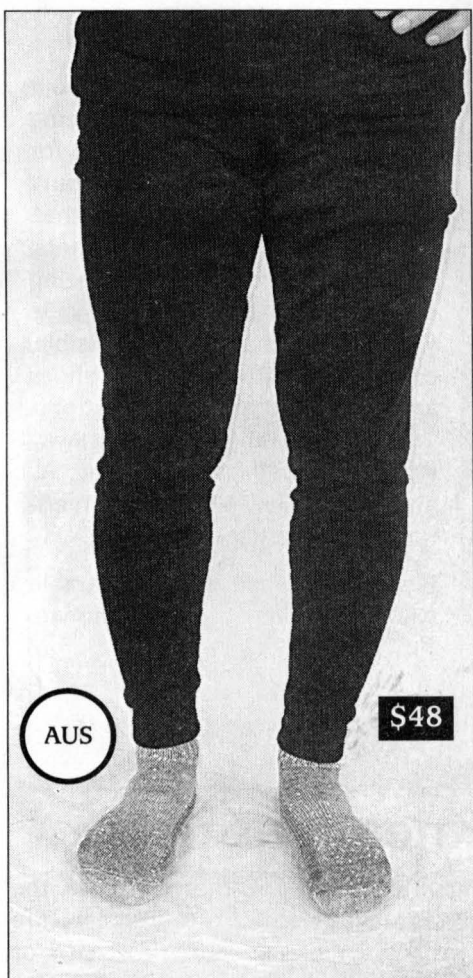
Australian Blacky-T

This ritzy garment is the latest favorite here, and if you can dig deep and come up with \$48 for a wool T-shirt, you'll be glad about it later. It's fantastic, and you'll get tons of use out of it; plus, it makes you look skinny. We're not saying that's a good thing, just that it's a fact.

It's superfine (18.5 micron) merino wool in an interlock knit, which means you can air dry it cumpled, and it still won't wrinkle. Jersey knits wrinkle more, that's all. Its neatness and darkness also hide your nipples and dark chest hair, so you can wear it alone just about anywhere.

As a cycling garment, you can wear it under, over, or instead of a jersey. It's thin and light (though heavier than the Canadian Woolly Ts), so it's ideal for layering. Off the bike, you'll wear it under normal shirts, under cotton sweatshirts, and then at the end of the day, you'll strip those off and leave this on to sleep in. There's a good chance you'll wear this shirt at least 90 days a year.

S: 22-266 M: 22-267 L: 22-268 XL: 22-269 XXL: 22-270



Tights/LongJohns

When there's no TO in sight and it's cold out, tights are what you need. These are not made specifically for riding, but they lack nothing for it, and unlike riding-specific tights, they're great as long johns under regular long pants, or as pajama bottoms. Plus, since they aren't cycling-specific, they don't cost like tights, either.

These are on the light side, as tights go, and that's how we like them. You can wear one or two layers, or wear knee warmers under or on top of them. They're cozy, stretchy, not too snug, and wonderfully comfortable. It'd be hard to imagine not getting your money's worth out of these in just a couple of months of use. A good cool-weather system: Andiamo briefs, then tights, then nylon baggies (\$20 + at outdoorsy stores). It's not the pro look, but it's hard to beat.

M: 22-271

L: 22-272

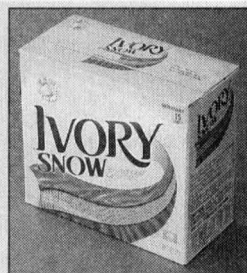
XL: 22-273

Practical Wool Care

The wool in this catalogue isn't fragile, so...

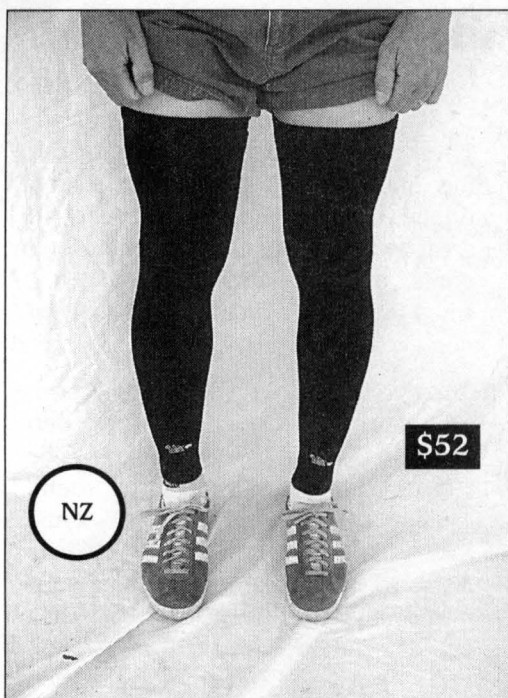
Machine wash it. Gentle cycle, cold water, Ivory Snow detergent. Cool rinse. After the spin cycle, most of the water will be out of it.

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



How often should I wash it? And a showering tip...

Wash it when the armpits start to smell, or you just feel like washing. Wool doesn't retain odors, so you don't need to wash it as often. When you shower, wash up good, then do a final armpit-lathering and leave the soap there. Pine tar soap, Dr. Bronners...anything rather pure. Then put on your wool and go. You will not stink. Your wool will stay zero-smelling for days. Do this, and you'll be able to get two marathons out of a single wool undershirt.

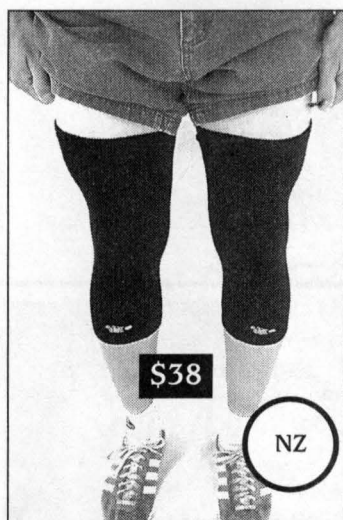


Leg Warmers

All the good things we say about arm warmers—about them being versatile and useful and good for iffy weather and people who can't decide, or for changeable weather, apply equally to leg warmers, except the part about them being easy to put on and take off while you ride. But that's not impossible, either, depending on your shoes and prevailing traffic conditions. They wad up small and stuff away into any handy pocket or bag. As always, ours are 100-percent merino wool, instantly cozy.

Black, easy wash & dry. Wearable with bike shorts or baggies (shown).

S/M: 22-250 L/XL: 22-251



Knee Warmers

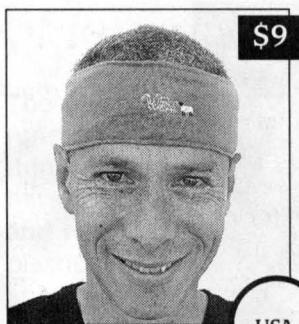
If you're anything at all like the crew here, the toughest decisions of the year—every year—are what we call “transitional quandries,” (TQ) or deciding between shorts and tights, long-sleeves or short, and so on. Well, the leg warmers take care of shorts/tights TQ, but what of the shorts/leg warmers TQ? These knee warmers are your salvation there, and are 100-percent superfine merino wool, made just for us either in Australia or New Zealand. Mark wanted us to have these. He's a big knee-warmer fan, as you can see.

They stretch. Guess your size, and it'll be right!

S/M: 22-308 L/XL: 22-309

Coming Soon! Lower Calf Warmers

In our Relentless & Passionate pursuit of Maximum Versatility & Increasingly Small Market Niches, we are proud to announce that by October we'll offer Lower Calf warmers, for that one person out there—perhaps you?—who once suffered from cold calves, and has vowed to never let it happen again.



\$9

USA

Wooly Sweatband

The most underrated item in this whole catalogue. If you sweat or get cold ears, you'll love this thing. Compared to cotton or synthetics, it holds more sweat without leaking it. Plus, you can wring it out and reuse it. Good for all parts of your head. Useful, light, versatile, wad-uppable. Good for hot or freezing weather.

Green:
22-196



USA

\$12

The Best Bike Sock

There are lots of bike socks out there, and we've tried a lot of them, but none are as nice as these. You'll wear them off the bike all the time, too. They're actually SmartWool light hiker sox, but don't let that fool you.

M: 22-152

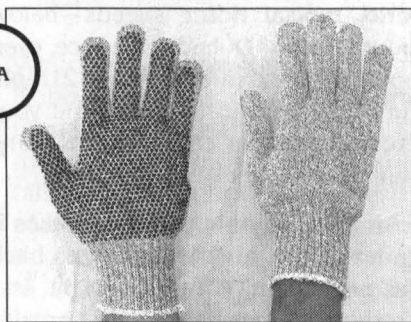
L: 22-153

XL: 22-154



\$12

USA



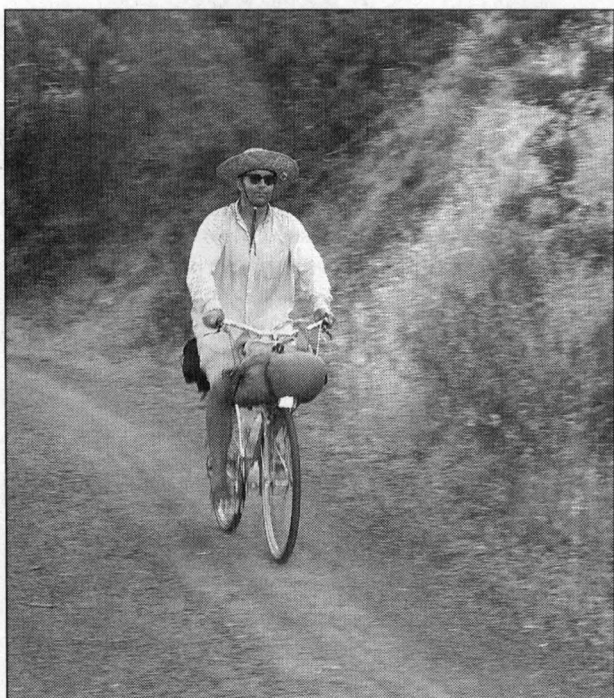
Cheap Good Gloves

The best gloves we've used, period. They're 85-percent wool, so they don't get clammy like neoprene or plastic. They're not totally windproof, so you don't tend to overheat in them. They're thick enough to do the job; and they have rubber-dotted palms, for good gripion.

The full-fingered ones work fine down to about 40 degrees. The fingerless ones are good down to about 55 degrees. One size fits everybody, no doubt about it. Priced the same, because once you start with the fingers, it's easier just to keep going. (And the extra wool, it ain't worth much.) Try them once, and you'll be back for more.

Full Fingers: 22-144

Fingertip-Free: 21-024



Three Arguments in Favor of Blowing Off Aerodynamics

1. The benefits don't kick in at real-world, typical riding speeds—below about 23mph. Outside of a race, even super fast riders rarely average 21 mph; and in a race, most of the time your aerodynamicity comes from riding within the shelter of the pack.

2. An aerodynamic position makes it harder to see, and often causes back and neck pain. A more upright, less aerodynamic position is easy to maintain because it's more comfortable. It's easier to see traffic or scenery when you're not as aero.

3. Tight, aerodynamic clothing makes you hotter. The sun heats the fabric, which presses hot against your skin.

Loose clothing is usually more comfortable, and since it gently flaps, it helps keep you cooler. In hot weather, nothing beats a loose-fitting seersucker shirt (no, we don't sell them!). The

wind sneaks in the sleeves and neck, puffing out the jersey away from your skin, so you're essentially riding under a parasol of shade.

We aren't blanketly against aerodynamics, or suggesting you try and catch the wind. But few riders are comfortable in a low, aerodynamic position, and even fewer look and feel good in tight plastic clothing.



It's normal to sort of like to get dressed up ritualistically for your sport, and to follow the lead of pros and other role models. There's nothing so terrible in all that. But those guys don't particularly think about you at night, so it makes more sense to find your own comfortable position and your own comfortable way to dress. It doesn't have to be *our* way, or *their* way... but it ought to be comfortable to you.

Bags for Bicyclers

An old approach makes superior sacks.

The obvious and most important function of a bag is to carry something, protect it, and allow you to have at it without a lot of hassle, and nylon does that well. Today's plastic, one-touch hardware is fast and convenient and clever; you can't argue that. But once you get a step past the basics, there's nothing there to actually like about nylon bags with plastic hardware.

It's completely different when the bag is made with the best quality natural materials and metal. A bag like that feels good to get your hands on, makes you want to go places, and is the kind of thing you want to keep forever.

Baggins bags aren't the last word in luggage, but they are hard to beat as bike bags. They look nice because they're made with waxed cotton, brass, and leather. They last because they're well-made. They're a pleasure to use because they're well-designed.

Baggins designs are simple, because simple bags are easier to use and less confusing when you're packing or unpacking hurriedly or in the dark, or in the rain, or any nasty combination of those things. You want to know *if it's here at all, that flashlight's got to be in pouch A or pocket B, not which the heck pocket is the flashlight in?*

Packing for the return trip is usually harder than packing for the outbound, because you just aren't as

fastidious about folding, rolling, and stuffing as you were before you left. On your way back, things are dirty, wet, and you may be dealing with them in an altered and bulkier state; so being able to pack by cramming was high on the list of features we worked into

the Baggins line.

We went all over looking for the right fabric and hardware, and settled on a 15 to 16oz waxed cotton fabric, supplied by Herbert Rice. The buckles are brass.

The leather is

fine, and the workmanship is top-notch.

We can't guarantee this year's Hobo bag will be a perfect cosmetic match for next year's Hoss. The materials are purchased in small (affordable) quantities, and that combined with natural variations in, yes, dye lots, means we've got to be flexible. The alternative is being our vendors' worst nightmare customers, and we don't want to do that at all.

Too bad this catalogue is in black and white, because these Baggins bags are a really nice, but hard-to-describe shade of greenish khaki. They're close to the color of a slug, but if that doesn't bring up any images to you, look online. We'll have more photos of them there, anyway.

—GP





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.

Member and professor Benson Tongue mounts one on the front of his handlebars, around the stem. There it serves as a camera bag, suitable for anything up to a small 35mm camera and a zoom lens.

The Baggins Banana is the best small seat bag you'll ever use, and by far our most popular model. We sell about 300 of them per year (one year, 444). It's a good one!

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 straps through which to lace cord or elastic or straps, for adding 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.

Banana Bag: 20-082



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.

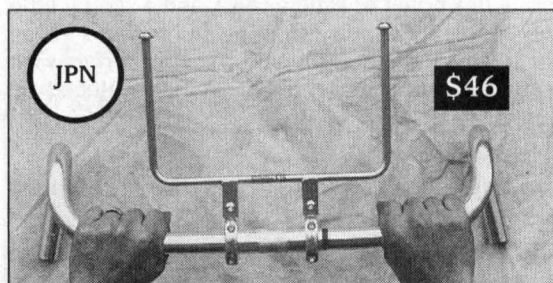
The lid is tailored so that you get full coverage of your load even without it cinched down. In fact, probably the only time you'll want to fully batten down the hatches is during a strong wind or rain; or if you've got a Leica in there and you're bouncing down the trail.

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 \$46 rack, below. The combination is expensive—\$132—but it is the most convenient, easy-to-use handlebar bag we've tried.

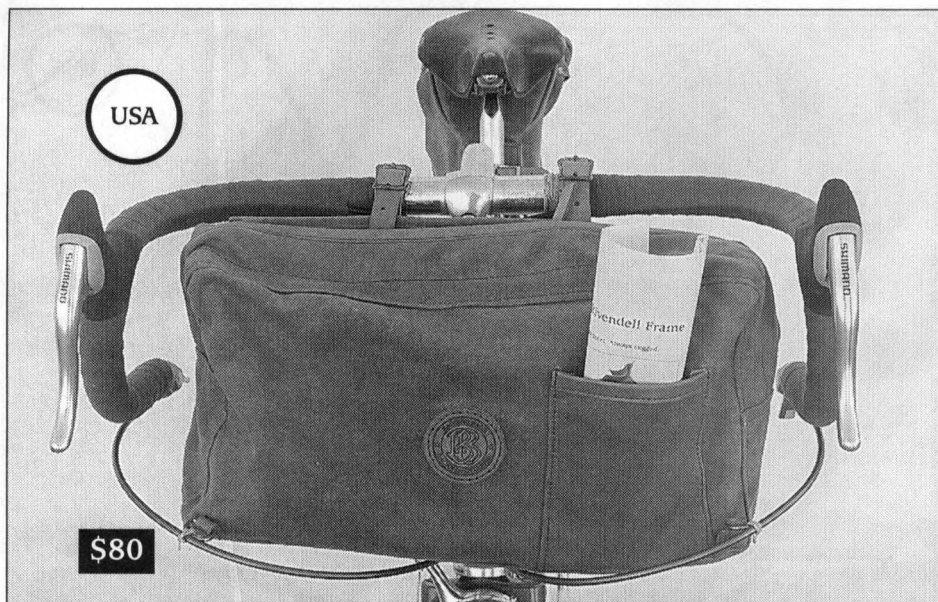
Boxy Bag: 20-083



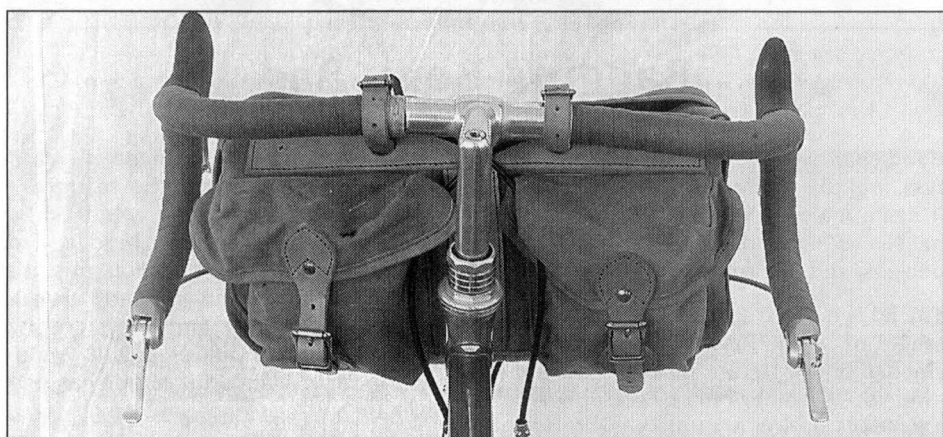
Boxy Bag Rack!

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



Tall enough to fit standard papers without rolling or folding. Big enough for sweaters and extra wool. Two inside pockets for keys, wallet, and so on; and an outside front pocket for instant access to fine literature (or the next best thing).



Two outside rear-facing pockets are ideal for wool beanies, gloves, sandwiches, wallets, and small cameras. Most of the time you don't even need to buckle them.

Baggins Hobo Bag

This Hobo bag fills the capacity 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. Deep enough to hold magazines, files, and small clipboards sideways, and there are two big slash pockets inside (for wallet or sandwiches), and a skinny little one for a pen. The main pouch easily holds plenty of spare clothing and food for a long ride in iffy weather, and the whole thing is light, mounts easily, and doesn't interfere with your grip as you ride. If you've got several bikes, surely one of them can use the Hobo Bag. A good and useful bag to have on any bike.

Hobo Bag: 20-081



There are different ways to suspend the Candy Bar Bag to minimize swinging, and none are tricky. You can tie the D-rings under the brake lever hoods if you're a neatnick, or tie them outside them or directly to the lower portion of the drops if you aren't. You can't do it wrong!

Baggins Candy Bar Bag

The lightest, smallest bar bag out there. It's easy to mount, and carries enough candy bars for a long day ride, with room left over for gloves, wallet, keys, pocket camera and another thin layer. This basic design originated in the '70s in America, so naturally it's not very stylish, but our classed-up version goes well on any bike and improves its look, too. It's a muddy khaki color with thick leather trim and a real brass zipper with a two-way slider. Strap it onto the bar, loop some loops over the brake levers, and you're all set, and what's more, you'll probably never take it off. Instructions included.

Candy Bar Bag: 20-085

Loading Handlebar Bags

Handlebar bags are terrific! It's nice to ride along and reach down for a camera, gloves, or a hunk of food. Or stop along the road and pull out your binoculars, or get your sunglasses, or grab your wallet. Some of these things you can fit into jersey pockets, but all of them go easily into a handlebar bag.

Try to keep your handlebar bag load to under a couple of pounds. That'll easily cover snacks, extra clothing, a wallet, and a small camera—a typical and good handlebar bag load. But it matters more on longer trips and hairier descents than on short commutes and shopping. Use your head, and keep your hands on the handlebars, especially at high speed. Hands-free riding with a heavily loaded handlebar bag can easily make a bike shimmy (the front end wiggles left and right); but it's usually not the bike's fault. The bag just has too much in it.

All of our handlebar bags sit low (they don't stick up above the handlebars). That helps the balance, by keeping weight low; and it makes it possible to mount the normal, common-style light that goes onto the handlebar, next to the stem. We've put a lot of thought and experience into our bar bags, and they're all really good.

A Saddlebag Breakthrough

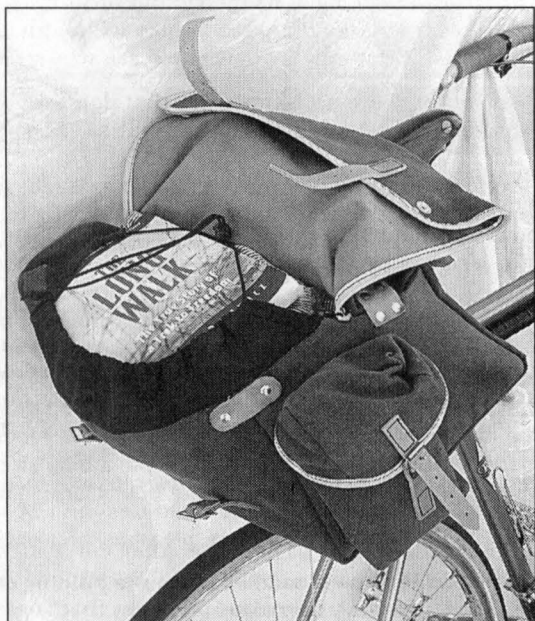


All the saddlebags shown in this catalogue have a flat bottom, which lets you load them up and use them on bikes with lowish saddles without dragging on the tire. And they load vertically, not at an angle. This helps the load stay there even if you forget to buckle down the flap. It's not our invention, either. Many saddlebags in the '40s were designed this way, and it continues to make sense.

The flat bottom, as shown in the accompanying photo, is achieved partly by how the bag is cut, partly by a corrugated cardboard insert, which spreads the load over the entire bag bottom, and thus prevents sagging. You supply the cardboard yourself, but we include size recommendations for each particular bag.

The vertical loading (VL) is an advantage over a more traditional back-loading design. The load stays contained better, with less likelihood of stuff falling out if you forget, as we often do, to close and buckle the flap.

These features are refinements, not epoch-making improvements. But if you like and use saddlebags even half as much as we do, then you're sure to like these details.



Saddlebags

When we say "saddlebag," we don't mean just any old seat bag. Rather, the side-ways or *transverse* style (as proper linguists call them) shown on the following pages. Saddlebags were the favored way to carry small to middle-sized loads in England from the mid-'30s to about the late '70s. America wasn't much for sport-cycling until the mid-'70s, so it's not as though we Americans rejected them; we just didn't know about them. Italian cyclists and cycle makers have always been focused on racing, and since saddlebags aren't part of the racing scene, you could have been born, grown up, and died in Italy without ever having seen a saddlebag. The French were more well-rounded, cycling-wise, and certainly made nice panniers and handlebar bags and the odd seat bag (our Banana Bag has French roots). But historically the French have considered themselves the center of the cycling world and superior to everybody else, and so have been reluctant to follow the ways of the outside world. The British, on the other hand, are generally not known for their fancy style, and so it's no surprise that the homely, transverse saddlebag was developed in England. It may be impossible to put an exact date on it, but Carradice was making them in 1932, and during the quarter century between 1945 and 1970, saddlebags adorned probably 40 percent of the light-weight, roam-around-the-countryside bikes there.

In America now, we have a small but powerful racing influence. There aren't many actual racers, but racing style and equipment casts a wide net that traps fitness riders, new cyclists, weekend warriors, and general enthusiasts who figure, incorrectly, that the equipment developed for racing is naturally good for everything. Real racers don't carry anything. Racer-types carry as little as possible. In these parts, you see them overdressed for the six to 11-mile climbs, because there's no place to store the windshell they'll need for the descent. At the top, they huddle and shiver in their spandex and polyethylene, sucking gels because they couldn't carry real food, and dreading the descent because they couldn't carry cozy insulation (which they didn't want to wear on the climb).

That's where a saddlebag comes in handy. It's bigger than the pockets on a cycling jersey, and not as picky about what you put in it. It lets you prepare for the weather, instead of being at its mercy, and turns long, nervous rides in iffy weather into carefree, sightseeing cruises. A bike without a saddlebag just isn't living up to its potential. Once you try one, you'll see why so many riders are nuts for them.

Obviously, there are some rides that don't require much gear, so you don't need a saddlebag on all of your bikes. But saddlebags sure are nice to have on longer rides, and unfamiliar rides, and cold-weather rides, and group rides, and exploratory ones, too. And the larger saddlebags are ideal for camping. In one of our larger bags, you can carry a compact pad, bag, tent, tarp, food, flashlight, book, beanie, and knife. Unless you're an ultra-minimalist, you'll want a small handlebar bag to carry some spillover. Either way, you'll be amazed at what you can do without full panniers.

Saddlebags are ideal for commuting, too. You can carry gear in a daypack or messenger bag, and if you're wedded to either there's no sense talking you out of them (saddlebags aren't the only way, of course). But here again, if you're open to other ways, for heaven's sake, take the load off your back and shoulders with a saddlebag. My 14-year-old daughter's daily bookload weighs in at around 16 pounds, and fits nicely in her Hoss. It would be a stretch to say she's the envy of her schoolmates—having her own Hoss and all—but it sure makes the 25-minute ride to and from school more pleasant, and that's no small thing.

If you want to try a saddlebag, you're holding the right catalogue. We have models made for us by Carradice, and our own (Baggins) brand. Both are excellent, and can change forever your whole approach to carrying loads. —GP



This Hoss is neatly packed, but not nearly to capacity. The Hoss easily accommodates all you need for at least two days in winter or four in summer; and combined with a decent sized handlebar bag or a small front bag of some kind, you'll be able to go anywhere for a week. And if you can't, you're toting too much!

HOSS

For Weekend Tours, Overnights, and Bulky Commute Loads

The Hoss is about as big as a saddlebag can get, and ought to be your choice for overnights or any kind of touring or commuting when the load is less than humongous and you don't want to carry panniers. It carries a big and heavy load amazingly well, and once you get over the initial feeling of pedaling with 20 pounds in a saddlebag, you'll soon forget it's even on there.

The Hoss (like the Adam) has riveted straps on its underside, which let you easily strap it to a rear saddlebag support or rear rack, to stabilize a big load (like two gallons of milk and ten apples). Supplemented with a Hobo or Boxy bag up front, you'll be able to carry at least four days' worth of camping gear—for a lot less money and weight than racks and rear panniers.

This is a stunning bag. It isn't boutiquey in the Dourney & Bourke or Ghurka sense, but is a bit more refined than a Carradice, and that's why it costs so much. If you want the finest huge-capacity saddlebag made, this is it.

THE BAGGINS HOSS: 20-078

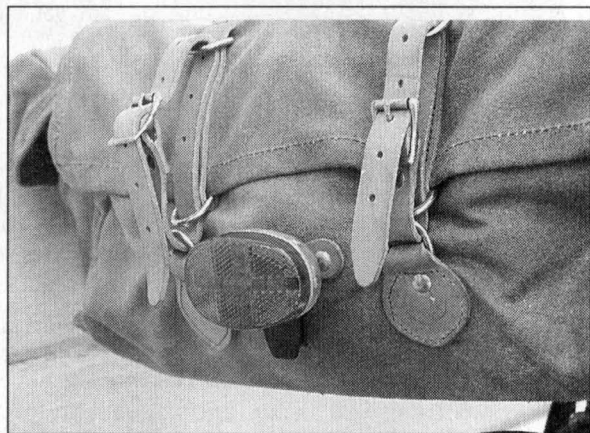
Each of the Cartwright series saddlebags hangs from a piece of hand-cut and unfinished alder. You tie one or two cords to that using a barrel knot (or anything that works for you), then string them through the grommets, and put a cord lock on the outside. We provide everything, by the way. The cords help contain the load, and the cord locks let you cinch it down snug. With this system—which we love but have yet to name—it often isn't necessary to secure the top flap. Use your own judgement, but over time you'll develop lazy habits, and the bags won't punish you for them.



Another feature common to each of the Cartwright Bros. bags is an obsessive conflagration of weather flaps—two on the rear mouth, and one on each side. And what's more, they're grommets, so if you're either paranoid or truly caught in a Northumberland squall, you could, conceivably, run cords through each of the grommets, and lash down your load a ridiculous amount. Nobody here has ever done that, and we don't show that happening here, but the photo does show the flaps and grommets. We just lay the flaps over the load and that's always been sufficient.



We debated where to put it on the bag (flap or down low?). Down low won, because you might be carrying gear on top of the flap, and so here, to the right, is where to put your light. Also shown: The leather straps that come with the bag are not sewn onto it; so you can close up the bag different ways. If you go in and out of your bag a lot, you may find that shoelaces or quick-release nylon straps are faster. It's up to you.





ADAM

When Hoss is Too Big, But You Still Need To Carry a Lot

The ADAM is our most popular big bag, because our claims about the Hoss's hugeness tend to scare folks off. ADAM isn't that much smaller, and a case could be made that we don't need both, but the brothers theme sort of carried us along, and here it is. For anything other than camping and pannier-substitution, you're unlikely to max out the capacity of the ADAM. And if you do, you can always tie extra gear on top, using the handy rings that are sewn onto the flap. If you can get only one saddlebag, this is the size to get.

THE BAGGINS ADAM: 20-079

Saddlebag Support, or No?

Three years ago, an older fellow who came from England wrote me a letter in which he maintained that it wasn't even proper to carry a saddlebag without a support; and he was scolding me for not pointing that out. Older and English notwithstanding, I don't buy that, but certainly when you leaf through the old British bike parts catalogues, there are all kinds of saddlebag supports listed, and it at least makes you think. Saddlebag supports stabilize your load and prevent it from sagging due to pure weight or lousy loading. For commute-sized loads they aren't necessary, but for camping loads or anything super heavy, saddlebag supports are worth their weight and cost. We've used several different styles, and there's no single clear winner. The one we have, made to our specs by Nitto, works as well as any, and better than lots of them. —GP

Each of the Brothers Bags has provisions for attaching it to either the seat post (shown here), or a rack, or your frame's seat stays. On Hoss and Adam, there's a monster-sized leather wear patch running under the full length of the bottom. It's really too big and too thick, but it's also useful. With the attachment points we've riveted on it, you can get creative and stabilize the biggest loads. It's an excellent system.



Even the middle brother, Adam, is large enough for most camping loads, when supplemented with a bar bag. The two side pockets are nice and wide, for super easy access, so you won't dread digging down there for your chapstick or keys. The pocket flaps are well-designed ("cap style") to protect the load even if you forget to batten them down. They're ideal for cameras, and if you're comfortable on your bike and the situation's right, you can reach back there while riding, extract your camera, shoot some photos, and put it away.



Here's a good view of the flat bottom and the clearance it helps provide. We include instructions for the bags, telling you how to prepare them for use so you'll get the most out of them.



LITTLE JOE

When Banana's too small, and Adam's too big. Our most popular model.

This has become our most popular model, surpassing even the now-legendary (in these parts) Banana Bag. It holds all you'll need for a multi-hour ride in iffy weather with uncertain food-buying opportunities. And it's small enough to leave on all the time, even if all you're carrying is a patch kit.

Two sleeve pockets inside let you separate your wallet, pocket camera, and tools from the main load. Our new support system with grommets and laces assures no tire rubbing, and no spilling the load out the back, even if you forget to buckle down the flap. Plenty of tie-on points let you carry the occasional weird-shaped goody, or expand the Little Joe's use to include record-setting overnight camping minimalism. All in all, the Little Joe is a lovely bag, a jewel in canvas, brass, and thickish leather.

THE BAGGINS LITTLE JOE: 20-080

Caring For Your Saddlebag

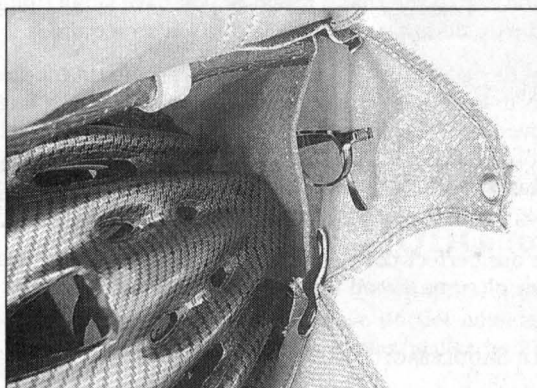
All our saddlebags are rugged and made with good materials that can handle a certain amount of abuse, but to get the maximum life out of one, goop up the leather as soon as you get it. The Obenauf's we sell is as good and maybe better than anything out there, so smear a coat on all the leather surfaces first thing, and maybe once a year thereafter.



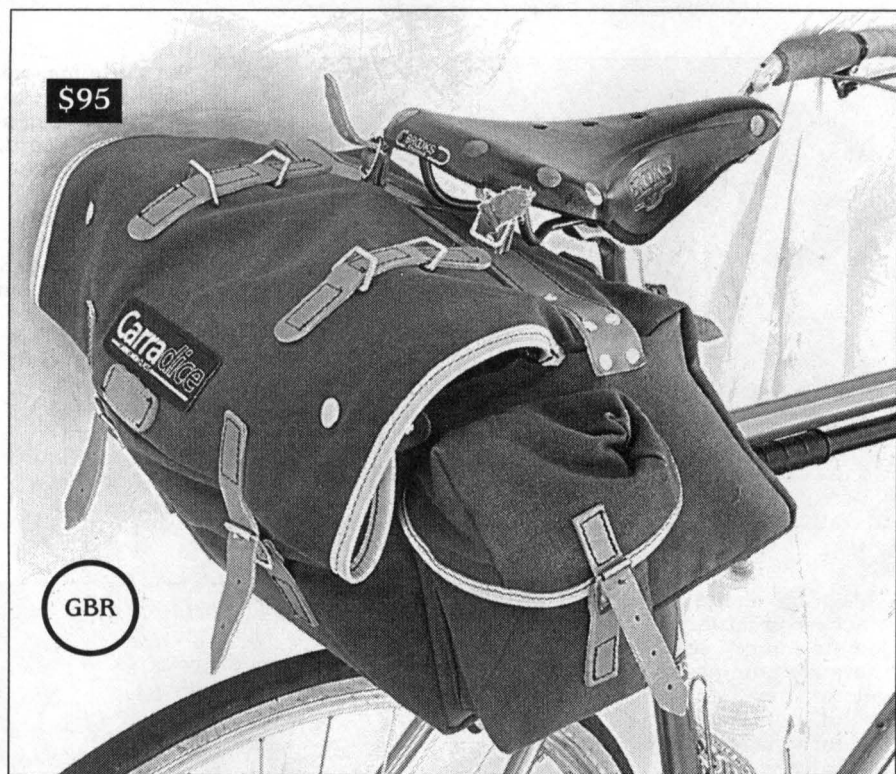
On Little Joe, we usually prefer to use a single, centered cinch cord, as shown here (as opposed to two). It's quick, and the bag's not wide enough to merit two. But there are lots of ways to cinch it up, and they all work, and no doubt you'll experiment some and find the way that's best for you.

This photo shows a cinched-up Little Joe. As you can see, there are grommets galore. They'll all be useful sometime, but for now at least they give you options. We've found that if you need to carry a helmet in a Little Joe, it's slightly easier to do that when you use two outer grommets, rather than the single centered one, as shown.

Also, you'll note the corner reinforcements, to prevent stress at the seam there; and the lower attachment point for a red light.



Inside each of the two side panels is an inside, open-topped envelope-style pocket, ideal for your wallet, keys, sandwiches, repair kit, tools—anything smallish or edible, or that you need quick access to or want to separate from the main load. And, like all the Baggins saddlebags, the Little Joe is suspended from a chunk of Minnesota Alder. Sustainably harvested by a 12-year-old kid with a sharp axe. No two sticks are alike.



Sackville Saddlebag

A new model made just for us, by Carradice

We wanted a Carradice-bufl saddlebag that combined some familiar Carradice details with the neat new design elements of the Cartwright series, and could reasonably be priced a lot lower than the Baggins models. So we sent some Baggins models to Carradice and asked them to make their versions for us, and they came out great. This new Sackville is sized about like the Adam, but costs a lot less. The fabric is dark, almost brownish green—which, for England, is a pretty garish colour. The golden brown straps look nice against it, and all in all, it's a really handsome bag that will look as good in 20 years as it does now. If you're a bag person, it's easy to like this bag a whole lot. If you're a camera person and relate to all things in camera terms, this is the Konica Hexar RF of saddlebags.

Instead of the flap-n-grommet system of the Baggins, it has a nylon lip and drawcord closure, which works fine. With any normal load, after you've cinched it down like this, there's hardly a need to even buckle the flap. If the road's rough or you have small things on top you'll want to do that, but you may find that some loads don't even require it.

The flap is the familiar "longflap" that Carradice uses on so many of its standard models. That is, the flap folds under and snaps to itself in normal use, and when you have a huge load, you unsnap it and get better coverage. The pocket lids are tailored especially well, and cut to cover the pocket even if you don't buckle them down. (We are not discouraging you from buckling the bag, for heaven's sake, but Grant forgets all the time, and bags like this don't punish him for it.)

The two bar bags on the facing page are perfect cosmetic mates to it, if matching your luggage is important to you. Real color pictures are on the website: www.rivbike.com

SACKVILLE SADDLEBAG: 20-089



Sackville Boxy (by Carradice for us)

This is a lot like the Baggins Boxy bag, but done up Carradice style and with a slightly different approach to pocketeering: It lacks the side pockets with the flaps integrated into the main flap; and the inside pockets are coated nylon, and one of them has a zipper. It's a bit smaller and narrower than is the Baggins model, but still carries plenty for a handlebar bag. It comes with its own removable map case. This is a terrific value in a front bag, and you'll love it. Needs the Nitto Boxy Bag rack (p.13).

SACKVILLE BOXY: 20-091



Sackville Hobo (by Carradice for us)

The Carradice version of our ultra-popular Hobo Bag. One main pouch with two sleeve pockets inside, one sleeve pocket outside, and two big rear pockets for your sandwiches, pocket cameras, gloves, wallet, and beanies. Great bag, easy to use.

SACKVILLE HOBO: 20-090

Burrito Wrap

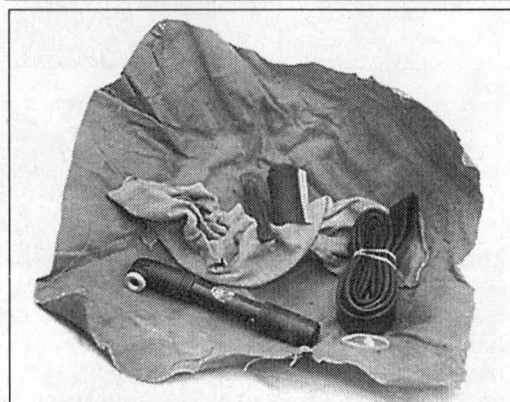
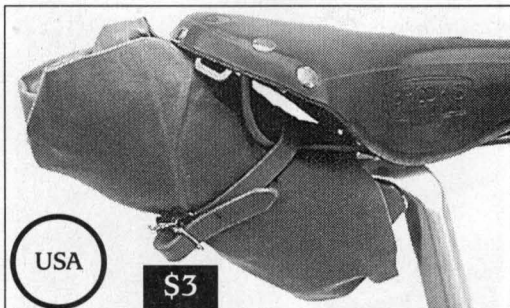
The \$3 seat bag that's hand-made in our own heavenly factory.

Formerly the Acme Tool & Tube Tote, but Burrito Wrap is quicker off the tongue. We've had this in our line since the start, but it didn't make the recent catalogues.

For those of you who think all our other bags are too big, and are currently using some kind of black ballistic nylon micro-wedge pack with an integral rail grabber—and think it's cool to do so—well, this thing is better and cheaper. It's made from Filson Tin cloth seconds, or sometimes a waterproof marine canvas made for covering yachts, to protect them from the sun and gulls. It's an 18 x 18-inch square of unhemmed waxed and waterproofed heavy cotton duck.

When you flat, lay it out on the ground like a placemat. All your tools are there, and won't get lost. When you're finished, just wrap them up again, like rolling up a burrito, and secure it to your seat rails or seat stays, using a toe strap, cord, or war surplus duct tape. It couldn't be simpler, lighter, or cheaper.

Also, it is the perfect way to carry your repair kit in a saddlebag pocket. Get one—it's only \$3, and it'll last 30 years.



Unauthorized photo of Mark's Burrito Wrap reveals a spare tube, mini-pump, two tire boots, one lever, and a rag. He could easily fit twice that.

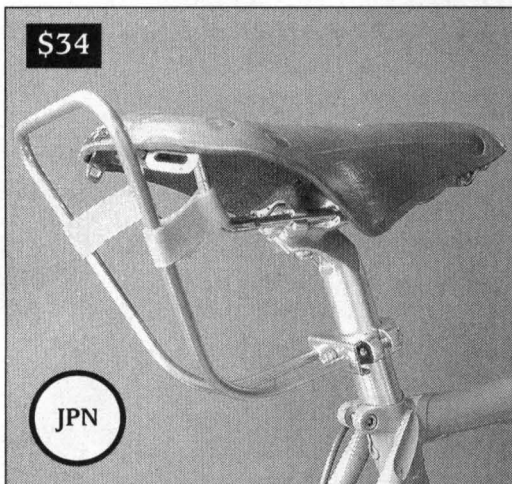
Burrito Wrap: 20-003

The Rough Estimate Bag Capacity Chart

Model	Approximate Dimensions (in.)	Cubic Inches*
Candy Bar	4 x 12 no outer pockets	150
Hobo	8 x 14.5 x 3 + outside pockets	450
Boxy	7.5 x 10 x 7 + 3 flat outer pockets	525
Hoss	6.5 x 14 x 12 + 2 big outer pockets	1180
Adam	6 x 13 x 10.5 + 2 big outer pockets	990
Little Joe	5 x 8 x 11.5 + hard area to measure	600
Banana	too hard to measure	165
Sackville Rear	6 x 13 x 10.5 + 2 outer pockets	890
Sackville Boxy	8 x 6.75 x 9.5 + 1 outer pocket	540
Sackville Hobo	8 x 14.5 x 3 + outside pockets	450
Burrito Wrap	18 x 18 x 0	120

* = calculated dimensionally and assuming no bulges, but since these bags are soft, they will bulge, and you can fit more in them because of it. So these figures are low.

\$34



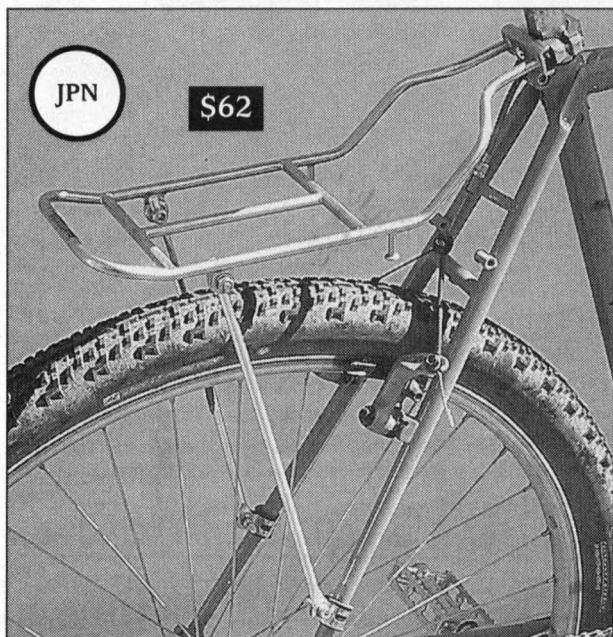
Saddlebag Uplift

This carries a Carradice saddlebag higher and more vertically than the direct-through-da-loops attachment, so you can carry a bigger model with it than without it. 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. This is more for traditionally styled saddlebags (Carradice Nelsons, Campers, and Lowsaddles) than for our current models, which don't need it.

Uplift: 20-036

JPN

\$62



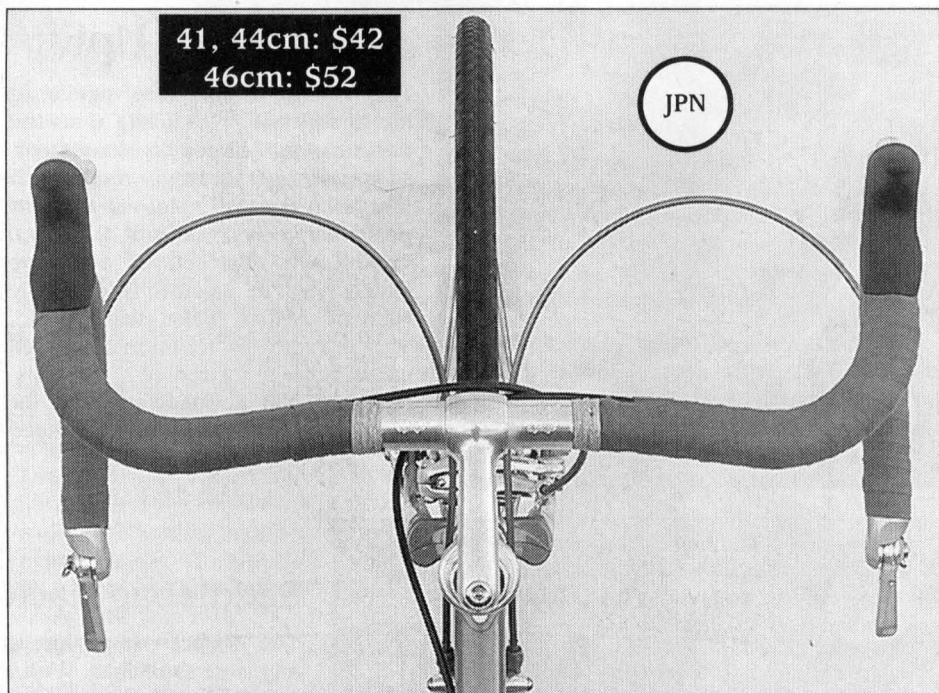
Saddlebag Rack

The perfect companion to any large saddlebag. With a standard Carradice model, it'll let you carry the bag more vertically. With any model, it supports the load from underneath; and with a Baggins model in particular, it allows you to stabilize Hoss or Adam, to absolutely prevent swaying. Also useful without a saddlebag. Just stuff a sleeping bag sack full of food and clothes, and strap it on securely. It works great, carries a lot.

Saddlebag Rack: 20-029

We Have More Racks Than You See Here

Our racks are made in Japan by Nitto, and they're really great, but we are often low on stock, and so some of the ones we've included in past catalogues aren't shown here. For instance, the big rear and front racks, and the small front one. We aren't discontinuing them, and probably have them in stock now, but the best way to check is to call (925) 933-7304 or check our online catalogue—which always has the latest stock information. It's www.rivbike.com.



Nitto Noodle Bar

The drop bar we sell the most of.

Subtle details that are barely noticeable to the nekkid eye make this bar special, and in all likelihood the most comfortable drop bar you'll ever set your paws on. The top portion sweeps back toward you slightly, bringing the bar closer; and the drops (lower portion) flare out four degrees, but the main thing is the ramp. That's the portion of the bar immediately behind where the brake lever fits, and the reason the ramp is so important is that you put your hands there a lot. If it's too steep, the support isn't there and your hands slide forward and down. To keep them there requires effort.

On most bars the ramp is about 24 to 32 degrees, which is fine. But on the Noodle Bar, it's a much flatter 15 degrees, which means your hands stay put and are well-supported. You don't need to hold on to stop sliding forward. Your wrist doesn't have to bend around the curve of the bar. Then on top of that, when you rotate the bars up about 10 degrees (normal and proper with any drop bar), that 15 degrees turns into five degrees, and that's just heaven.

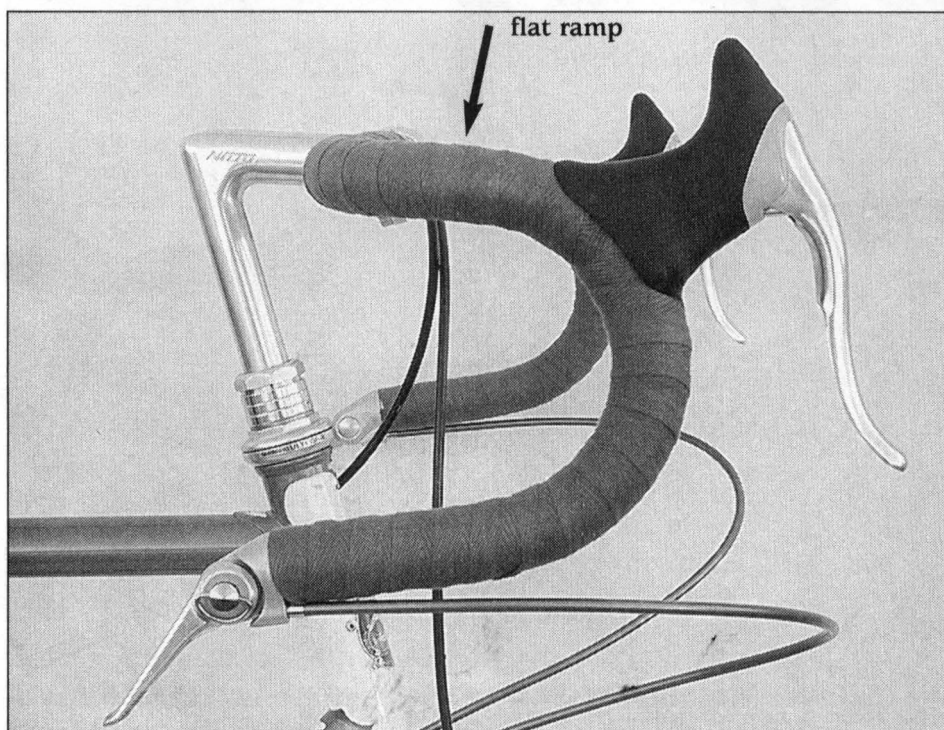
This has become our most popular drop bar, and some folks grumble that now they have to get one on all of their bikes. There are worse ways to spend loot. It feels normal and natural immediately.

If you're debating between two sizes, consider that a wider bar offers more leverage, so you can more easily hold the bike as your legs (which are much stronger than your arms) push on the pedals and tilt the bike.

41cm: 16-111

44cm: 16-112

46cm (HEAT TREATED): 16-113



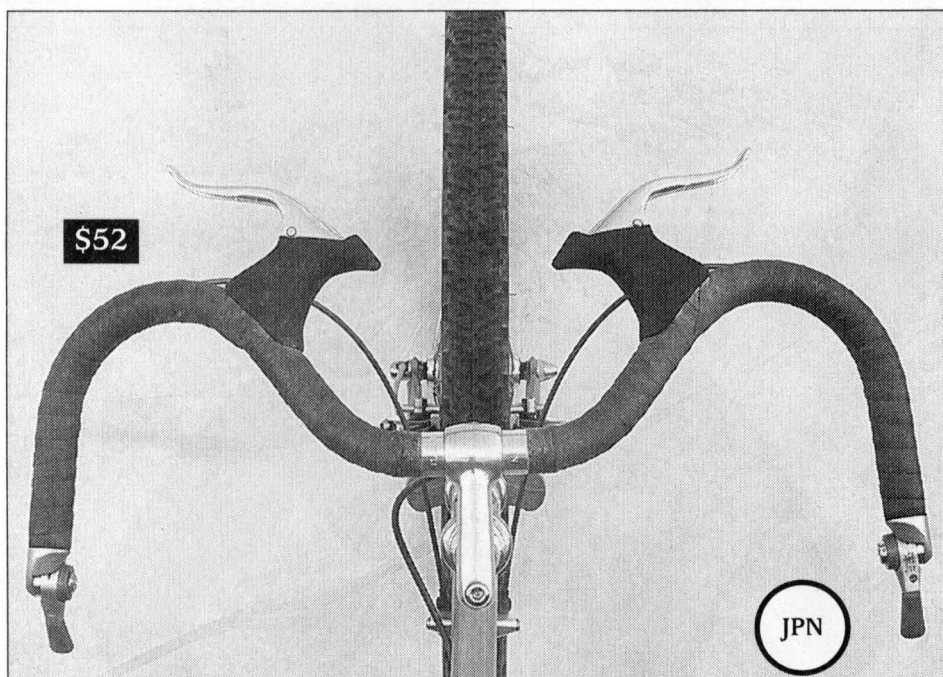
You can clearly see the flat ramp behind the brake lever. Your hand rests there with no tendency to slide forward. On an unrelated note, Keen-Eyed Folk will notice that we didn't wrap the shifter cables under the tape. Sometimes we do, sometimes we don't, but with indexable housing, it's not necessary. It's stiff, doesn't flop. And not having the housing under the tape makes it easier to change shifters later. Not that you'd ever want to with these Silver bar-enders, but if you start off with something else, you know, you might.

Noodle Bar Specifications

Material: Aluminum (5056)
Finish: Satin
Width: 41, 44, 46cm
Reach: Hard to measure on this bar. About 91mm
Drop: 140mm
Weight: 41: 331g; 44: 343g; 46: 374g
Flare: 4 degrees
Clamp Ø: 26mm
Bar OD: 23.8mm
Shifter compatibility: Road style.
Recommended use: Road, touring, commuting. The 46cm heat-treated one is made with a superstrong, heat-treated aluminum, so it's stronger. You're unlikely to break any of these bars, but Nitto, a conservative maker when it comes to safety, likes it when we say the non-heat-treated models are for roads only. (Nitto thinks American off-road riders are radical jumpers, etc.)

Can a Handlebar Absorb Shock and Give You a More Comfortable Ride?

Of course not. Some bar makers claim that, but don't believe it. An aluminum or carbon fiber handlebar that flexed enough to contribute that way would fail in short order. All you want out of your bar is a safe, comfortable perch at a reasonable weight, and enough stiffness to control the bike and not have it feel funny because the bars are flexing too much. *And strength, for safety.* Comfort comes from body position and weight distribution first; tire pressure and wheel base second; and everything else is so far behind as to not warrant a mention. Get strong, safe, and beautiful handlebars!



It is called the Moustache Handlebar because it's shaped sort of like a handlebar moustache. That becomes more apparent if you turn this page upside down.

Nitto Moustache Handlebar

Our most popular bar, a variation of a shape that evolved between about 1903 and 1907, and 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.

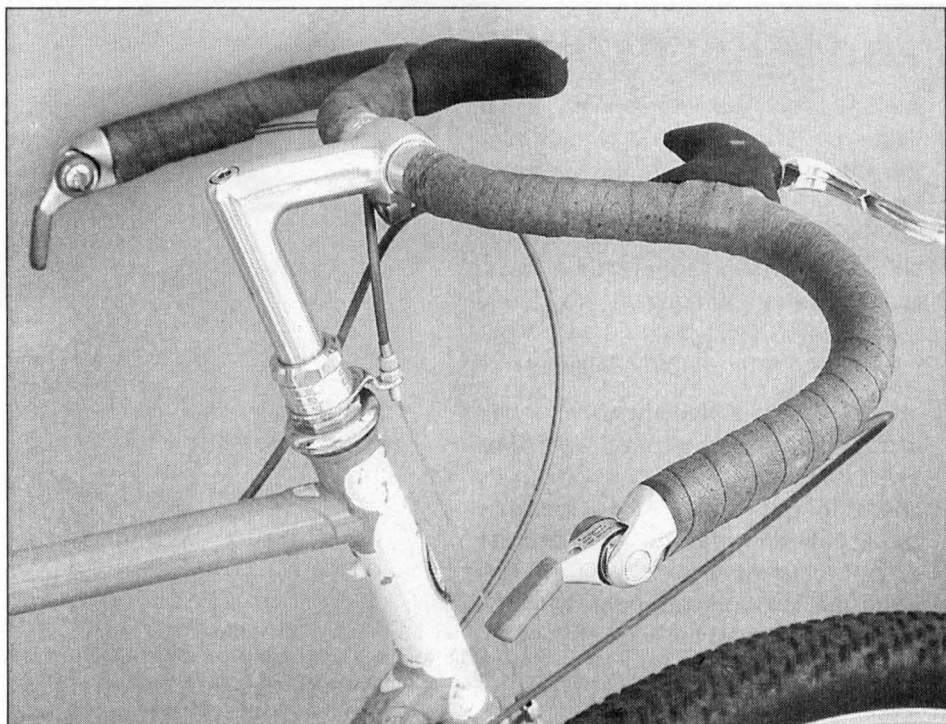
On a commute bike where speed, visibility, quick brake access, and multiple hand positions matter, there is no better bar. You can go fast on the road and get more aero than you can with a standard drop bar. The wider-than-a-drop-bar grip helps you to pull up steep climbs and stay in control on bumpy 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 mountain bike 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 three to four cm shorter than the one they're replacing. The Nitto DirtDrop is ideal, and the shorter Nitto Technomic Deluxes work well, too.

MOUSTACHE HANDLEBAR, 26MM CLAMP: #16-028 — \$52



Shown here with aero brake levers, but the Moustache Handlebar works equally well with non-aero levers. On drop bars, some riders don't like non-aero levers because they don't like the cables to curve up. If you weren't raised on that, it may bug you. But it's not an issue with the Moustache Handlebar, because the brake levers sit flat, so the cables stay low.

Moustache Handlebar Specifications

Material: Heat-treated Aluminum (2014 T6)

Finish: Satin

Width: 51cm

Reach: 95mm

Drop: 48mm

Weight: 320g

Flare: 6 degrees

Clamp Ø: 26mm

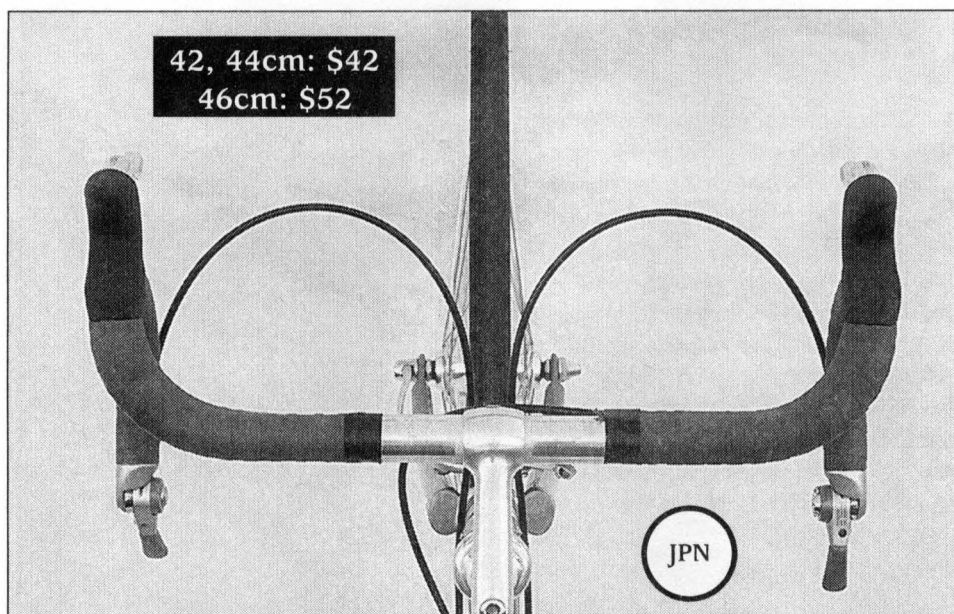
Bar ID: 23.8mm

Shifter compatibility: Road style, any.

Recommended use: Road, touring, commuting, fire trails (no stunts). A good all-around bar.

Moustache Handlebar Tips

1. Angle the ends slightly downward. Five to 10 degrees is about right.
2. Get the part of the bars near the stem level with or above the saddle.
3. Set the brake levers level, and barely on the inside of the forward curve, so that the tips of the hoods (where the cables come out on non-aero levers) are 12 to 14mm apart. This gives easy access to the ends of the levers for good braking when you're in the curve, and offers a narrower, go-fast position when you're trying to go fast.
4. There is no better bar for super steep climbs, than a Moustache H'bar.



Our version of a standard road bar with no monkey business. Even without said monkey business, it has been a popular bar from the start. The top part is straight, the drops flare just one degree, and the ramp is a fairly normal 23 degrees (compared to the Noodle Bar's 15 degrees).

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's 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.

The 46cm model is heat treated, so it costs more than the others. 26mm clamp diameter, so it fits normal road stems from Nitto, 3ttt, Deda, Ritchey, and all the others. Some makers (3ttt, at least) are going to 25.8mm bars and stems. Why is a good question, since there's no advantage, but 26mm bars seem to work with them just fine.

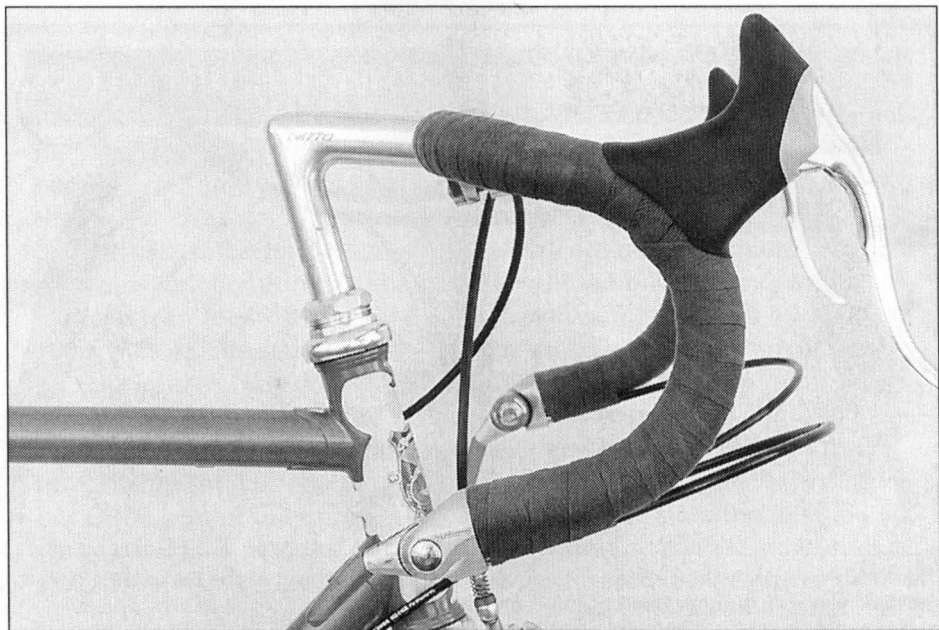
DirtDrop Bar Specifications

Material: Aluminum
Finish: Satin
Width: 42, 44, 46cm
Reach: 90mm
Drop: 140mm
Weight: 42: 335g; 44: 343g; 46: 374g
Flare: 1 degree
Clamp Ø: 26mm
Bar ID: 23.8mm
Shifter compatibility: Road style
Recommended use: Any road riding

42: 16-081
\$42

44: 16-082
\$42

46 (HT): 16-097
\$52



Profile of a Dream Bar, with a normal/classic 23-degree ramp, 140mm drop, and 90mm reach.

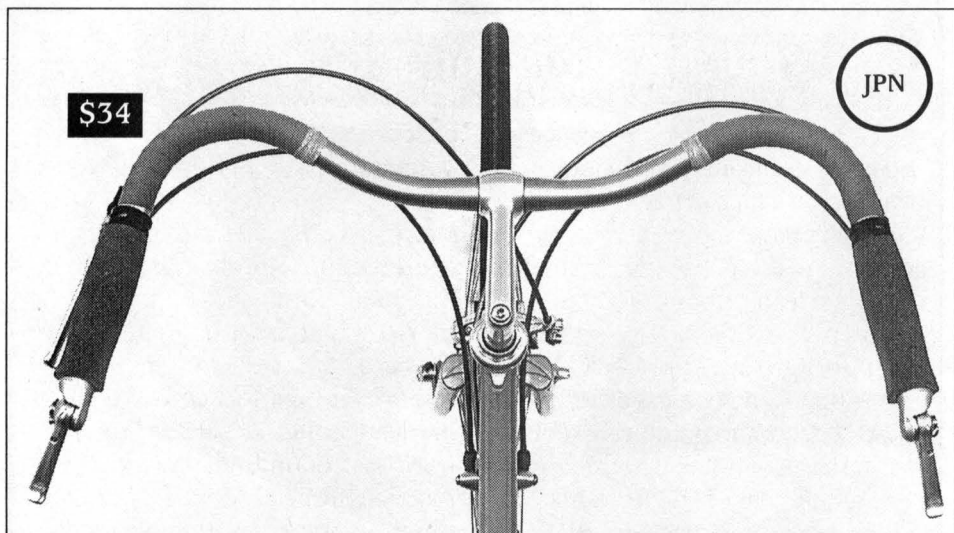


One Perfectly Fine Way To Set Up a Drop Bar

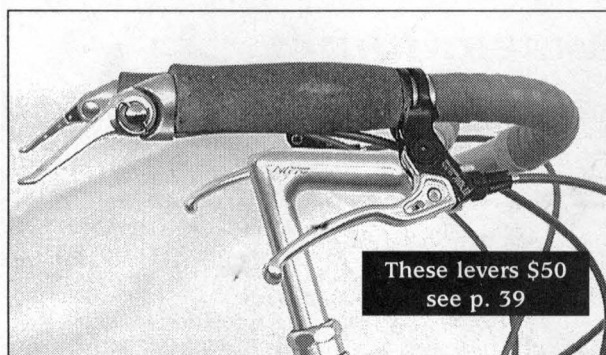
Rotate the handlebar in the stem so that the end of the bar is aimed right about at the rear brake. This makes the ramp—the portion of the handlebar immediately behind the brake lever, more horizontal (flatter), and that's what you're after. A flatter ramp is a comfortable place for your hands, because 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 usually come with the lever even with the bottom of the bar. This puts the lever hood on a steeper part of the curve, so your hands get a lousy ramp to rest on. Try them higher, see how you like it.

The worst way to set up a drop bar, and shockingly common: Brake lever low on the curve, bars rotated forward so that the end of the bar points slightly up. It cannot be good this way.



The Albatross's grip is longish, and when you keep the part ahead of the brake lever free, it provides you with another hand position for steep climbs or harder flat efforts. And so, it makes sense to tape it. There's no reason not to continue the tape all the way to the usual stopping place an inch or so from the stem, but it's up to you.



The Albatross has 65mm of rise, which helps sit you upright. But it also works upside down. We prefer the normal (shown) orientation, as it keeps more weight off your hands. Shown with cork grips. Alternative: Put a folded inner tube or cushy foam on top of the bar, then wrap over it with bar tape. Or use half a cork grip. Lots of ways!

The Albatross Bar

This is shaped identically to the Dove Bar, the main difference being that this one comes in two widths (54cm/Aluminum and 56cm/CrMo), and—hold onto your deerstalker—it accepts bar-end shifters, and is stout enough for sane trail riding. You might wonder, as we often do, why the 56cm and 54cm are made with different materials. Part of the reason is that the 56cm is more likely to be ridden by burly-type riders, and they're more likely to need or want wider bars. And the reverse story for the aluminum—although at least one 14-year-old girl rides and likes the widies. And another part of the reason is miscommunication, which we won't go into here. Either way, it's a great bar, and if you ride a bike and have more than two or three of them, one ought to have this bar. It is the only bar in the world with this luscious look, this super quality, and that'll fit mountain bikey brake levers and bar-end shifters. You could just as easily set it up with mountain bike shifters, but it was designed specifically to work with bar-end shifters, and doing it that way frees up more room in front of the brake lever, for a good off-the-saddle climbing grip. I/Grant like riding this bar now, and ride it a lot (average 60 miles per week year round on it); and I just know it's the bar I'll ride full-time when I'm super old, too. If you have a friend who can't get comfortable on a modern bike, the Albatross bar will fix it. Or, if you have a nice road bike you'd like to be ultra comfortable, set it up with this.

ALBATROSS, 56CM CrMo: #16-122 \$32

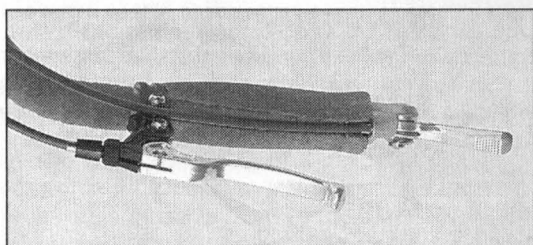
ALBATROSS, 54CM ALUM: #16-127 \$50

Try the Albatross on a *Good* Bicycle

Bars this shape get no respect because cool riders associate them with cheap old-fashioned put-put bikes. Too bad! It's a smart, useful, comfortable shape. You can lean forward and climb steep hills off the saddle, or sit bolt upright and see the sights. Although it looks a lot different than a drop bar, it actually feels remarkably similar. The Albatross bar is the best of the uprights we've used (it is made to our specifications, no surprise), and it would be a shame to go a lifetime without having experienced what this bar offers. But the way to do that is on a good bike. Most of the time, bars like this go onto steel-wheeled rusty one-speed

ballooners. It's hard to judge the potential of any bar on such a bike.

Many of you have an old-and-good road bike around, something you don't ride a lot any more (maybe it's too small, or the bars are too low). Try these bars on it. That bike will come to life like you wouldn't believe. You'll need mountain brake levers. If it has downtube shifters on it, keep them on and try it first before popping for bar-end shifters. A Hobo bag goes nicely on the front. I/Grant ride a bike like this at least 200 miles per month, and I've ridden it in all terrain and conditions. It works great. —GP



If you go the bar-end shifter route AND want cork grips, become a Cork Grip Surgeon and, with a sharp knife (don't sue us), lop off the end so the shifters can plug the bar, and then cut a slot for the cable housing. In this case, we eventually learned that it's best to reverse the left and right brake levers, and carve a curved slot to

guide the housing more smoothly past the clamp. Indexable housing is stiff; no need to tape it in place. Glue the grips on with 3M Spray Adhesive No. 77 or Gorilla Glue. You can get either at any decent hardware store.

Albatross Bar Specifications

Material: Heat-treated CrMo (56cm); heat-treated aluminum (54cm)

Finish: Nickel plated, satin (56cm); polished aluminum (54cm)

Width: CrMo 56cm; Aluminum 54cm

Rise/Drop: 65mm (both)

Weight: 470.6g (CrMo); 362g (Aluminum)

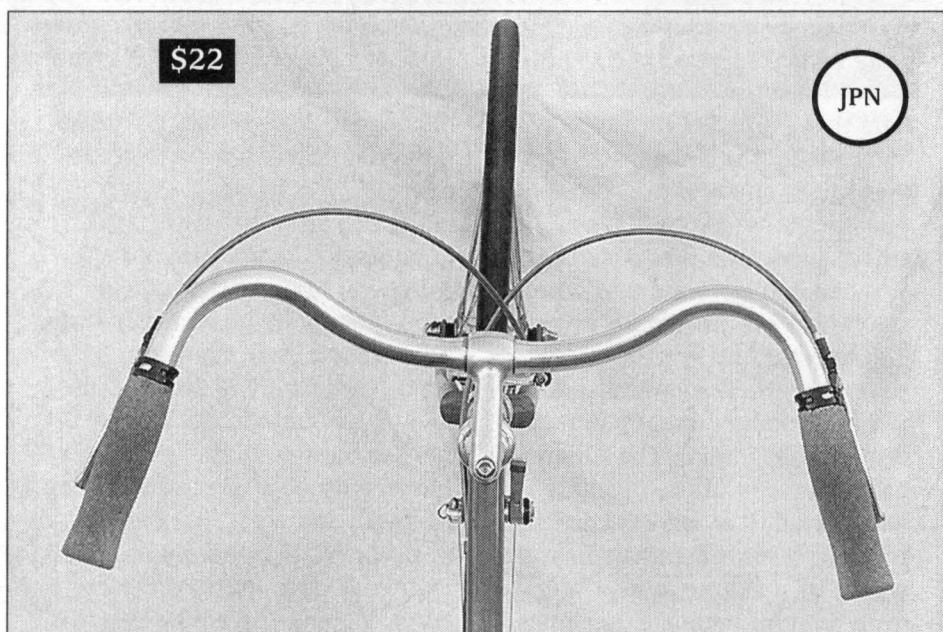
Clamp Ø25.4mm (both)

Bar OD: 22.2mm (both)

Bar ID: 20mm

Shifter compatibility: Any style that'll go on a flat/mountain bar PLUS bar-end shifters.

Recommended use: Road, touring, commuting, fire trails (no stunts). A good all-around upright handlebar. You'll like it a lot.



Dove Bar

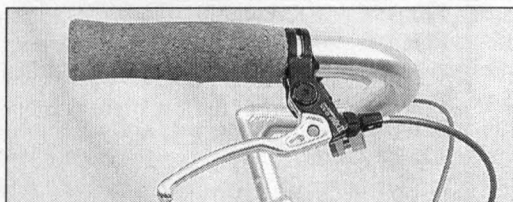
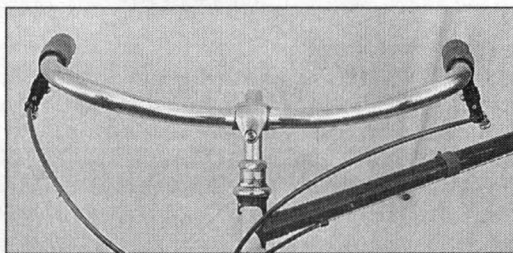
A genuine, Japanese-built Nitto handlebar designed for super-comfy upright riding. Photos don't do it justice. This bar is humble (no logo nowhere), and has the most beautiful curves, from every angle, that we've ever seen in a bar. It is delightful to ride, and is remarkably ver—despite its old-lady look—satile. Put it on a duplicate road bike, and feel it come alive with a new personality and a comfort level you've got to feel to believe.

It has a 25.4 clamp area, so it's ideal for retrofitting street-bound mountain bikes, too; and the same levers and grips and shifters fit it, so your retrofitting costs are kept down. This bar is not for off-road riding, and it don't take bar-end shifters—although you can change that yourself if you're handy with a mill or patient with a half-round file. The Dovey is equally fine for children and adults. 51cm wide.

Dove Bar: 16-123

Dove Bar Specifications

Material: Aluminum
Finish: Satin
Width: 525mm
Rise/Drop: 65mm
Weight: 388.4g
Clamp Ø: 25.4mm
Bar OD: 22.2mm
Bar ID: 16.6mm
Shifter compatibility: Any style that'll go on a flat/mountain bar.
Recommended use: Road, touring, commuting. Excellent for children's bikes. Take off those straight bars; there's not a kid in the country who wouldn't rather ride these. They're easier to reach, more natural feeling. It's easy to switch.



Top: Front view of Dove Bar. The Albatross front view looks the same. Wonderful, gentle bend!
 Bottom: Side view of Dovey showing slight rise.

Picking a Handlebar

When you read about each bar individually, they all sound great, so it's easy to get stuck not knowing which bar to get. Keep in mind three things. First, handlebars are relatively inexpensive, and even if you pick a bar that isn't your bar-for-life, you'll still gain something from the experience, and won't go broke doing it. Second, if you have more than one bike, it's sort of fun to have a different style handlebar on each. Not wildly different, perhaps, but noticeably so. Third, every bar in here is good and versatile, and at home and appropriate for all kinds of paved-road riding, and some are fine for off-road, as well. So you can't make a lousy choice. However, the following seat-of-the-pants notes may help you decide:

Get the Noodle if: You want a super comfy all-around road bar. Simple!

Get the Dream if: The tweaks in the Noodle make it look too weird for your Ultraclassique bicycle or restoration project, or you sprint or climb a lot on the drops. Can you sprint and climb on the drops with a Noodle bar? Of course! But the swept-back upper portion can run into your wrists if you lean way forward or throw the bike a lot side-to-side; and some do.

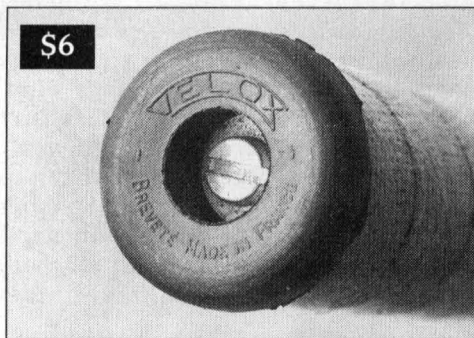
Get the Moustache Handlebar if: You want the upright position and immediate access to the brakes that a flat bar provides, but want a bar that offers you multiple hand positions. The Moustache H'bar is a fine all-around shape, but get it at least level with the saddle, and a bit higher is even better.

Get the Albatross if: You want a guilty amount of comfort, but don't want to be limited to an upright position. By grabbing the forward portion of the bar, you can tackle 18-percent hills in much the same body position as you'd have with a drop bar or a Moustache H'bar. Also, if you want that upright position and the option of another hand position for more aggressive or strenuous riding, the Albatross is the only bar in the world that'll provide it. Just use it with bar-end shifters, to free-up the bar in front of the brake lever. The ONLY thing we don't recommend the Albatross for is multimile steep descents, or super-bumpy trail descents. For that, it's best to have a bar that braces your hand so you don't have to grip it hard to hold your place (so—the Moustache, or a drop bar).

Get the Dove if: You want a beautiful, inexpensive bar for upright riding and the occasional hill or sprint. It won't accept bar-end shifters, so you'll likely be mounting thumb shifters in front of the brake levers, and they'll make it harder to put your hand there. Actually, you could use twist-o-grip shifters. That's not a bad idea at all, except that they don't have a friction option, and you know how that gnaws at us.

General Truths About Bar Shapes

1. Varied terrain and varied efforts require variable hand positions. Curved bars (all the bars we sell are curved) provide that. Straight bars don't.
2. When you lean forward and get off the saddle, it's best to have your wrists facing inward. All the bars we sell do that. The wrist-in grip is the reason you can set up the Dove or Albatross close to you, for a good town-riding position, and still be able to climb hills aggressively and efficiently.
3. For steep, rough descents, it's best to have some bar in front of your hands. If you don't have part of the bar there to block you, you have to grip the bar too tightly. The bar in front of your hands lets you relax without risking slipping.
4. Moustache H'bars are most comfortable when they're as high or higher than the saddle. And while you're at it, use a short stem with them.
5. Wider bars give you more control over a loaded bike. Think of them as a longer lever you use to resist the thrust of your legs and the tilting bike.

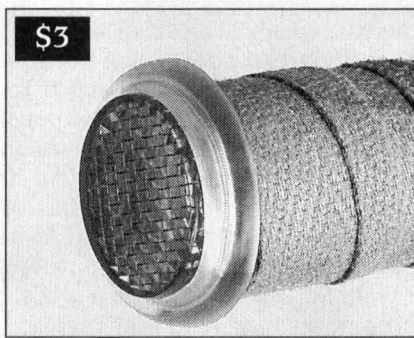


\$6

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. The only bar plug for stubborn classicists. Black.

Velox Bar Plugs: 16-077

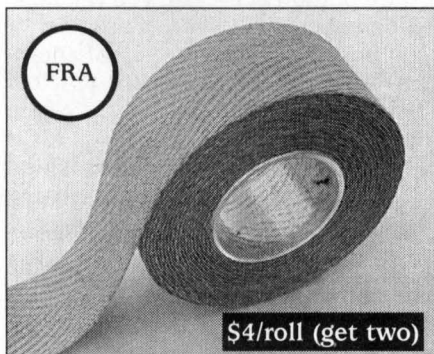


\$3

Reflector Bar Plugs

Half the price, less than half the weight, and more than one billion times the reflectivity of the Velox plug. Made inexpensively and cheaply in China or Taiwan, and you just push them into your bars and go. These are nice plugs and they may keep you alive. The only plug for lightweight fanatics who want all the visibility they can get. Amber.

Reflector Bar Plugs: 16-115



FRA

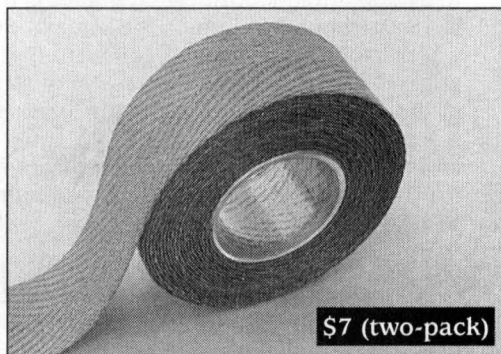
\$4/roll (get two)

French Cloth Tape

Tressostar brand—the original, oldest/best one. Curiously, the thickness, stickiness, and ease of wrapping varies considerably. In the end, they all go on fine and do the job, but it makes you wonder, anyway. The grey is thin. The Yellow wraps the easiest. Black is harder to wrap than most. Dark blue—why couldn't they all be like this? Because they're made in France! (And this is not a political statement.)

White: 16-074 Red: 16-073 Dk Blue: 16-069 Grey: 16-126

Black: 16-068 Brown: 16-114 Yellow: 16-075



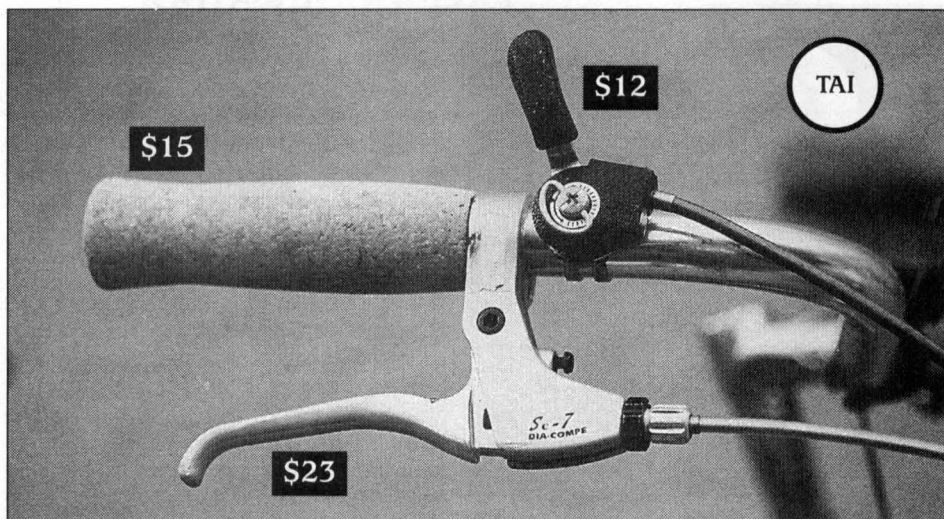
\$7 (two-pack)

Japanese Cloth Tape

On a recent trip to Japan, we found the best cloth tape of all time. Naturally it is no longer being made, so we bought a lot of it. Compared to the Tressostar, it is thicker, softer, more dense, and is consistent in the way you'd expect from a Japanese product. Two colors only: Silver, (think "light grey"); and Minty Green, which we got because it's a remarkably good match for our Atlantis frames—although it looks good on other frames, too. The sticky backside is covered with tape, which you peel off as you wrap, and try not to drop the roll, which, if you do, will unroll as it falls.

Hi-Ho Silver: 16-124

Minty Green: 16-125



Cork Grips, Cheap Thumbshifters, and Mountain-Style Brake Levers

—Just What You Need To Convert a Bike You Don't Ride Anymore Into a Fun, Useful, Short-Ride, Getaround Bike

Cork Grips. These feel as good as they look. Slightly spongy, just like cork. Never cold in freezing temperatures, or sticky in hot weather. You have to glue them on. Use 3M Spray Adhesive No. 77. Test before riding. Don't do a lousy job and then pull them off, crash, and sue. Please, just glue them on securely. **Cork Grips: 16-103 \$15**

Cheap Thumbshifters. Friction shifters with a ratchety noise that doesn't feel like a true ratchet, but might be, anyway. Once you get past the cheap look—which comes mostly by way of the stamped metal clamp and red thing on the dial—you'll warm up to them really fast, because they work great and won't crap out on you. They work with all chains, cassettes, freewheels, and derailleurs ever made. Dirt cheap and they work great. Made by SunRace. **Cheap Shifters: 17-097 \$12**

Mountainy Brake Levers. Two models. The silvery one is Dia-Tech, made in Taiwan, looks and works fine, and accomodates V-brakes or cantilevers. It's not ultra-pro quality, but is a good value, no problem. **Silvery Dia-Tech V/Canti lever 15-033 \$23**

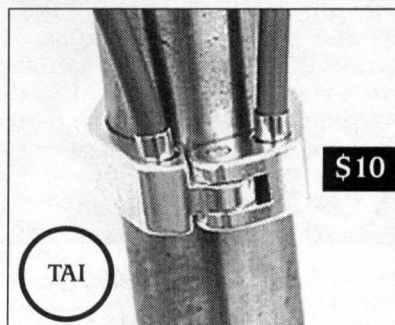
We also have a limited number of super duper Dia-Compe Tech 5, made-in-Japan levers. These are the nicest mountainy levers we've seen, compact, ultralight, super finish. They work great with cantilevers or sidepulls, but not with V-brakes. They're the ones shown on the Albatross & Dove bars. **Dia-Compe SS-5: 15-103 \$40**

Genuine Taiwanese Machine-Forged Clamp-on Cable Stops

If you aim to mount bar-end or thumb-shifters to a bike that formerly had clamp-on downtubers, these are what you need. All silver aluminum, nicely made and fine to look at. We have two sizes:

For 1 1/8" (28.6mm) tube: 17-109 \$10

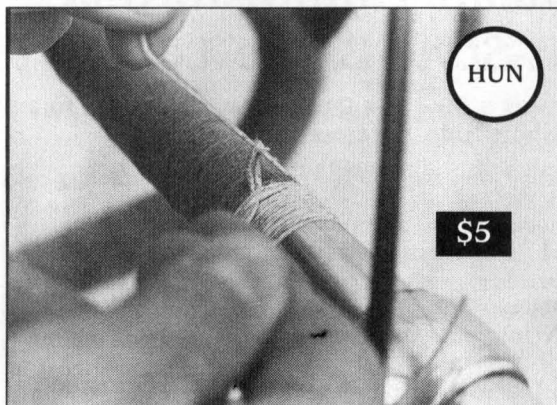
For 1 1/4" (31.7mm) tube: 17-110 \$10



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, depending on how thick you apply it.

Here's a tip: Go to a hardware store and get Bullseye/Zinnser brand shellac in a can. It's cheap, easy, and get a cheap brush, too. Get Clear or Amber. The amber, especially, turns any color cloth richer. It turns blues to olives, white to buckskin, yellow to goldenrodish, and so on. \$10 per 17-year supply.

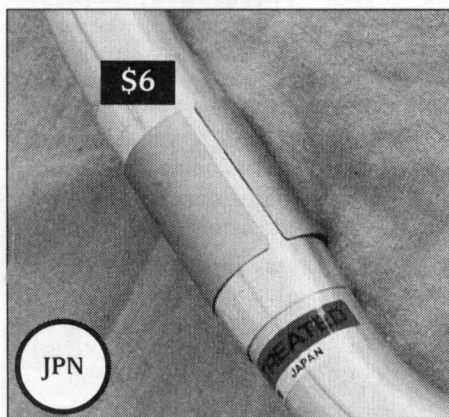


Hemp Twine

Once you've taped 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.

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

Hemp Twine: 16-086



Nitto 25.4-to-26.0 Handlebar Shim

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 Albatross, Falcon, and Dove bars, or mountain bike handlebars, fit the road-standard 26mm road stems. The easiest way to install them is to lube up the bar and shims, and use a stem pry to open the stem. You may need to push the shims back into place with a screwdriver, if they slip away. It's not science, but when shimming's what you have to do, these are the best and easiest to use shims you'll find.

Shim: 16-095

Higher Handlebars

If You Don't Read Anything Else All Year, Read This Page

The most influential factor in your riding comfort is your riding position; and the most influential part of your position is your handlebar height. Ninety-nine percent of all road cyclists ride with their handlebars too low. When you raise your bars, good things happen.

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.

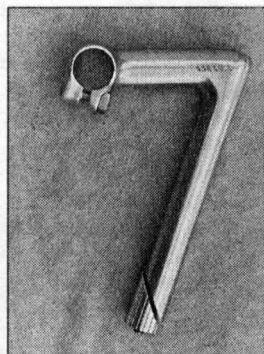
2. Better descending. On a descent, you're already pointing your body downhill, and low bars just increase the steepness. Higher bars, though, make any hill seem less steep. If the descent seems less steep, you'll relax more, and enjoy it more. You'll be less likely to panic, and panic causes crashes.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

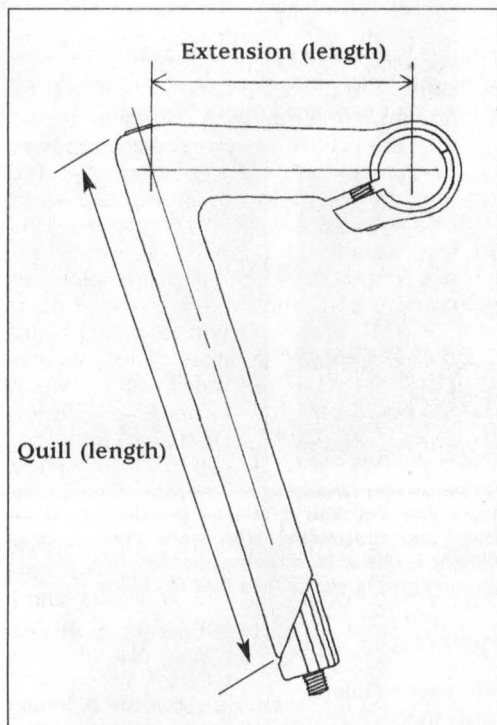
Finally, don't convince yourself, or let anybody convince you, that only one position will work for you.

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 seven mm.

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.



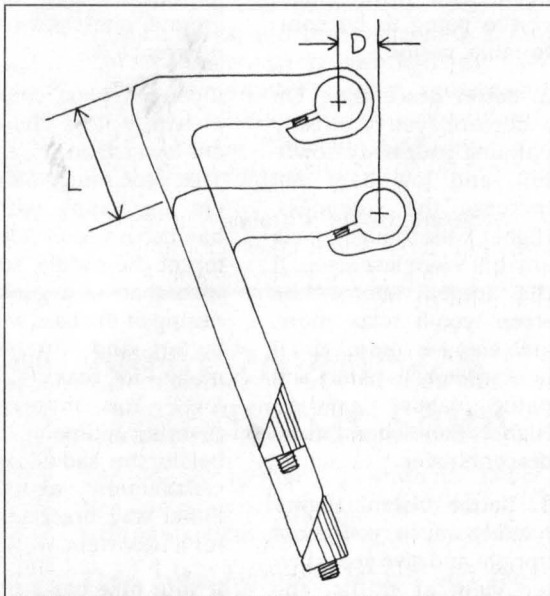
What Happens When You Raise Your Stem?

Lots of things, all good.

1. As shown in the diagram, the bars come back toward you. By how much? To figure that out, measure L , the amount you want to raise your stem. Parallel to (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.

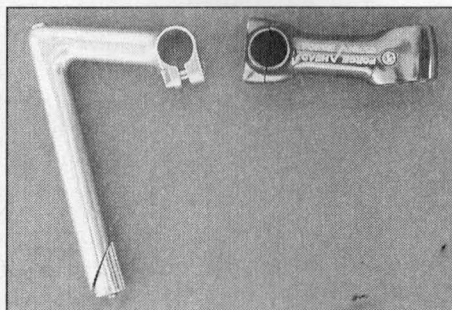
2. As you raise the bars, your arms become more horizontal, and therefore effectively longer. Again, trigonometry can prove that, but if you stand 10 inches from a wall with your elbows at your side and rotate your lower arm forward, you'll see that the more horizontal it becomes, the further out there 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.

Quill Stem or Clamp-On?

There are two styles of stems: Quill style (the kind we sell) and clamp-on style (the kind you see on almost all modern bikes). Quill stems go with threaded steer tubes and headsets, and clamp-ons go with threadless steer tubes and Aheadset (threadless-style) headsets, which you see a lot of now. The advantage of the quill style is vertical adjustability, and that is an advantage to write home about. But to make the most of that, the quill has to be decently long, and the "classic" European quill stems are too short. They're just 135mm total, with just 45mm (1 3/4") of vertical adjustment. The Nitto Technomic Deluxe we sell gives you 90mm (3 1/2", or twice as much), and that's usually the difference between discomfort and bliss.



Now that most everybody acknowledges the benefits of raising your handlebars, bike makers who spec clamp-on stems and threadless forks are starting to build in adjustability by means of a longer fork steerer and an inch or so of spacers. It's a step in the right direction, but still yields a fraction of the adjustability of a long-quill stem, and it takes a lot longer to do it. That is the main drawback of clamp-on stems.

Every now and then somebody delights in telling us he likes his bars low, almost as though challenging us to question his taste. I don't argue, but it's rare that a low-bar lover has actually tried higher bars. More often, he's been riding low bars forever, has adapted to it, and isn't exactly open to a new way to ride after all these years. Of course, some folks may truly prefer low bars, just as some may prefer tight belts and shoes, too.

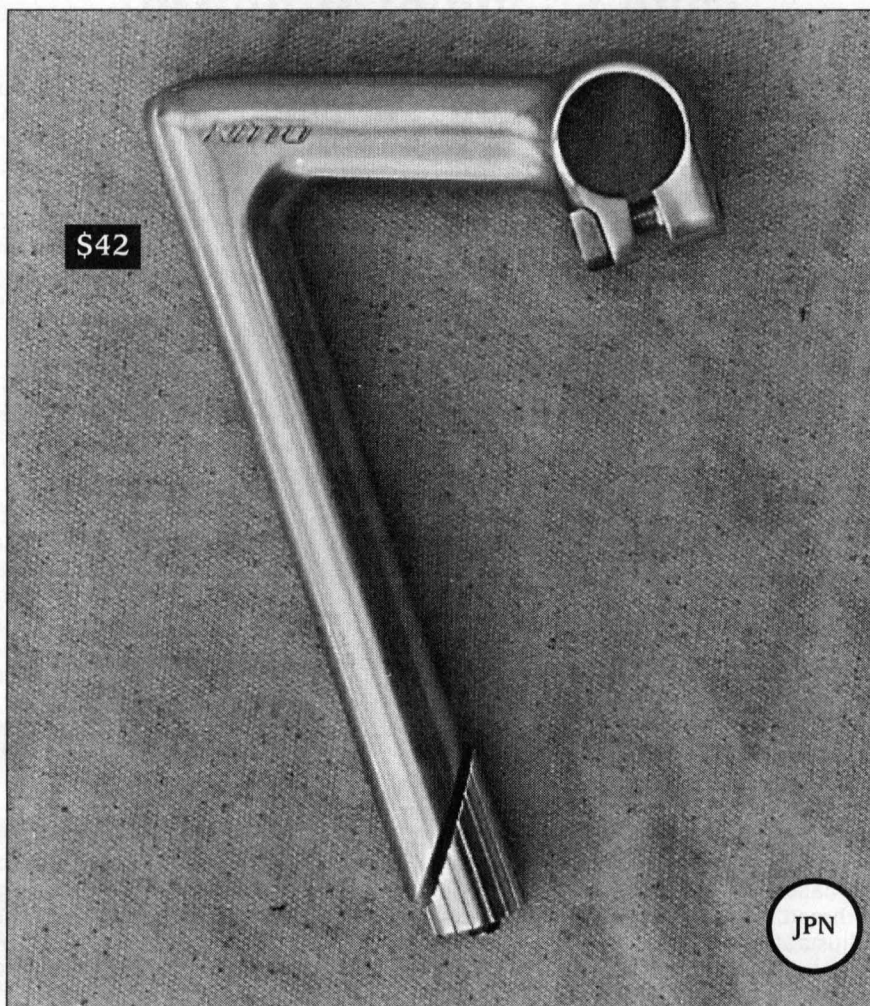
The clamp-on style stem, which goes with threadless steer tubes and Aheadset-style headsets, is by far the dominant style now. But there are still plenty of both, and it's foolish to buy one over another "because that's the way things

are going and I don't want to get stuck with something I can't get parts for." Quill stems and threaded headsets will still be around years from now. (Shimano, by the way, has yet to offer a threadless headset.) Compared to the clear advantage of a long-quill stem, the advantage of clamp-on stems is debatable. A clamp-on weighs less, usually by 50g to 150g (two to six oz). If you're a featherweight rider in competition, that may matter, but if you're anything else, the weight saved is a weak argument. Some riders claim that clamp-ons make the steering feel more precise. I've ridden 40,000 miles with a clamp-on (in the '70s and '80s), and I can't tell a difference. You steer a bike by leaning, not

by wrestling with the stem and using force.

Clamp-on stems mate with threadless headsets, and there's no doubt that on-the-road adjustment of a threadless headset is easier. But normal headsets properly adjusted don't work loose that often, so the ease-of-adjustment argument isn't a slam dunk clincher by any means.

The two styles are visually different by a mile, and usually you'll prefer one style over the other. The Quill Camp likes the look of the stem seeming to flow into the handlebar, when viewed from the side; but that's true only of stems with near-72-degree angles between the quill and extension. The Clamper-Onners point out that their style is more direct, less wasteful of material. The Quillers, on the other hand, say the clamp-on stems ruin the natural line of the bike, like a gash of ugliness. Although we don't sell any clamp-on stems or bikes with threadless headsets, we aren't against them, and haven't ruled them out forever, and in fact are planning to come out with one soon, and it will be a beauty. We still firmly believe that quill-style stems, done right, are the best way to go for most riders, but clamp-ons are by no means the work of the devil, either.



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 Atlantis and Rambouillet 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.

7cm: 16-044

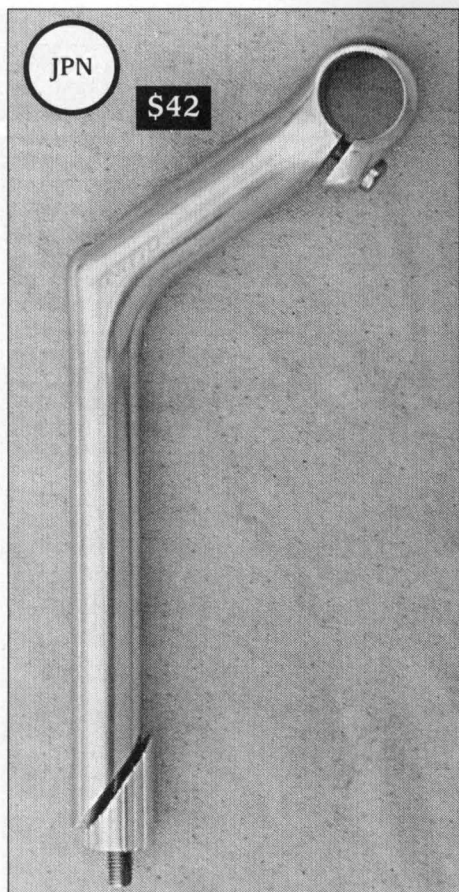
9cm: 16-046

11cm: 16-041

8cm: 16-045

10cm: 16-040

12cm: 16-042



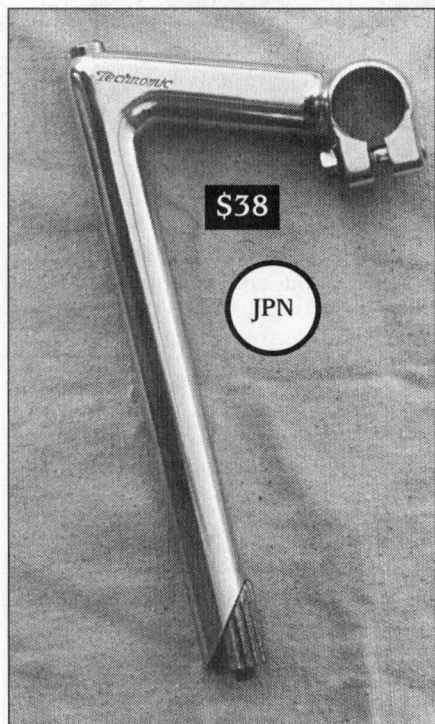
Nitto DirtDrop

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. In 8cm or 10cm.

10cm: 16-100

8cm: 16-007



Nitto Technomic

This is the classic backsaver that's been around for decades. 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 suggest you don't raise it all the way up. Or just get the 10cm DirtDrop stem instead. The finish isn't as smooth as it is on the other stems, but it still scores a solid B+. It's made by Nitto, after all, and Nitto is incapable of ugliness.

The quill is a periscopic 225mm. We offer this in 9cm only, but now in both 25.4 (for Albatross & Dove bars, for instance) and 26.0 (for the other bars in this catalogue, and most drop bars). If your bike is way too small, this'll help.

Nitto Technomic 9cm

25.4cm: 16-047

26.0cm: 16-120

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, but most do it for comfort. Being leather doesn't guarantee comfort in a saddle any more than a lugged and steel bicycle guarantees a comfortable position. There are lots of uncomfortable leather saddles. But it so happens that the best-designed, most universally appealing and comfortable saddle out there—the Brooks B.17— is leather.

Although leather saddle makers have always bragged about leather's breathability and how that keeps your crotch cooler—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 want to get the most out of it, here are some tips.

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. Got a leather saddle? Then get a cover for it, period.
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 five to six holes** in the lower part of each flap, and then lace the sides together with a shoe lace or zip ties.

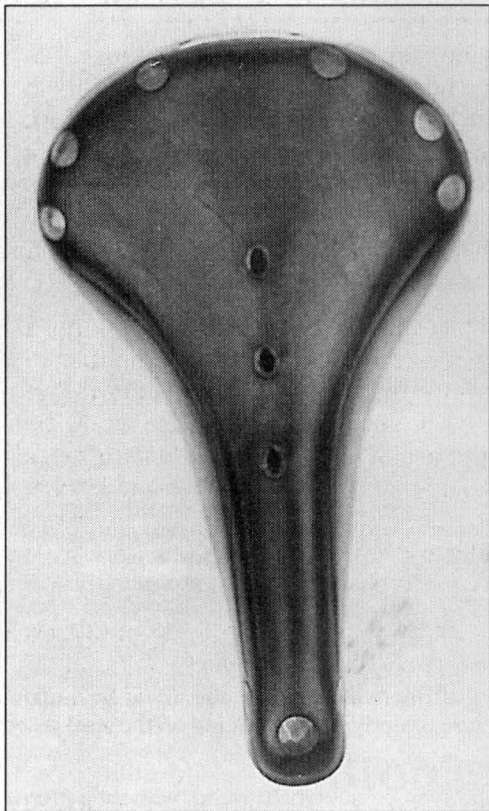
That's all there is to it. Don't be scared. All natural products require more care than does plastic, but it's not a hassle. Three catalogues ago I suggested that you could expect a good leather saddle to last 15,000 miles. I was deluged with claims of two and three times that. I still think that's optimistic, but whatever it is, leather saddles are a bargain, and we're all lucky that they're still being made. Brooks, by the way, was recently purchased by Selle Royal, one of Italy's biggest saddle makers. No bad changes are planned!

Three Things to Seek in Saddles

ONE: ENOUGH WIDTH

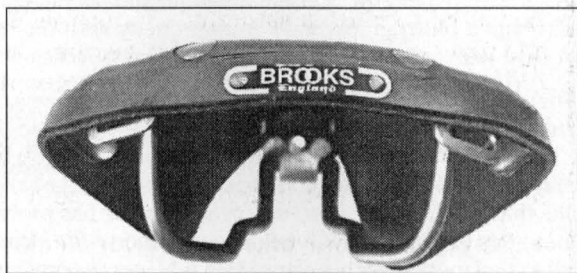
The rear part of the saddle should be wide enough to support your sit bones. This is a Brooks B.17, and it happens to be 17cm wide, which, based on where the sit bones imprint the leather, seems to be about minimum width for a good saddle. Yet the typical racing saddle is about 150mm wide.

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

That's 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 a bit higher than the middle, where your genitals are? It makes a big difference. It reduces pressure on your genitals. Make sure the rear is higher than the middle.

this part is higher

than this part



Steel-rail model: \$90
Titanium-rail model: \$150



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.

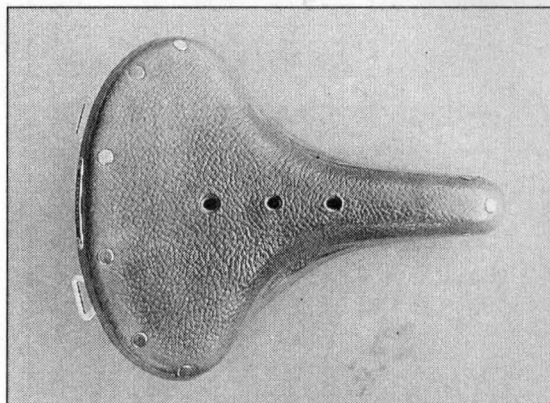
There is a rumor, perpetuated by those who have never ridden a B.17, that leather saddles are uncomfortable and take forever to break in. When the new crop of cyclers sees one on a bike, he or she will often remark, "Hey, retro, cool, but isn't it uncomfortable?" It's like they want to high-five you 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 six 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



What Colors?

We tend to favor the lighter colored leathers—the ones Brooks calls Honey Brown, and Grey. But many models, including the ones here, are offered in Black, Maroon, and British Racing Green. So if you want one of those, please call.

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.

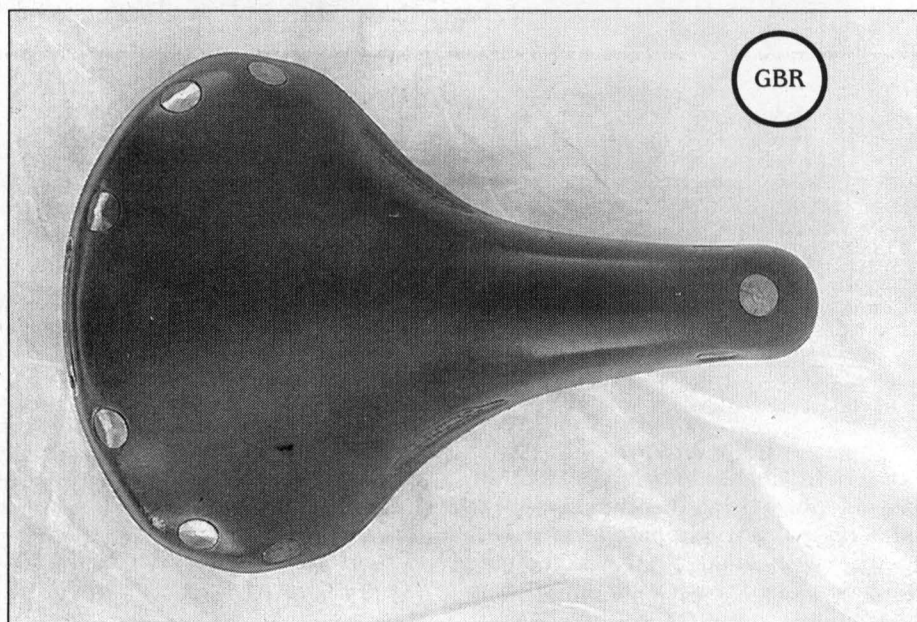
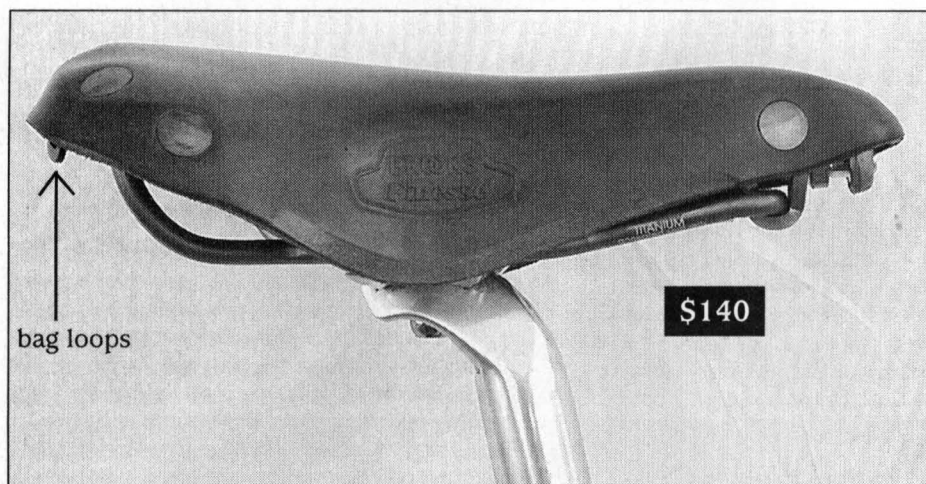
For upright riding on light- and mid-leweight bicycles, this is our first choice. It is as comfortable as a saddle gets, and looks so nice on any bike. The springs help soak up bumps; the width (about eight inches, or 205mm) is comfortable for all bottoms. If you can't get comfortable on a Brooks B.67, it really is time to get a recumbent.

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

How To Make A Fine Leather Saddle Last

1. Treat it with Obenauf's or Proofide. Leather is skin, and needs some moisture in it, just like living skin does.
2. In the rain or on long, hot, sweaty rides, use a saddle cover (p. 51). Consider even putting a plastic produce bag under it, if the bike will sit in the rain for long periods. If can't afford \$15 for a saddle cover, improvise.

Brooks B.67: 11-043



Brooks Finesse

A women's Brooks with saddlebag loops

This is Brooks' top saddlebag-compatible women's saddle, and we've sold a few here and there over the years, but have only recently catalogued it. Anyway, it's long overdue, and if your ischial tuberosities are slightly wider than those on a guy, and you just can't settle in with a B.17, and the B.67 is too big and boingy for you; and you want something quite light weight, zippy, and classy, then take a deep divot out of your bank account and pony up for the Finesse. It's a terrific saddle.

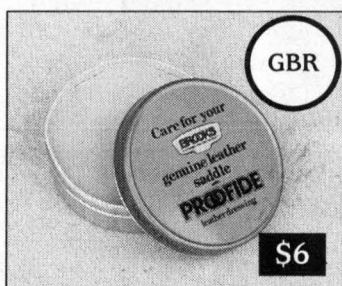
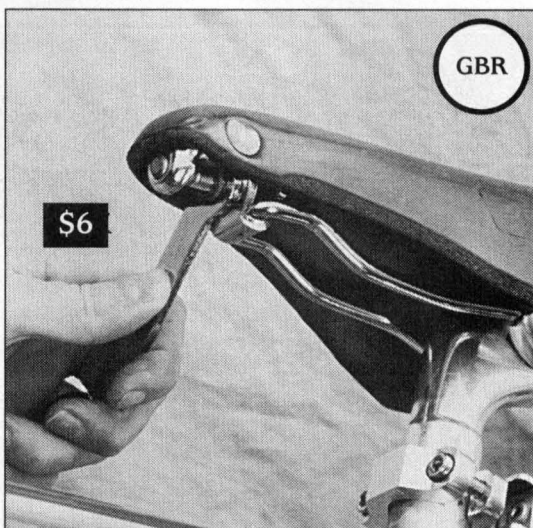
We sell it in the honey brown color. It has titanium rails, which is why it costs so much. Although, when you consider what you can pay for an injection molded plastic saddle, \$140 seems a bargain.

Brooks Finesse: 11-050

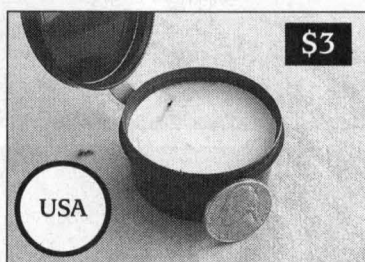
Brooks Spanner

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



Proofide: 11-005



Obenauf's: 31-243

Brooks Proofide

This is 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

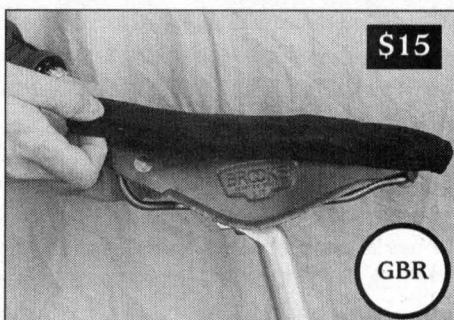
This is the stuff we prefer over all others for saddles, shoes, belts...anything leather. Made with beeswax and propolis, for firefighters. Get it.

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! Don't ride it soaked! This one is black.

Bonnet: 11-014

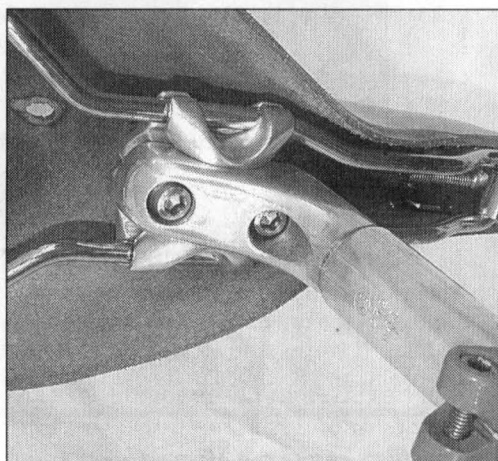
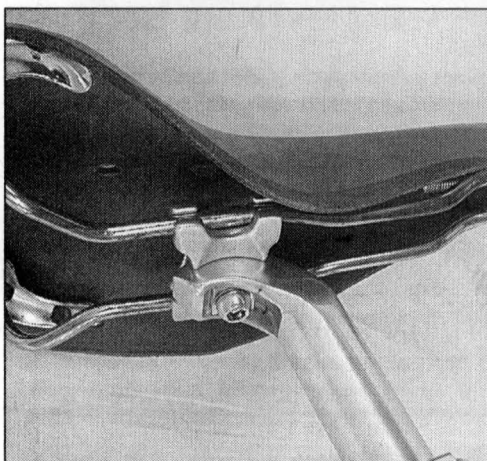
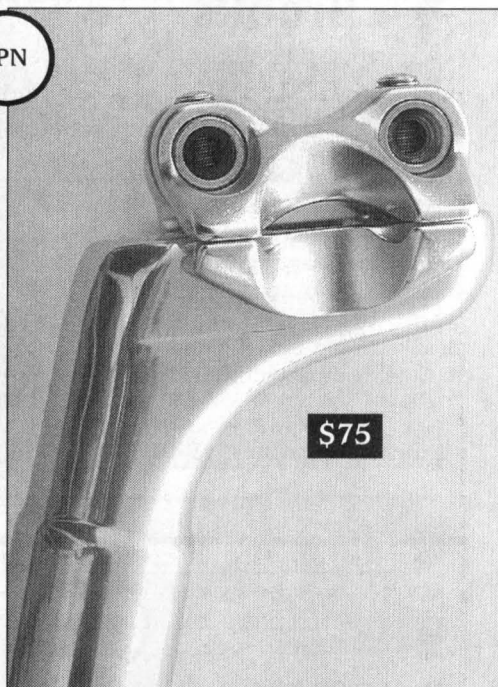


Will It Fit On Others?

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



JPN



Crystal Fellow

This seat post has a curious name, and is the standard and most popular Nitto post. It's a one-bolt design, so set-up is fast and easy; and so long as you grease the bolt and use a long 6mm allen and put some muscle to it, it'll grip fast forever.

Like all Nitto products, it is both jewel-like and Samson-like, and you cannot get any better. 210mm, 270g, 27.2mm only.

Crystal Fellow: 11-031

Frog

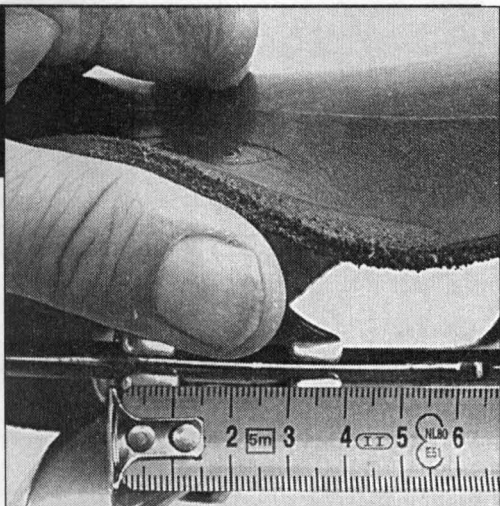
Nitto's elusive two-bolt post, which Nitto calls the Jaguar but we sell it as the Frog, since it looks more froglike to us. Two-bolt posts are rare, but are also inherently more secure than are one-bolt posts. In the same way that it's easier to hold a long beam overhead with two arms than with one.

It's "elusive" because we don't get many in. In fact, we're probably out of stock, so get the other! 210mm, 270g, 27.2mm only.

Frog: 11-016

Save Your Seat. Use a Seat Post That Won't Break It.

Saddle rail breakage is a recent phenomenon that has coincided with the introduction of short seat post clamps with sharp edges. It's possible that saddle rails could break for other reasons, but it's a good bet that 90 percent of the failures are due to seat post clamps that create stress at the edges. The best-designed posts



have longish clamp areas and rounded clamp edges to reduce the stress. Look for clamps at least 35mm long, and if the edges are sharp, either don't get the post, or gently round them off with a fine file. And, when you ride, ride light. That's possible even if you weigh 400 pounds. When you ride over bumps, it's not only better for your saddle, but way more comfortable also, to lift your weight off the saddle, and be off the saddle entirely if you're landing from a jump. A jump?!

Seat Post Offset, Seat Tube Angle, and Riding Position

Seat post offset (SPO) is the how far rearward the seat post clamp is relative to the centerline of the post. It's not a dimension the seat post makers list, but a case can be made that it ought to be, because it affects how far back you can put the saddle. It used to be that all seat posts had a fair amount of offset, but now you can get some that have none at all. Most riders need some offset, and sit too far forward without it.

How much you need depends on the saddle and the frame's seat tube angle too, of course, but in general, saddles and frames are designed with normal (some SPO) seat posts in mind.

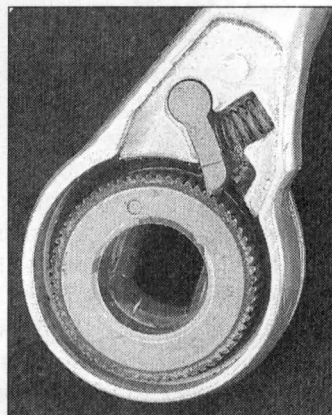
One common and particularly unhelpful combination we've seen is a zero-SPO seat post on a small women's frame, with a women's saddle. The reasoning behind using a no-SPO post on such a bike must be that it brings the rider forward, closer to the handlebars. The problem is that most women's bikes have too-steep seat tube angles to begin with, and women's saddles generally don't allow you to push them back much on the rails; and when you combine that with the wrong seat post, you can't sit back far enough. With your body so far forward, each downward pedal stroke tends to pull you forward even more, and puts more weight on your hands and arms. So in general, whatever post you get, look for some offset in it.

A Short History of the Power Ratchet, and Thoughts on Friction Shifting in General

The best shifting mechanism ever invented is SunTour's Power Ratchet. SunTour introduced it in the late '70s in a cheap thumbshifter called the Mighty. It sold for about \$7 per shifter (per side), and was largely ignored until it became the shifter on the early top-notch mountain bikes—the Ritchys, Breezers, Trailmasters, and so on. Even then, it was seen as too crummy for the bikes it was going on, but it was the only thumb shifter available, and it *did* work well.

As the name suggests, there's a ratchet inside. The ratchet lets you set the wind-up tension light without the shifter slipping under the tension of the derailleur springs. Without this feature, you'd have to set the tension high enough for friction alone to prevent the derailleur from slipping out of gear, and the amount of friction necessary to do that would make shifting itself harder than necessary. That's the way it is on pure friction shifters, like the old Campagnolo ones all the pros and most enthusiasts rode on pro-level bikes around that same time.

In about 1977, SunTour put a Power Ratchet in its first handlebar-end shifter, used on virtually every good touring bike in that touring bike heyday. It became far and away the most popular and widely used bar-end shifter ever made. The same mechanism also made its way into many great-shifting, inexpensive SunTour shifters in the early '80s.



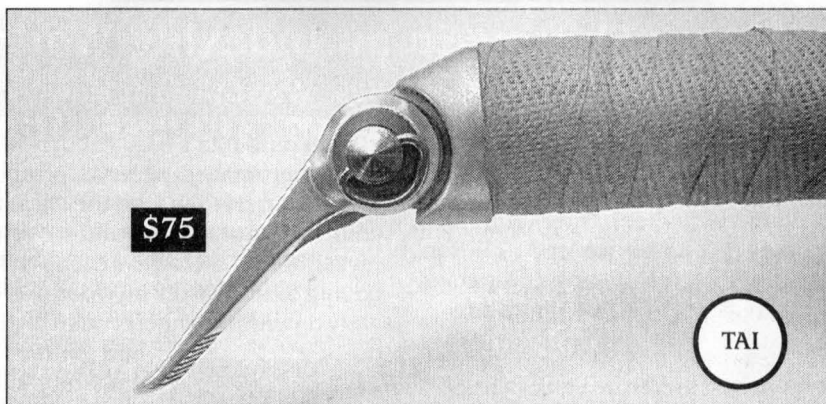
That original version of the Power Ratchet worked fine, but in the 1986 model year (meaning it was developed in 1985), SunTour introduced a new version, with a lighter action, finer ratchet, and used it in its Sprint and Superbe Pro models. This next version improved on something that seemed perfect already. But timing is everything, and just a year later indexing swept over the cycling world.

So there sat SunTour with this perfect shifter, while the market was going ga-ga over indexing. Compared to the narrow, confined working environment of an indexed shifter (gotta use a special chain, derailleur, freewheel, cable housing, and so on), SunTour had a shifter that not only was the lightest, smoothest-action shifter ever made, but it worked with any derailleur, chain, and cogs. It still does. It's unlikely that in our lifetime anybody will ever make a drivetrain that can't be shifted wonderfully with this mechanism. But bad timing is bad timing, and that's what sunk it.

We bought a huge stock of shifters with this mechanism cheap many years ago, sold them like popcorn, and finally ran out a year and a half ago. SunTour didn't want to make them again, but Dia-Tech did, and with SunTour's generous cooperation and technical assistance, Dia-Tech made us the Silver shifter, with the exact mechanism we've been raving about here. Our timing is no better than SunTour's was in 1986, but our needs are smaller. We aren't after the mainstream rider who talks tech and dreams of racing, and we don't have to sell thousands of them.

Like any non-indexed shifter (or radio that uses dials, for that matter), it isn't as rookie-friendly as finely tuned indexing. There's a short learning curve with friction (non-indexed) shifting, but my oldest daughter had it mastered in a few days when she was 11, with virtually no outside feedback or coaching whatsoever.

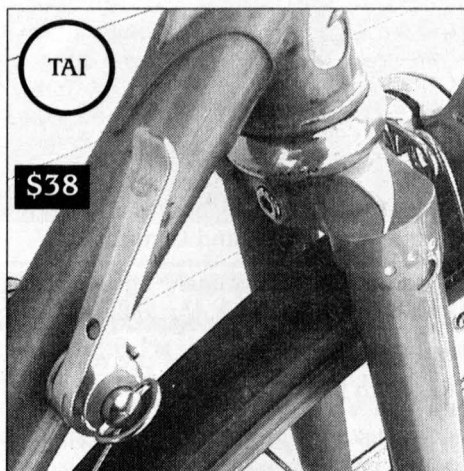
You'll master it almost immediately, and once you do, you'll shift faster and more quietly. You'll be free of the frustrations of having to match up the drivetrain parts. You can put it on any bike and shift away. It frees you and gives you more control, and many folks find it far more satisfying. Don't fear friction shifting—it's simple and fun!



Silver Bar-End Shifters

These are the best bar-end shifters you'll ever set a hand on. There's nothing like them, and if you think your old SunTour barcons are the bee's knees, bless you, but you're living in dreamland. Their magic is the Power Ratchet inside, which we tell you all about on page 54. The shifting is smooth, light, simple, fast, and precise. Indexing, in comparison, seems raucous and archaic. They work with any derailleur, and freewheel, cassette, chain, etc., so you have the peace of mind that comes from knowing you'll never be midway between gears and powerless to do anything about it. There's a short learning curve, but don't let that scare you. Everybody learns fast with these. When you buy these shifters, you also get cables, housing, end-caps, shifter boss adapters—all you need to get set up with bar-end shifters. Shifting can't get any better.

Silver Bar-End Shifters: 17-089



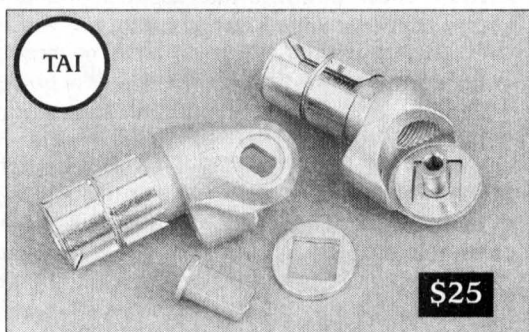
Silver DT Shifters

Most riders who use downtube shifters wouldn't think of using anything else. They're light, out of the way, accessible enough, and they clean up the handlebar area, making bar-stem-tape-brake lever switches quick and easy. Plus, they don't tempt you to shift every time the slope increases ever so slightly. These are the best downtube shifters ever made. At only \$38 per pair, they're the biggest bargain in the county. If you try and can't handle downtube shifting, convert these to bar-ends with the pods below.

Silver DT Shifters: 17-101

Silver Pods!

These allow you to mount most downtube shifters as bar-end shifters. If you already have Silver DT shifters, or SunTour Sprints, you'll need these to convert them to bar-end shifters. These are neat and smart, and ours alone.



Silver Shifter Pods: 17-068

Friction Shifting in an Indexing World

Why do it at all, and the Best Way to Learn How

Why

Friction shifting works with every derailleur, freewheel, cassette, and chain made. You can mix and not even match parts from different companies and different decades. It's liberating.

You have a direct link to the movement of the derailleur; and it's both easy and satisfying to do that. It's control.

Our survival as a company doesn't depend on our ability to persuade riders to shift in friction. But friction has a lot to offer, and is easy, so you ought to give it a try.

If you doubt your ability to shift without indexing, don't. Riders did it for most of a century, with much worse derailleurs than we have now. Today it's a cinch. My eight-year-old does it flawlessly, without thinking. That's her in the photo.



Impromptu double-shift by eight-year old Anna, who has used indexing but prefers friction...as does her big sister (and with no pressure from dad).

you do miss it, it's easy to correct it. But you'll be amazed at how infrequently you'll even need to trim the shift. I can't count the number of times I've found myself toting a load with one arm and having to shift with my foot (it's easier with downtube shifters than with bar-

end shifters). Even with foot-shifting, I rarely have to trim.

The 1-2-3 Way to Shift on Hills

Shift before your pedaling gets really slow. With indexing, you can wait too long, pedal too slowly and the shift still takes. Whether you consider this a technological advancement or a quick way to learn bad habits depends upon your approach to life, but in any

case, that's the main difference between indexing and friction.

If you're grinding slowly up a hill and need to shift:

- 1) Point your bike across the road (traverse) to lessen the slope
- 2) Pedal hard for a stroke to get up a small bit of speed
- 3) Pedal lightly and shift.

It requires a small amount of skill, but the skill comes quickly and stays with you the rest of your life.

Neither Campagnolo Ergo nor Shimano STI shifters have a friction mode. They both work well, and if you love 'em, great. But their lack of a friction mode limits their use with out-of-series drivetrains, and makes them vulnerable to less-than-ideal conditions. And you can't shift either with your foot!

The Best Way To Learn

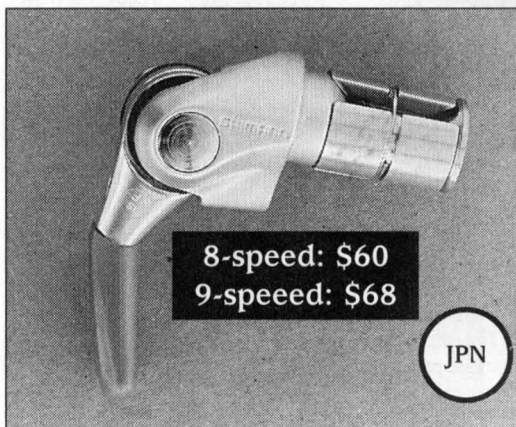
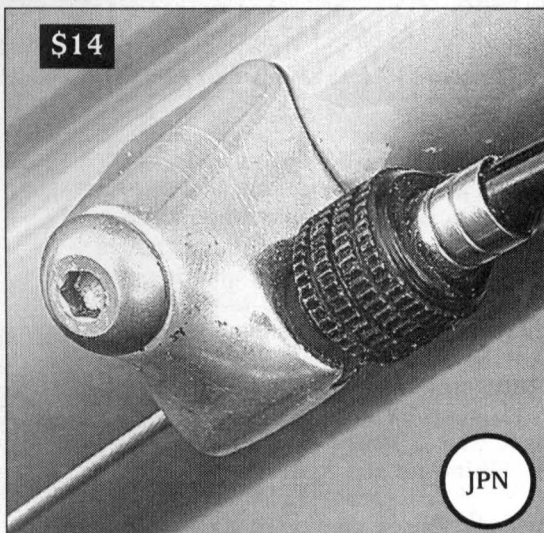
1. Find a blank area and pedal in a medium gear. Any cadence.
2. Every two or three seconds, shift across the full range of cogs, not even stopping in between. Do that for a minute or so. Don't shift out of need, because there is none. Shift as though you're trying to wear out the shifters.
3. Try to mis-shift. If you successfully mis-shift, you'll hear the chain clicking and clacking between adjacent cogs. Once you do that, either push it back the way it came, or push it more the other way, until you're perfectly in a gear. That's called "trimming."

This intentional mis-shifting routine will show you that it's a lot easier to hit the gear than it is to miss it; and when

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. The stops we have are made either by SunTour or Shimano. No choice, and both are fine.

DT Cable Stops: 17-045



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 our Silver shifters, you can just bolt them on to these and be happy. No need to buy any additional hardware. Great for touring, commuting, anything.

8-speed: 17-098

9-speed: 17-049

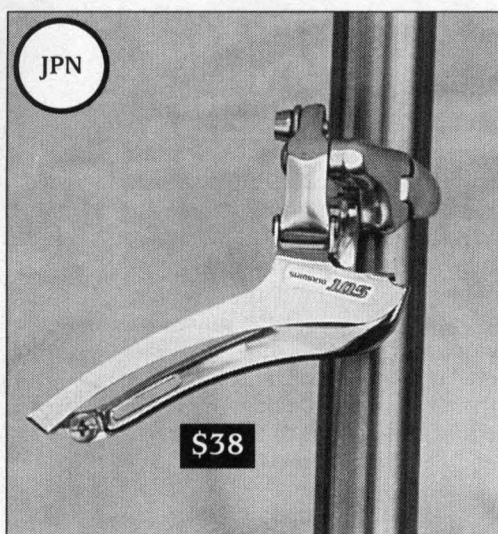
What They Don't Tell You About Shifting

Modern shifting is sold on its convenience, since the shifters are built right into the brake levers. Folks who like the new shifters often say, "Now I shift so much more often!" as though that's a good thing. But for a lonely rider on a homely road, there's a case to be made for grunting five-percent harder or spinning four-percent faster to get past the harder or easier part. It's a more natural way to ride, and far less distracting than making sure you're in somebody else's idea of the optimal gear. Shift whenever you feel like it, but don't get it in your head that you ought to shift whenever the terrain changes even slightly. It's fine to do that, no harm done, but it tends to make your rides shifting-centric. Today's booming interest in single-speed riding is a backlash against more gears and ever-increasing pressure to shift at the slightest provocation. These riders find it liberating to not even have the option to shift, and even with the option, you can experience the same feeling, so long as you don't think about shifting, or wonder about what gear is "correct." If you need a role model, there's Lon Haldeman. Lon has won RAAM a few times and continues to ride 15,000 miles or so a year by himself and with his PacTour groups, and rides a derailleurless bike with a single chainring and three cogs in back. He rides it everywhere, over all terrain. When he shifts, he has to stop, dismount, and loosen the rear wheel. He's one of a kind, but there are thousands of others out there who, like Lon, have figured out that constant shifting isn't all it's cracked up to be.

Shimano 105 Front/two rings

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

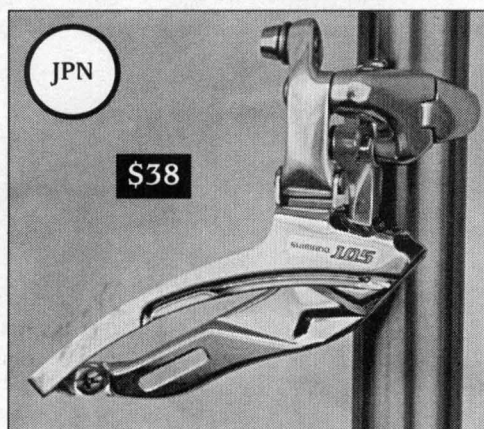
Shimano 105 F. Der: 17-083



Shimano 105 Front/three rings

The same grade 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, but it works equally well on 26-inch wheel bikes with 46t big rings. For bikes with low bottom-brackets and sub-50t chainrings, this derailleur is better than the current Dura-Ace triple. That one

comes down too far and hits the chainstay sooner. No big deal if you're using it with either a 52t ring or a frame with a high bottom bracket, but low bottom brackets generally make a bike feel better, and 46t and 48t big rings are more usable than 52t rings.



105/3 F. Der: 17-082

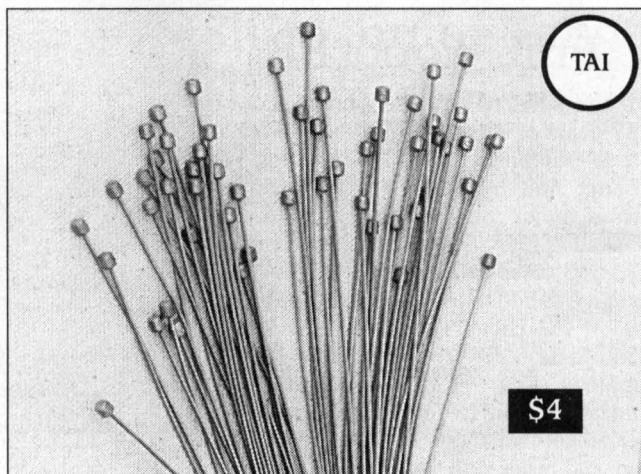
A Case For The Clamp-On Front Derailleur

The clamp-on style makes it easy to raise and lower your derailleur on the seat tube. This isn't something you have to do a lot, but if you've been pedaling around with a 53-tooth chainring and finally decide you'd rather have a 46t or 48t big ring, a clamp-on style makes the change easy and good. On the other hand, if you have a brazed-on front derailleur, you won't be able to lower it enough to accommodate the new and smaller chainring. You may have a \$3,000 frame on a \$5,000 bike, and you can't even ride the gearing you want to ride.

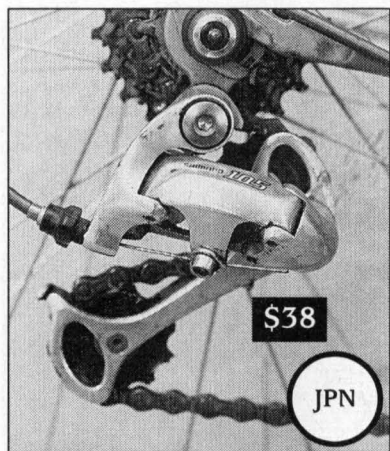
Before you get any new frame, think about this. Having a front derailleur braze-on offers no functional benefit, and absolutely limits your choice of chainrings. If you're getting a custom bike made, and you insist on a front-derailleur braze-on, then make sure the builder puts it in the right spot for the chainrings you're most likely to ride.

Derailleur Cables

Slick, pre-stretched derailleur cables from Taiwan. These are QBP brand and work perfectly. They're long enough for tandems, and fit all shift levers. Sold singly. Always have a few of these around, because it's hard to improvise when you need them.



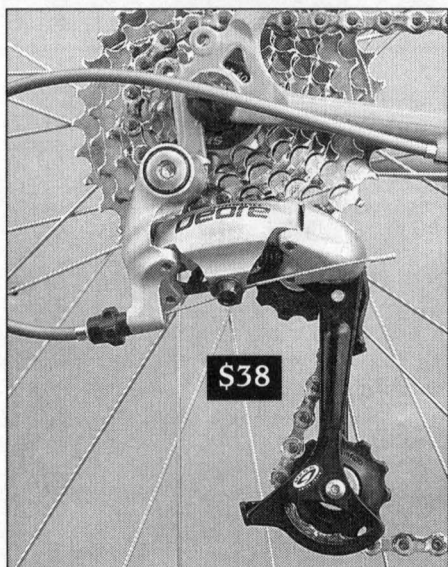
Derailleur cables: 17-003



Shimano 105 Triple

For three chainrings and up to 28 teeth 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. Price reduced too much, but you can still get it cheaper through Nashbar, etc.

Shimano 105 R. Triple: 17-059



Shimano Deore

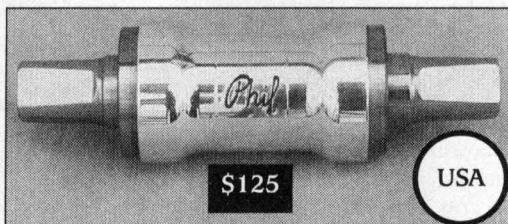
For rear cogs to 34 teeth, you won't find a better shifter than this one. It's a strange champagne-y color and has a black cage, but if you can get over that, you'll have a great shifting rear derailleur for not all that much money.

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. As with the 105, our price is as low as we can go, but you might beat it at one of the cheap places.

Shimano Deore: 17-088

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 in a frame, you'll likely get 25,000 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.



\$125

USA

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.

108: 12-045

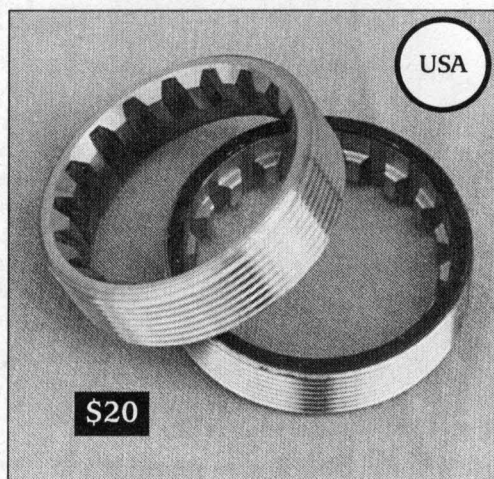
119: 12-050

123: 12-051

125: 12-140

Phil Wood 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. We no longer stock the French, but are happy able to order it for you, sure. It costs \$5 more, though.



USA

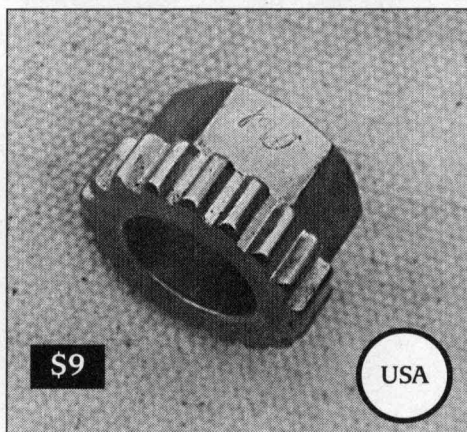
\$20

British \$20: 12-053

Italian \$20: 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.

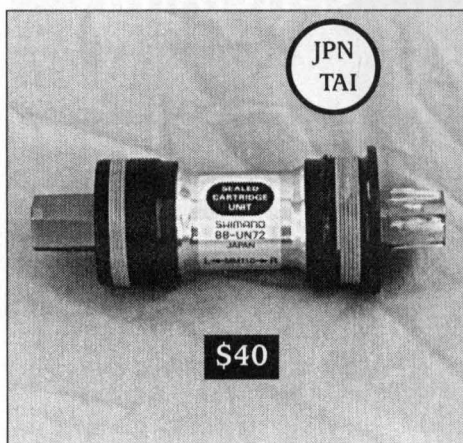


\$9

USA

19-035

(you should get two)



Shimano or Tange

An excellent, trouble-free bottom bracket and a great value. Eventually you'll have to throw it out, but most riders will get close to 20,000 miles on it before that comes to pass. It installs easily, and is sealed.

Sizing:

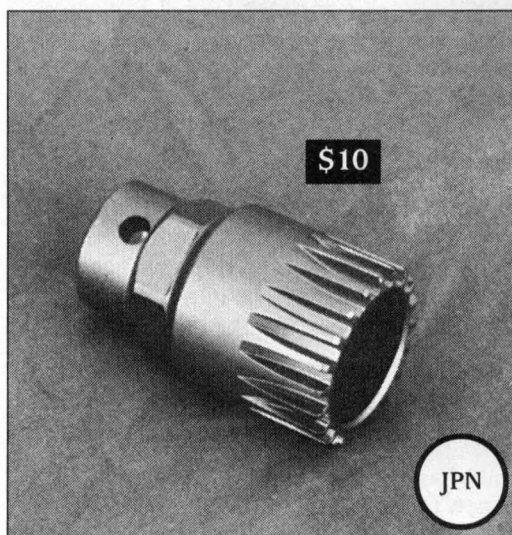
107mm: Road bikes with straight (not curved outward) chainstays. Designed for two rings (doubles), but works fine with triples too, provided the small ring is 24t. 115mm: The standard, manufacturer-recommended size for all triples. But see above.

122.5mm: Old Ritchey triples or older square-taper Shimano Deore/XT cranks.

107: 12-191

115: 12-217

122.5: 12-213



BB Tool for Shimano

This tool here fits into the recessed splines of the UN-72 and UN-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 ratcheting socket wrench. It's good for at least a thousand installations and removals. You need just one of them.

BB Tool for Shimano: 19-055

Splined vs. Square-Tapered BB Spindles

Square-tapered are the kind we sell, but it's not Good vs. Evil. We like square-tapered spindles not because they offer so much, or have a tremendous benefit, but because there's nothing not to like about them. They've worked well for years, and will always work well. Every now and then a ham-fisted torque-master mechanic might screw up and overtighten one and split a crank, but basically, it's a design that's proven itself for more than 60 years, during which nobody squawked. It is highly evolved. It works.

Splined spindles, like many recent innovations, were developed to "take the guesswork" out of crank assembly. To assure consistency, to make it easy for an unskilled mechanic to assemble a crank, to rule out other people's bottom brackets on Certain cranks, and to spur new bike sales. Splined spindles are the way of the future, but being "the way of the future" doesn't in itself make them any better than square-tapered spindles. Freddie Hoffman has ridden 1.25 million miles on square-tapered spindles. Eddy Merckx raced his whole career on them. There are so many more important things to be concerned with when you're picking a crank, than what kind of spindle it uses. Gearing...length...chainring compatibility...even Q-Factor (crank width). How it fits onto the spindle is not a biggie. You can make it a biggie if you like, but don't let anybody do that for you.

Crank Design and Sensibility

Why Off-the-Shelf Road Gearing is All Messed Up; and a Solution That Probably Won't Be Adopted

Off-the-shelf road bike gearing, with a 52 or 53-tooth big ring and an 11t or 12t small rear cog, gives you a high gear of 117+ inches. If you don't race or if you don't have Charles Atlas-like muscles, that's astoundingly useless. Even worse, the big ring makes subsequent gears less useful, too. It's not smart and it's not right. Manufacturers aren't dumb, they're just "market-driven." They continue to sell such high gearing because it sells. It doesn't sell because it's smart, it sells because there are no alternatives. The big bike makers are equally market-driven, and on top of that, are—for the most part—scared to be different. *Different* scares dealers.

It's a sad cycle and it makes thinking folks shudder. Listen: 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 top gear" earlier. But it also lowers all adjacent gears, so you'll stay in them longer before having to shift, which is way more important. It's especially noticeable on rolling hills. With a normal "racing triple"—52x42x30—you can't stay in the big ring on a slight uphill. But when your big ring is a 46 (or even 48), it's not so hard. Likewise when you're in the middle ring. Many racing triples have 23-tooth large rear cogs, and a 42x23 is still a pretty big 49-inch gear. A 36x23 gives a 42-inch gear, and you'll often find that the difference between having to shift to the granny, and being able to ride it out in the middle ring.

The benefits of a 46x36x24 "compact" racing triple are numerous, and for the non-racer, there are no drawbacks whatsoever. Repeat: *No drawbacks whatsoever.*

Both Campy and Shimano ought to introduce a 110x74 triple. If they want to keep the big rings, fine—but the smaller, 110mm bolt pattern will at least let riders change to more useful rings, like 48x36x26, or 46x36x24. Call it the "alpine gruppo" to give it a marketable spin or whatever—but do it. It's years overdue.

What would such a crank involve? Well, a new front derailleur. Current "racing triple" front derailleurs work okay, but they're designed to be used with big rings, and are radiused to follow the bigger radius of the big ring. Plus, they're too long in the tail. When you set them up properly on a 46-tooth ring, the lower "tail" hits the chainstay when you shift to the granny. (Unless the bike has a high bottom bracket, which itself is not good.) So: Make the crank, and make a new front derailleur for it. Curiously, the Shimano 105 triple is better designed than the fancy Dura-Ace triple, which sticks down way too far. It cannot be used with a 48t or smaller big ring on a road bike with a decently low bottom bracket. It forces you to use a 50t or larger chainring.

Next, if they want to do a real bang-up job, make compatible cassettes with at least 28-tooth big cogs, and even better, 32t. The larger cogs would require either a mountain rear derailleur, and there's no way Shimano (for example) is going to intro a new group with a mountain derailleur. But they could polish up or paint differently a Deore derailleur and call it something else. There's nothing wrong with that and it wouldn't be the first time...

Recently some famous pros have used 110bcd cranks in mountain stages of the Tour. That may be the impetus needed. Smaller makers are re-introducing the 110bcd crank (remember, that's the size needed to use the useful rings). That's another nudge for Shimano and Campy. But include a 74mm bolt pattern for smaller rings, too.

Currently, the Sugino XD triple is the smartest widely available road triple on the market, and is far and away the best value. TA used to make the Zephyr, but they've quit that, for some sad reason. It's the Curse of Being Market-Driven.

Let's see what happens in the future. Will Campy make it a 112mm bolt pattern, just so it's incompatible with all the billions of 110mm rings still available? Will Shimano somehow fuse the rings to the crank so it's incompatible with existing 110mm chainrings? We'll see. Something's got to change, though. The current state is not good.—GP



Sugino XD2 Triple

This is the smartest and most versatile triple crank on the market, and is almost too smart and all-around good to even exist in these weirdo times. It's possible that Sugino wishes it could wipe it out with a new "modern-style" crank, but just hasn't the resources to do that just yet. So for now, everybody with a decent job should dig deep and buy at least two of them, just to encourage Sugino to keep making it.

It has about a 161mm to 165mm Q Factor (outside-to-outside width), depending on what length spindle you mount it. In the old days we'd consider that wide, but by modern standards it's smack dab medium. On road bikes with straight (normal) chainstays, mount it on a 107 to 110mm bb. If your bike has bowed-out chainstays like most mountain cranks, it'll need a 110mm to 115mm.

Unlike most cranks, it also comes in a 165mm arm length.

At only \$100, it is a stunning deal. We're jacking up the price in the next catalogue, probably to at least \$130. That's where it ought to be right now.

165mm: 12-231

170mm: 12-167

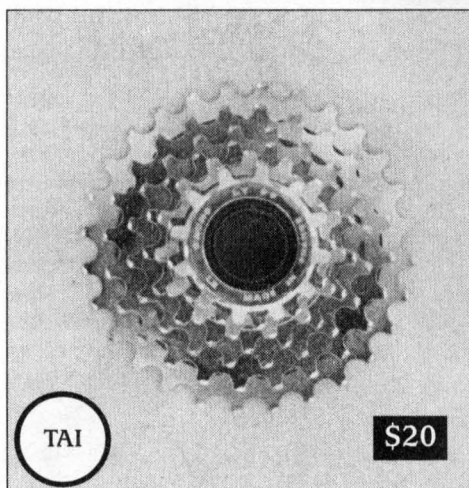
175mm: 12-190

How Long the Cranks?

In the pre-mountain bike days, no crank maker in the world would think of NOT offering cranks in lengths down to 165mm; and 2.5mm crank length increments were standard on better cranks. Today, probably 90 percent of the cranks available come in 170mm and 175mm only, and those large makers in a position to demand a wider range don't see the need. They should be ashamed. You might think that the crank makers would offer it, but they don't make what there's no demand for. What's involved in another crank length? Not much. A new mold costs about \$10,000, and the same mold can work for a 5mm to 10mm difference in length, just by drilling the pedal hole in a different spot. It wouldn't be right to whine without noting the exceptions: Campagnolo, Shimano Ultegra and Dura-Ace, TA, and this Sugino come to mind. It's unlikely that the unlikely shortage of shorter cranks will continue. Common sense ought to win sometime!

Tips For Happy Riding

Learn right away that the front brake is the most effective one, and to never lock the front wheel in dirt. Learn 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 10, 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 aerodynamic. 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. Fun is more important than fast. 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 seersucker shirts for hot weather riding, and long-sleeved ones are best. 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 ..." If you see a stocky woman rider, don't suggest she race track. 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 with faster descenders if you're not comfortable descending. 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. Wear out something. 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.



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 13-tooth 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

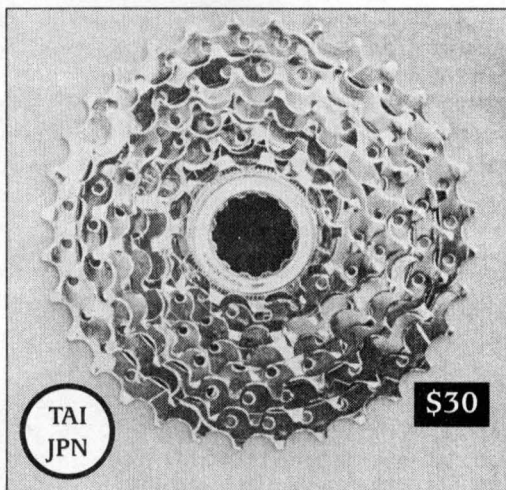
The Future of Freewheels

If real photography died, would they still make film, and would there still be one-hour places to get it developed? You betcha—and it's the same with freewheels. There are too many threaded hubs out there for manufacturers to quit making freewheels. There are factories in India that make 10,000 freewheels per *day*. SRAM bought Sachs a couple of years ago and stopped making them. 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 ones we offer here are pretty good for everything except racing. Bummer about SRAM stopping, though, isn't it?

The best place to get hard-to-find freewheels and custom combinations is Loose Screws.

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 supply them as they're available—SRAM, SunRace, and Shimano. They're all good, no problems ever, and they're all Shimano-compatible.



8sp 12x24 : 13-048 8sp11x28: 13-049 8sp11x32:13-041

9sp12x27:13-064 — \$55

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.



\$12 \$18

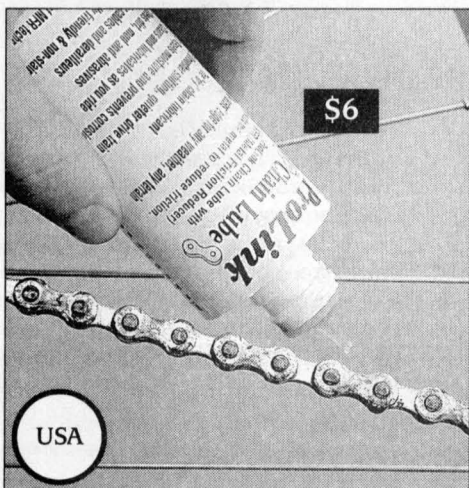
Chains

Chains win the award as the least exciting bike part to buy, and our thoughts on chains can be summed up thusly: Cheaper is fine so long as they work and last; and wherever possible, silver looks better than black. The chains we offer are made either by SunRace or Shimano; usually SunRace. They work for us, they'll work for you.

7/8-speed chain: 13-031 (\$12); 9-speed chain: 13-063 (\$18)

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

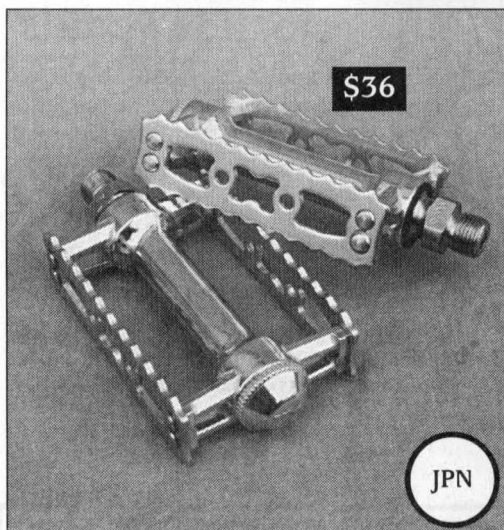
...you can grab a fingerfull of chain from the chainwheel, pull it off, and expose the tip of a tooth. Or when you can't remember the last time you got a new chain, but you just got a new freewheel or cassette. Chains wear over time, and the hole-to-hole distance increases, "stretching" the chain. If 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.



The Oily Grail

The best ointment you can put on your chain. Start with a reasonably clean chain. Wipe it dry. Coat it with this, wasting much in the process, but try to aim it between the plates. Wipe off the excess. Ride your bike immediately to nestle it in there. Repeat whenever you can stand to, or when the mood hits, or when you think you ought to. You won't find anything better, and if it's not the best you've used, you're doing it wrong. This new bottle won't burst like the old ones sometimes did—another plus.

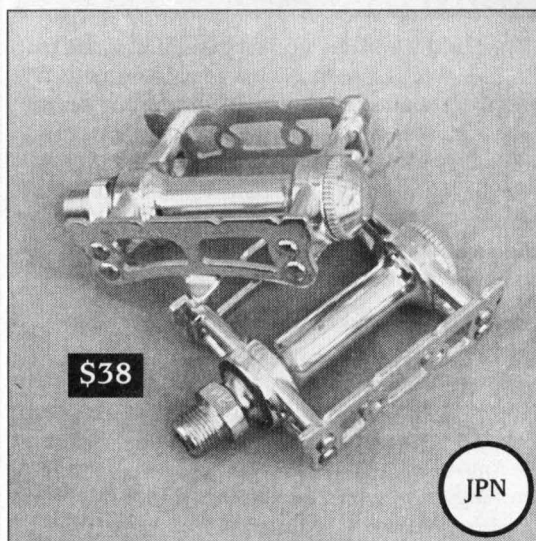
ProLink Chain Stuff: 13-051



MKS Touring

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.

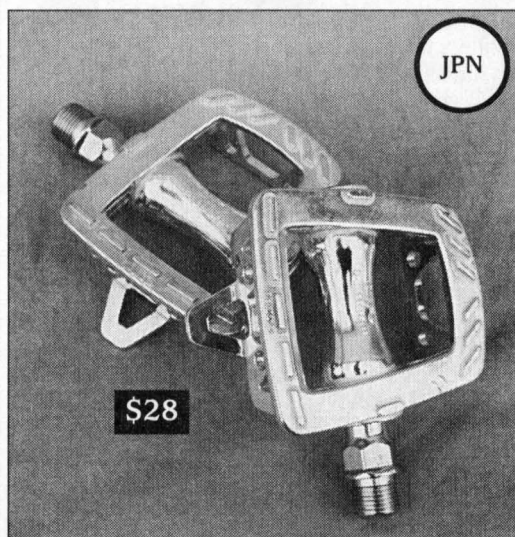
MKS Touring: 14-020



MKS Track

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.

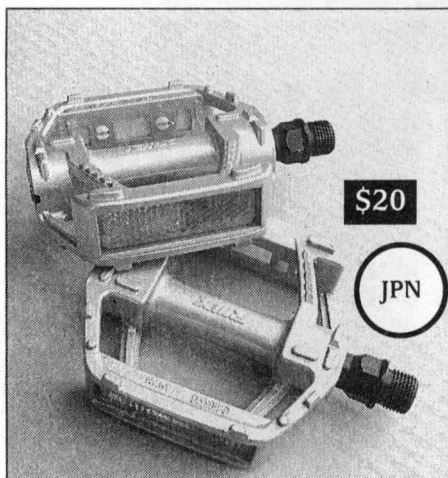
MKS Track: 14-021



MKS Platform

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 rear cage and the big flipper tab make them a cinch to flip into. Just \$28 per pair, too, so they're a write-home-to-mom-about deal.

MKS Platform: 14-030



MKS Sneaker Pedals

These are made as BMX pedals, but if we call them that, you might not give them the time of day; and the fact is, we ride them with sneakers and find them unbeatable. They're really supportive, lots of area beneath your foot. They have little knobs to discourage slipping (BMX riders wouldn't tolerate slippery). And, clever pedals that they are, they have integral reflectors. Most of us here have them on one bike or another, and we think they're fantastic. What a bargain, too. Try them!

MKS Sneaker Pedals: 14-047

Going Clipless (Rivendell Style)

Most of the time, having your foot attached to the pedal is no real benefit. It's said to be more efficient, and all I can say to that is: Maybe a little, but so what? Certainly, if pedaling connected made a difference of five minutes per hour of riding, then for certain types of riding (including long commutes) that alone would pay its way. But my hunch, based on my own tests, is that it makes no more than a few seconds difference. This goes against all intuition and what you've been raised to believe, but just try it yourself. Most riders have tried "step-on" pedals only on the bike they had before they "got serious." They have cheap-slow-heavy associations with that kind of pedal, but have never tried it on a good bike... That's where it really shines, though!

On short, steep climbs, a solid connection can help you turn the pedals over, to get them through the difficult spot between 10:30 and 1:30 in your stroke, when you about lose all your momentum. A solid connection can be a benefit during aggressive riding in wet weather, because it keeps your foot from slipping off the pedal (remember, it's wet and you're thrashing). For most people, that constitutes about 10 percent of the riding, maximum. Also, riding unconnected means you can't as easily hop over dead animals and potholes. That's a semi-biggie, but even when I throw that into the mix, I still prefer No Connection.

Pedaling free works great for most riding. You can mount and dismount more easily, whether on a steep climb or downtown. You can choose your shoes for the weather, not the pedals. You can walk into a store like a normal person. You can shift your foot on the pedal to call to action different leg muscles.

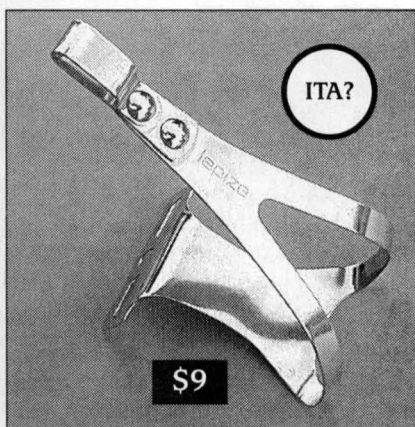
That last one's a biggie, and Bullseye Cycle's Roger Durham pointed it out to me, after I'd already experienced it. When you pedal with the ball of your foot over the center of the pedal, you're using what Roger (never the physiologist) calls "toe muscles," or the muscles you use when you stand on your toes. Not just the foot and calf muscles, but the thigh muscles, too. Roger goes on to say, and I now agree, that on sustained climbs, it's a benefit to be able to shift your foot forward on the pedal, to relax the toe muscles and put the load onto others for a while. It helps to have a fairly rigid sole for this. A Teva sandal is good enough, or a court shoe.

Forget what you've read or been told. Forget even this. Just try it and see how it works for you. You don't have to discard your rigid plastic shoes, or your toe clips and straps. Just try pedaling free again—on a good bike, so it's a fair test—and you'll likely find a place for it somewhere in your riding. If you've got more than one good bike, keep double-sided pedals on one of them, and see how often you end up grabbing that one as you head out the door. —GP

Steel Toe Clips

Christophe of France finally quit making chromed steel toe clips, but ALE of Italy still does; and MKS in Japan, too. They're all good, and we'll get what we can get. The one shown is a Christophe, but the one you'll get will be either ALE or MKS; probably ALE. It looks the same.

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. Most of our bikes have these same clips on them. It's not a bad habit at all.



S: 14-015

M: 14-014

L: 14-013

XL: 14-016

ALE Toe Straps

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 Fancy 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, pop for the extra \$5. Blue usually, but be flexible or call first.

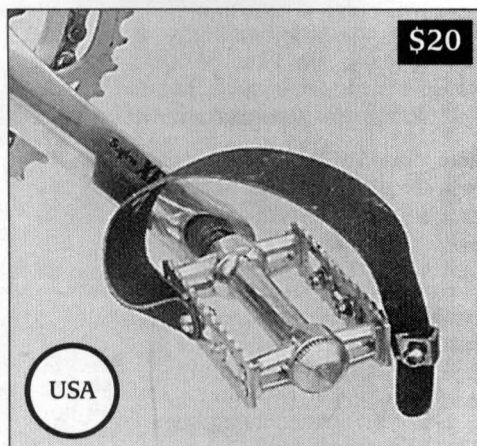


Plain, 14-044: \$10

Fancy, 14-045: \$15

Power Grips

The most underrated bicycle accessory on this or any other planet. Originally marketed for people who were afraid of toe clips, they naturally repelled, and continue to repel, experienced gear snobs. But they are a joy to use. They keep your foot on the pedal at all times, and make quick exits and re-entries a breeze. For most of the riding we do, they're just great. They let you ride in any shoe you like, and still allow 90 percent of the freedom of nothing at all. We mount them inside out, to hide the logo. But everybody knows it's a Power Grip, because nobody makes anything else like it at all. We'll try to stock blue, but please accept green or black.

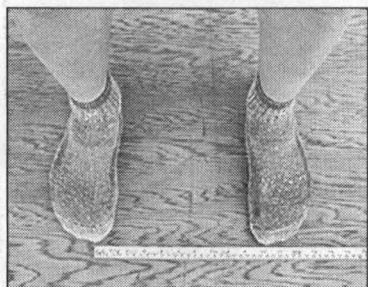


Power Grips: 14-046

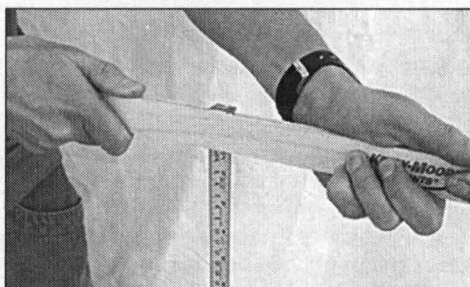
Learn Your Pubic Bone Height (PBH). Here's How To Measure It.

Squeamish people call it "inseam," but pants have inseams and bodies don't. What we're after, truly, is the height of your pubic bone. From this you can derive what your saddle height ought to be (within five mm or so). And PBH is a key measurement we use to design a frame. It's easy to measure, and if you're reading this catalogue, it's a good indication that you're deep enough into bikes that you ought to know yours. Here's how to do it.

- You will need:**
- two paint stirring sticks, rulers, or a thin hardcover book.
 - A metal tape, and you might as well make it metric.
 - An honest, helpful person with good vision. (Note: It is not necessary that this person be a friend.)
 - Bare feet and a hard floor



On the hard surface, stand with your feet about 10-inches apart. Plus or minus an inch.



Sandwich the tape between the stirring sticks. Then call your helper, because from this point on, you can't do it accurately by yourself.



With one hand in front and one behind, pull up **HARD** on the sticks, past the soft tissue, until you hit bone. If you're chubby, you may not make it all the way to bone, but try.



Your helper (see above) should make sure the tape is straight. Once it is, that same person reads the tape on the hard surface. That's your PBH. As long as the tape is straight, you cannot overmeasure your PBH. If you do this procedure 10 times, the highest reading will be the most accurate.

Finding Your Right Saddle Height (SH) from your Pubic Bone Height (PBH); and Once You've Got That, Picking a Good Frame Size

There are lots of ways and systems and approaches to figuring out the best size for you, and then setting it up (with stem height, extension, saddle height and fore-aft position, and so on). There's the LeMond Way, the Guimard Way, the Fit Kit Way, the Size Cycle Way, the Local Guru Way, the Ask a Fast Guy Way, the Chat Room Way, the Way You've Always Done It Way.

Certain funny bike styles may require a different way. But for normal bikes, the way we do it works well all the time, and it's simple, and you can do it with a friend using things you have laying around the house.

SH = PBH minus 10 to 10.5cm.

Qualifiers: Thick-soled shoes and Look pedals require a higher saddle.

What to look for when it's right: A slight bend in your knee when your pedal's at the bottom of the stroke and your foot is horizontal. No rocking side-to-side when you pedal.

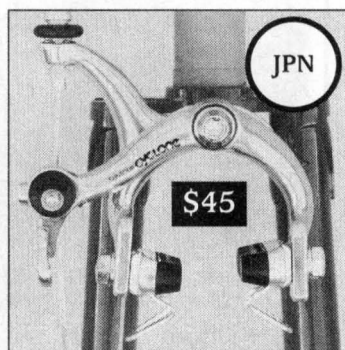
Think About This When Picking a Frame Size

1. You must be able to straddle the bike's top tube with an inch or so of clearance. For trail bikes, two inches is probably better—although the arguments for that aren't so solid. Tall people always get more clearance than short people; it's no better or worse, it's just a fact.
2. Visuals and role modeling affect our perception of what looks good. up to the early '70s, "a fistfull of seat post" was the rule; the idea being that if you need more than that, your frame's too small. These days, "compact" style road frames and long seat posts are so common, that anybody who pays attention to magazines and what fashion-conscious cyclers ride is used to seeing two fists of post or more.
3. Want to be comfortable? Get the biggest bike you can straddle with sufficient clearance. This suggestion will make modernists howl, but it's no less valid for it, and here's why: The higher your bar is, the less stress there is on your back, neck, arms, and hands. The bigger the bike, the easier it will be to get the bar higher. If you're deciding between a 58 and a 60, for instance, keep in mind that your saddle height will be the same with either bike, but you'll be able to get the bars almost two cm higher on the 60, all else being equal.
4. Flexible and skinny riders can comfortably ride lower bars than can heavy and stiff riders. But higher bars won't make you heavy/stiff, and low bars won't make you flexible and skinny.
5. A bar with rise (like the Albatross), or a tall stem can compensate for a frame that's a bit small. You may not need a whole new bike...
6. A general rule: For riders over 6' 3", PBH minus 27 to 29 is a ballpark frame size. For riders between 5' 11" and 6' 3", PBH minus 26 to 27; between 5' 8" and 5' 11", PBH minus 25 to 26. Up to 5' 8", PBH minus 24 to 25. All this is in centimeters. Get a tape with metric and standard.

SunTour Cyclone

Made in the mid 1980s, as SunTour's answer to Shimano 600 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. Fronts are allen mount; rears are nutted with nylon adapter to allen frames. It works perfectly.

Suntour Cyclone: 15-026



Shimano Ultegra Standard Reach Sidepulls

These are the brakes that go on most Rivendell road frames, and as sidepulls go, man, you can resent Shimano's dominance and prefer the aesthetics of an old Campy till the cows come home, but when you're juiced up with truth serum and you're faced with a choice of sidepull brakes based on function, these are what you'll end up with.

The Ultegra has a slightly better finish than the Tiagra (Shimano's other standard reach caliper), as well as a real metal barrel adjuster and shoe holders, and thrust bearings in the pivots, for theoretically smoother braking. These work best with sprung (like Shimano) levers. Minimum reach, 47mm; maximum, 57mm.

Ultegra Std Reach Sidepulls: 15-094



What About V-Brakes & the old Centerpulls?

They're both fine. We don't offer V-brakes yet, mainly because we're still a shrimpy company and can't offer everything, you know; plus, V-brakes don't work well with road levers, and in case you haven't noticed, we sell more road stuff than mountain stuff. And the pads are so thin. But Grant's daughter's rides V-brakes, so it's not as though we (or he, who is me) are terribly against them. They work fine.

But the old centerpulls—now they've *really* got us excited lately. They're a good design, a good concept, that got squashed and buried in the mid-to-late '70s, not many years after Campagnolo introduced its fine sidepull, and everybody else started copying it and associating centerpulls with crummy bikes. No fair! The design is excellent, and they've worked for years and still today have a small but vocal and growing number of fans...and we're among them. In the next year or so, don't bet the farm that we won't come out with, or at least offer, a traditional centerpull. They offer good stopping power, tire clearance, centerability, and nice looks. They deserve to exist, and we're going to see what we can do to make that happen.—GP

Tektro Oryx Cantilevers



Tektro is a Taiwan company that makes pretty good-to-excellent brakes, and this is the canti model we like. It's a simple design and seems good and powerful, and the brake shoes, heavens, are so, so easy to set up and adjust because they use a ball-and-socket arrangement. The way most V-brakes are.

These are cold-forged and decently finished, and work well with every brake lever we offer in this catalogue. The arms stick out more than most recent canti models, giving a higher straddle wire position. That's neither here nor there on normal to large bikes.

Tektro Oryx Cantilevers: 15-098

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 two to three mm 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.

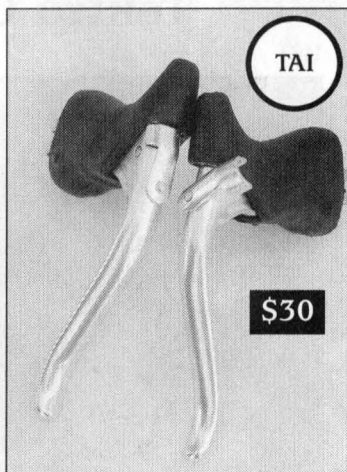
Some combination of the above eliminates squeal 90 percent of the time.
Ten percent of the time, you just have to live with it.

Dia-Compe 204Q

A new lever, but a resurrected style that was resurrected (and improved upon) due to demand from the Japanese traditionalist market. It's a **non-aero lever** with a quick-release built into the lever.

Before you say "so what, I've seen it before," listen: It means you can use an inflated chubby tire on a relatively skinny rim, and still open up the levers far enough to remove and install a wheel. It gives you another five mm of clearance at the brake shoes. You don't have to take the air out to mount your bike onto your roof rack, and you can fix a flat and inflate the tire off the bike, too. The lever feels good in the hand, looks fine, and is dirt cheap. A great deal!

Dia-Compe 204Q: 15-101



Brown hoods!

Shimano Tiagra Lever

This lever has 90 percent of the looks and quality of the aero Dura-Ace model, but costs 60 percent as much. 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 nice aero brake levers that you'll love the instant you put your hands on them, get these.

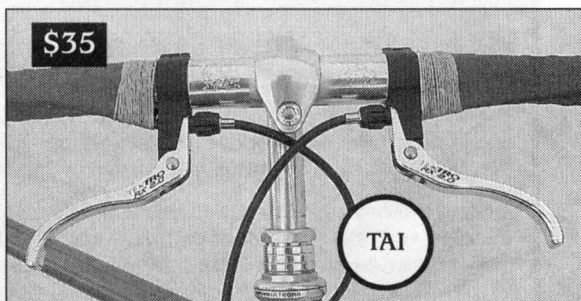
Shimano Tiagra Lever: 15-091



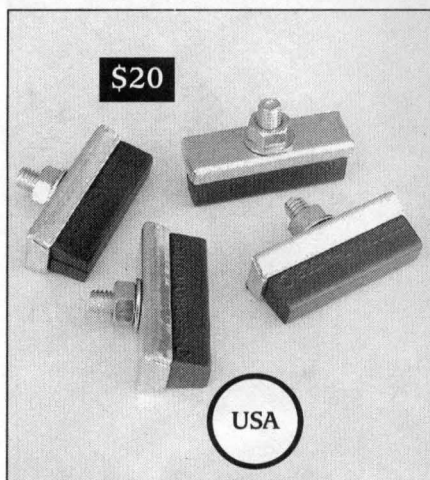
Tektro Cyclo-X Levers

These are designed for cyclo-cross racers, and they work for everyday riding, too. Whether you want to complicate your handlebars is another matter...but the fact is, these are quite nifty. You still have your regular brake levers, and one set of cables, but both your normals and these "interrupters" work the brakes. It's hard to explain, but in real life it's simple, so if you're nervous, don't be. This isn't the dream set-up if you ride with a handlebar bag, but not all bikes wear bar bags, and if you've got one that doesn't, and you ride it either in town or off road a lot, and/or your handlebar is too low anyway, then these are just the ticket. A hinged clamp makes them go on easy. Instructions included, too.

Tektro Cyclo-Cross Levers: 15-109



Four Mathauser Road Shoes



These are the best, crudest, 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 or reduce braking surface area. They're crude because it looks like your neighbor made them in his backyard shop. They're elusive because Mathauser's Michael's office is a cell phone, and he ain't in much. If your braking needs are high, get these, period.

Mathauser Road shoes: 15-093
four shoes (a bike's worth)

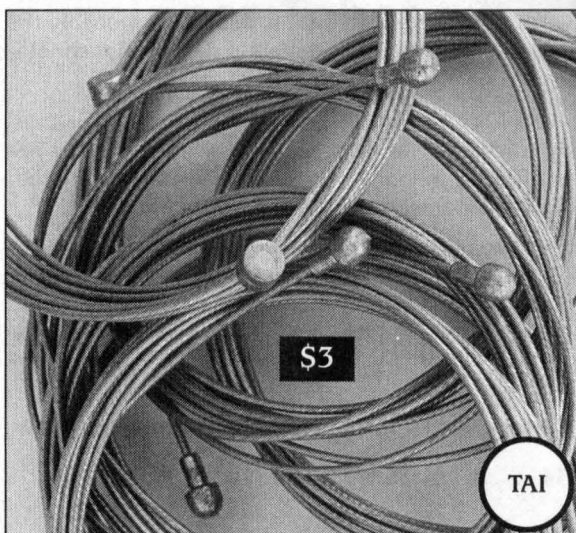


Four Mathauser Cantilever Shoes

Mathausers are hard to get, but we've got them, and there is no better cantilever brake shoe made. Ironically, maybe, they don't fit the Oryx brakes we sell, because they take V-brake style pads. But they fit most cantilevers, and if they fit yours and you're looking for replacement pads, you can't do any better than these.

They're orange-ish, simple-looking, and the solid, grooveless shoes are smart.

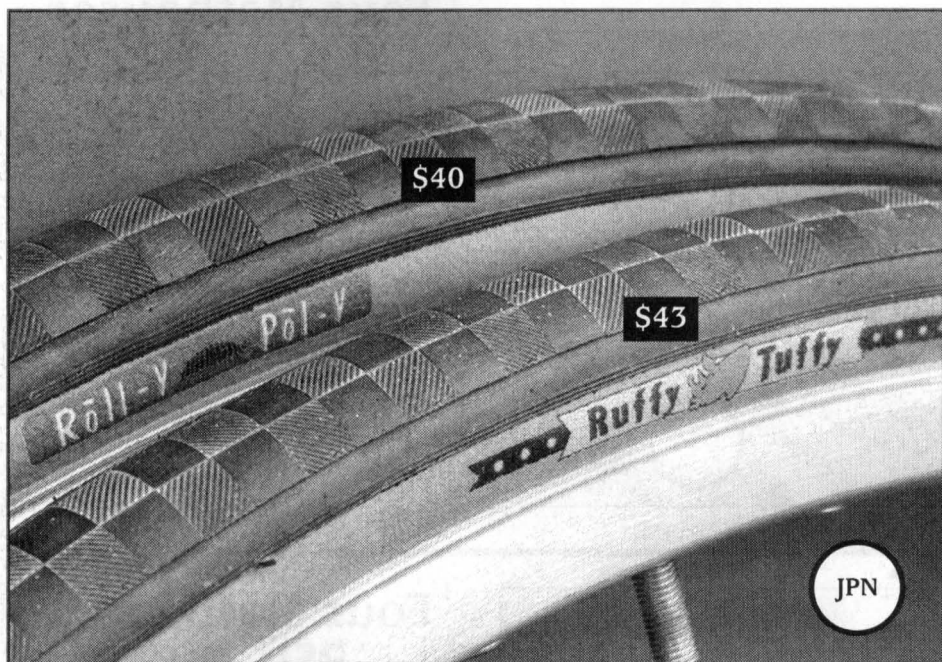
Mathauser Canti Shoes: 15-095
four shoes (a bike's worth)



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



The Roll-y Pol-y & the Ruffy Tuffy

These are the best-riding, straightest-mounting, smartest road tires we've ridden, which is a good thing, since they're our designs. We got into the tire-designing business reluctantly, and only because we couldn't find or convince other tire makers to make the tires we wanted. First came 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:

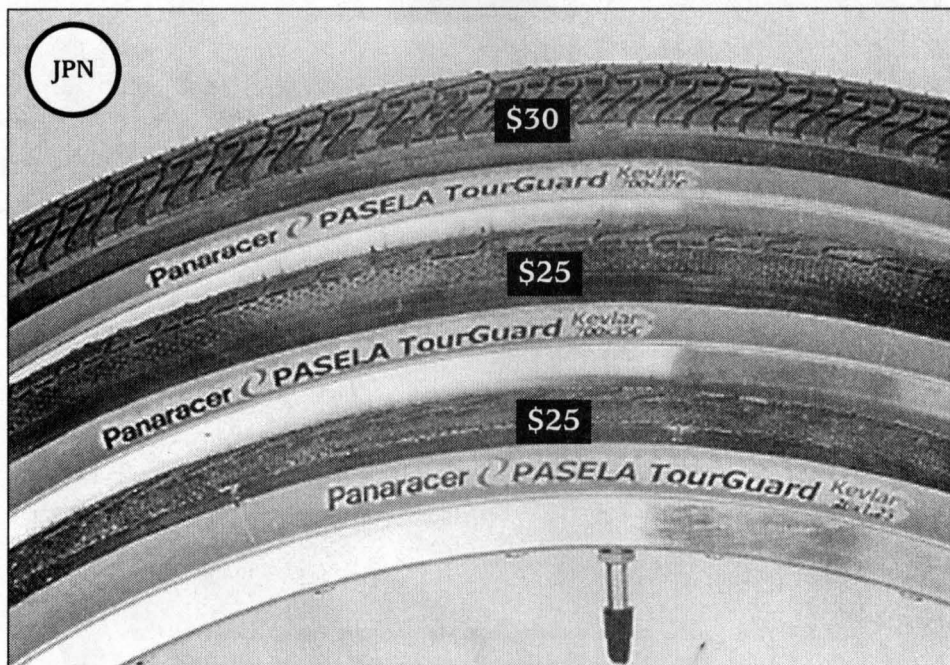
1. THEY'RE 27MM WIDE, THE FATTEST tires that fit 98 percent of the road bikes today. They're rated to 120psi, but what's the point? At 90 to 105psi, they're cushy and fast.
2. THEY'RE EXTRA ROUND, due in part to a special three-part mold. Round tires corner better. They don't "dive" when you lean them 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, and 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. The 700x37 is the best highish-volume all-around 700c tire we've ridden.

700x35 Wire: 10-028

\$25

700x37 Wire: 10-050

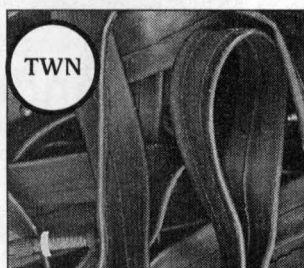
\$30

26x1.25 Wire: 10-032

\$25

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
.....26 Skinny: 119g	#10-005 \$6
.....26 Medium: 133g	#10-002 \$7
.....26 Fat: 200g	#10-007 \$7



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, and if you ride in the wet at all, you might as well have fenders. Provided your bike can accept them, and 98 percent of all modern road bikes don't, which makes you wonder what the designers have in mind.

Front fenders are always too short. You need to add a mudflap, and when you buy these from us, we include a super crude kit so you can make and mount your own.

SKS Fenders & Mudflap Kit

These are the fenders we ride six months of the year. They're made from recycled German plastic and have top-notch stainless steel hardware. We've tried many others, and continue to do so, and always come back to these. The mudflap kit includes a water bottle or fabric, zip ties, and instructions.

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

For 26-inch tires up to 1.5: 27-002

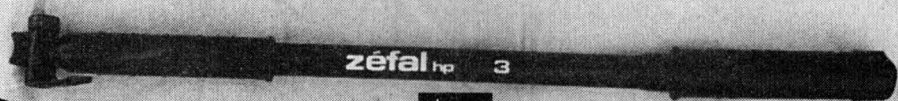
For 26-inch tires up to 2.0: 27-003

For 700c tires up to 700x32: 27-004

For 700c tires up to 700x40: 27-005

Fender stays only: 27-006 \$8

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



FRA

Zefal HPX

The Zefal HPX is far and away, hands-down, why-does-anybody-else-even-try?, the best frame pump made. Nobody tries it and goes back to anything else, and if you ride enough, it is the pump you will eventually end up with. It is not light and attractive, like the Silca. But all that aside, when you want the pump that makes all others quake in fear and hide in shame and turn brilliant green with pump envy, get an HPX. If you aren't an HPX user already, that's fine, but if you ride enough and live long enough, your epiphany will come.

Fits presta or shraeder valves. Easy to use, simple instructions—please read 'em.

Zefal Sizing:

Measure the distance between the tubes, not the tube length itself.

Zefal No. 3 fits gaps 46cm to 52cm: #28-013

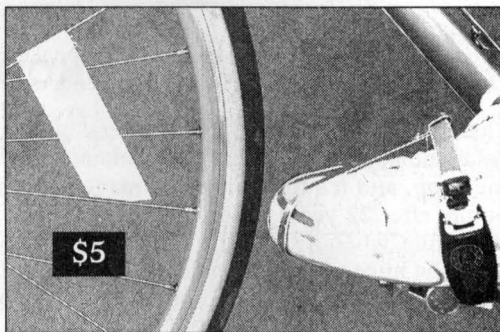
Zefal No. 4 fits gaps 50cm to 56cm: #28-014

Rebuild Kit: #28-018 \$10

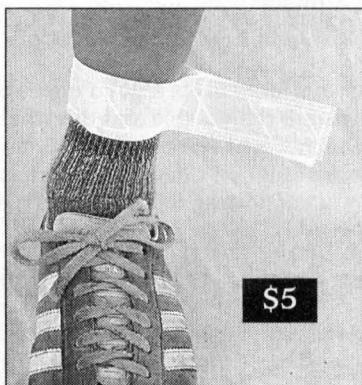
Contains cap, rubber gasket, rubber plunger, wings, lever. That'll do it.

Spoke Reflector

Regular, CPSC-approved spoke reflectors are fine, but basically everybody takes them off bikes because they're rigid plastic, heavier than necessary, and make it harder to true a wheel, because they affect spoke tension. Not so with these! I/Grant have used these for more than 20 years. They weigh 11g and go on and off in two seconds.



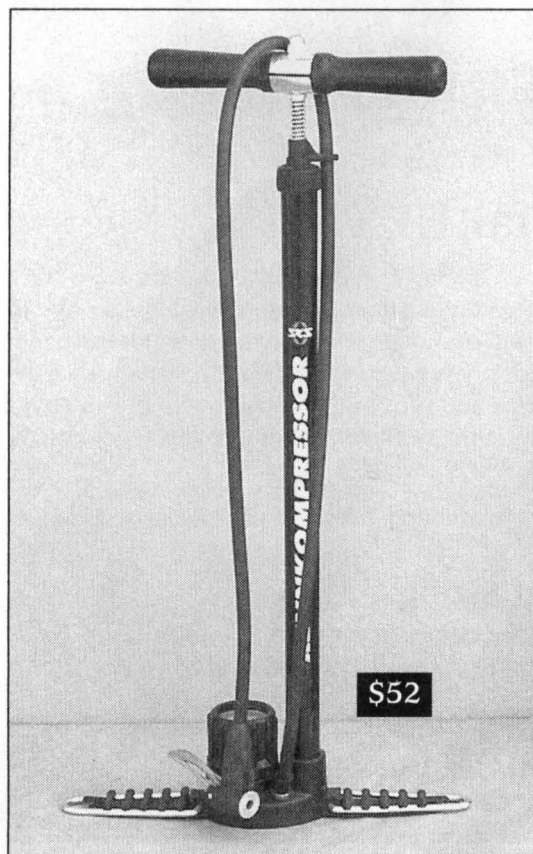
Spoke Reflector: 31-371



Ankle Reflector

This is the best ankle band out there. It's our own design, and one I/Grant have used for 12 years. It closes up the pants, and places a big reflective strip out towards traffic, where motorists can see you. Easy on and off. Sewn for us in Colorado by the same woman who used to sew them for us in California. Connie. White or yellow Reflexite. Please no color choice. Please.

Ankle Reflector: 31-370



Got An Earlier Version Of This Pump? Then consider getting this head for it. It's one of those rare cleverish high-tech-looking plasticky things that actually works great. Fits presta or schrader heads, no swapping or fiddling. Stays on snug, you won't need a friend to hold it while you pump. It's worth getting even if your other head works okay.

SKS Renkompressor

This pump has been sold under several different brands over the years, including VAR, Zefal and some others that don't immediately come to mind. It's the pump we use in the shop, and it's the pump that made me retire my perfectly functioning Silca track pump, after 22 years of service. It wasn't such a heinous thing to do. I still use it once in a while, when it's closer-to-grab than this one, but this one 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.

This new version has a neat head that works equally well for presta or schrader valves; and it never, NEVER slips off. If you have an earlier version and are feeling bummed now, don't. Those are great hoses, but if you still can't sleep at night, just order up a new hose, with the new head.

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 if you're offended by a Universal head and don't have any Schrader bikes around, you can get the Presta-only head for it. Attach it using the clamp (included), or with zip-ties or baling wire.

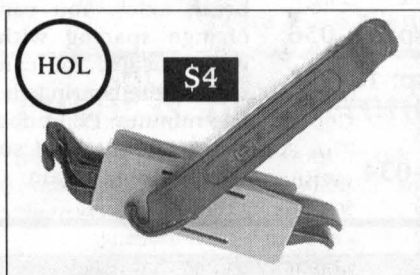
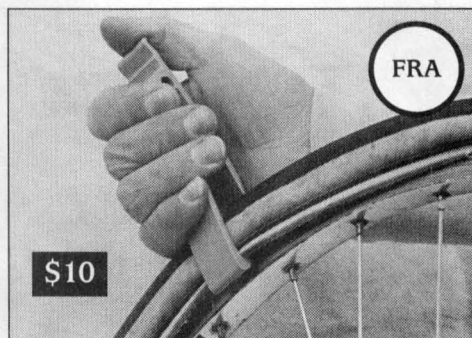
SKS Pump: 28-015

Separate head: 28-020

Ex-Var Lever

Formerly marketed under the VAR name. 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! Just not when it's cold out.

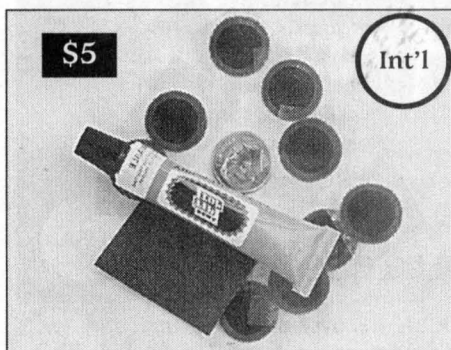
Ex-Var Lever: 19-045



Dutch Tyre Levers

These are imported by Kool Stop, but they're made in Holland, the same country that brought you Van Gogh, Vermeer, Windmills, Wooden Shoes, and Joop Zoetemelk. They're as reliable as any plastic lever, pretty good, and they have a built-in tube abrador in the case. Three per set. These are good.

Dutch Levers by Kool Stop 19-075



World's Best Patch Kit

Small patches are better, and these, made in France by Velox, are the best we've used. You don't have to abrade as big an area, and may even be able to avoid patching on a seam! You get 10 of them. And now we include a tube of Rema (German) glue with them; and Rema's glue never fails. Finally, we include a small square of sandpaper. Contractor's grade, fine and abrasive, made in the U.S. Yes, the Patch Kit still includes the dime.

Best Patch Kit 10-048

**Hey!
Did you
know this?**

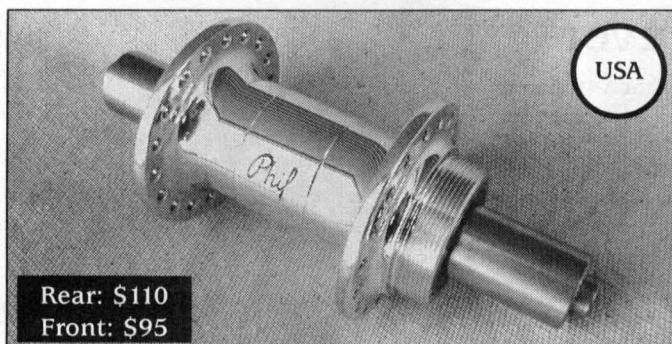
The purpose of abrading the tube isn't to rough the tube up so the patch has more to grab. It's to rub off the anti-stick compound the tube maker puts on the tube so it won't stick to the tire. So, don't go overboard with the abrasion (like I used to). Just think of it as cleaning the area with sandpaper. It takes half the time, works fine.

Glueless Patches? Yep.

These aren't as good as real patches, but there are times—like when you get a flat in Dope Fiend Alley in a downpour at night and you haven't got a spare tube; or when you find your two-year-old unopened tube of glue has miraculously evaporated—when a glueless patch can come in handy. We haven't actually used these ourselves, making them the only thing in this whole catalogue with that distinction, but a friend who never could figure out real patches says these are the best of the fake ones. Good to keep with you, along with your others. Guaranteed to at least slow the leak.



Glueless patches: 10-052



Phil Hubs

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 five minutes. Phil hubs last a lifetime, and so are always a bargain.

Rear:

130x32°x7sp: 18-035

135x32°x7sp: 18-036

130x36°x7sp: 18-037

135x36°x7sp: 18-038

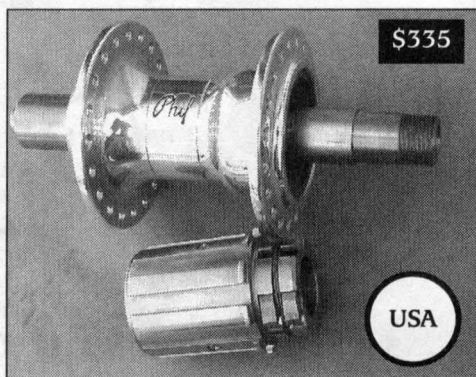
Front:

32°: 18-033

36°: 18-034

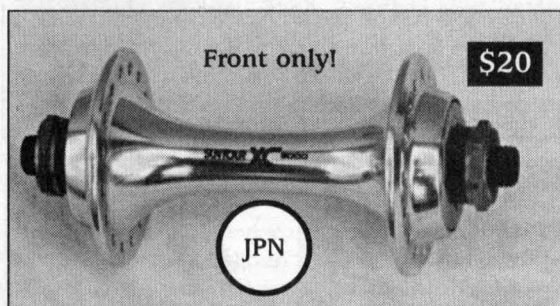
Phil Cassette 8/9 Speed

If you're rich or just want the best cassette hub, and are willing to scrimp in other areas, then here you go, pal. How is it better than all others? Well, it has a larger diameter axle, which has to be stronger. It has more pawls, which is absolutely stronger, and it is made to closer tolerances and has a better finish, which costs more. It's made in America by Phil, and everything Phil makes is the best of what it is.



130x36: 18-142

135x36: 18-143



Front only!

\$20

Save Your Neck!

Don't ride any wheel, especially a front one, unless the quick release is properly closed. If you don't know how, find out. We can send you instructions, free of charge. Request by fax (925) 933-7305 and include your address. Or request it on your order.

SunTour 32H XC9000

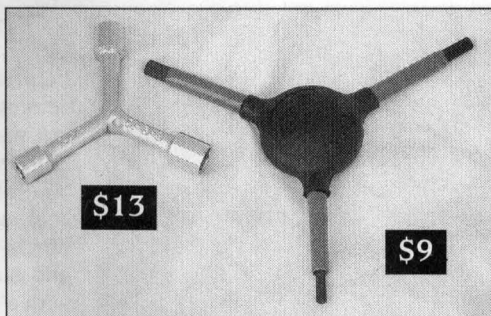
This hub and the SunTour Lite front derailleur support the theory that a low price scares off people looking for high quality. It is as good a front hub as has ever been made. Cold-forged body, angled flanges, sealed and shielded bearings, made by SunTour at its peak. All that for only \$20. No quick-release comes with them, so borrow one from another wheel.

SunTour XC9000: 18-052

\$ 20

Two Y-Wrenches

The Hozan has 8-9-10mm sockets, and is always the first choice for cantilever brakes and fenders, although you'll find other uses for it, too. The Park is the killer tool for 99.999 percent of the allen fittings on your bike, and we prefer it to simple L-shaped allens. Every bike assembly we do uses one of these. Get it!



\$13

\$9

Hozan 8-9-10 socket Y-Wrench: \$13 19-023

Park 4-5-6 allen Y-Wrench: \$9 19-068

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 \$18 : 19-060

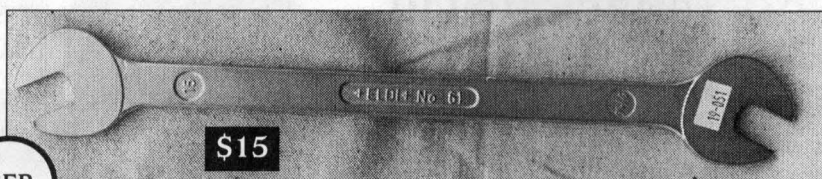
14mm Bolt wrench \$12: 19-061



\$18

\$12

USA



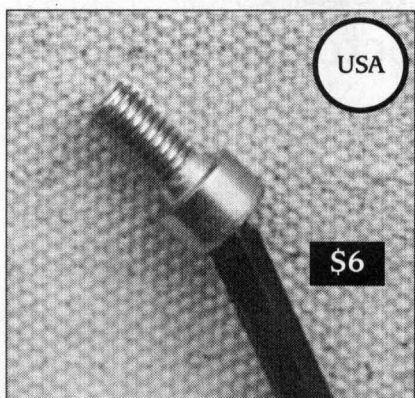
\$15

GER

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 amidships 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



USA

\$6

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. It is worth the \$6 on the installation of two water bottle cages alone. (Assuming your water bottle bolts are the practical 4mm size.)

4mm Bondhus: 19-011



\$5

The Original Dumbbell

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 14mm or 15mm good for fixed-gear axle bolts. The 8mm is good for brake pinch bolts that aren't allen. It's a nice shape and size. If you've got an older bike or a bike with a rear track/fixed gear hub, it'll be as useful as it is cute.

Original Dumbbell: 19-063



USA

\$6

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 41+ years, and is as useful in the kitchen as it is in the garage. Rub it on with a Scotchbrite pad, and just watch that metal gleam! Being non-toxic (no rubber gloves needed), it appeals to naturists and naturalists alike.

Quick-Glo: 31-015

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, and as thick as cold syrup, almost a substitute for grease sometimes. We go through a bottle a year; yours will likely last you five years. Keep some around!

Phil Oil: 31-013



USA

\$7

Boeshield T9 Metal Protector & Lube

If you have metal around and you want to protect it from the elements and rust, this is it. Spray the insides of the tubes on steel frames to stop rust. Use it where you might otherwise use WD-40 to stop squeaks in door hinges. It's also a super chain lube—our No. 1 until this ProLube stuff (listed elsewhere) came along. Developed by Boeing to protect airplanes. It dries waxy, and works great. One can, 12oz, rustproofs seven frames and lubes probably a dozen chains.

Boeshield T9: 13-034



\$14

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. 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. The 2oz tube will last a year, easy, and probably four times that long.

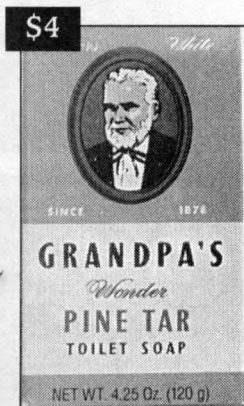


Lanolin: 31-343

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.

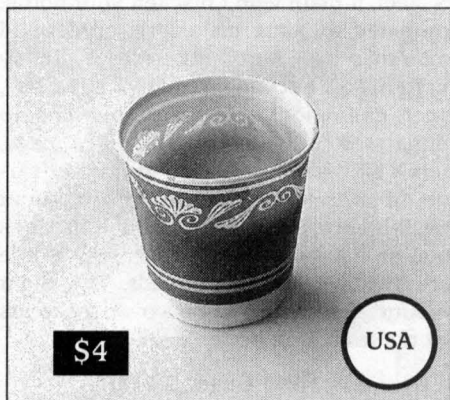
Pine Tar Soap: 25-001



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.

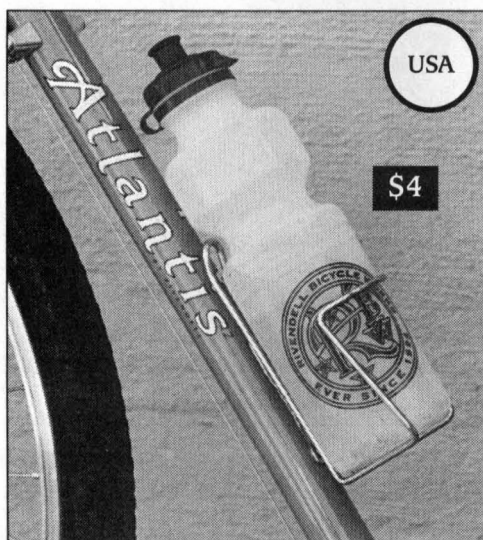
Phil Gritty Brown: 31-038



Beeswax

The first thing we ever sold was a small cup of beeswax. It's good on all threaded things you don't want coming loose: Pedal dust-caps, 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

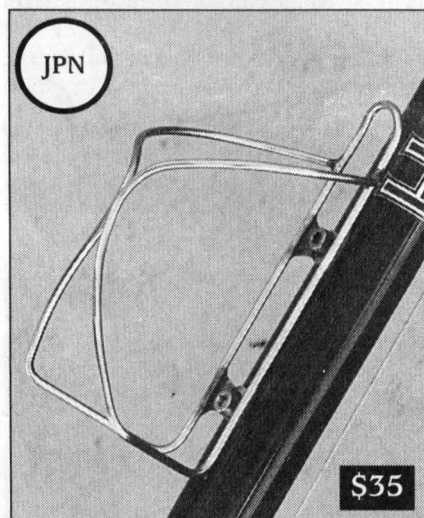


Water Bottle

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, to match the ink.

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

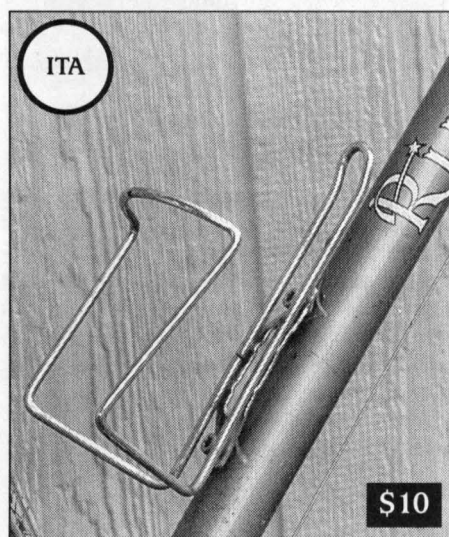
Water Bottle: 29-010



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 \$35 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



ALE Steel Cage

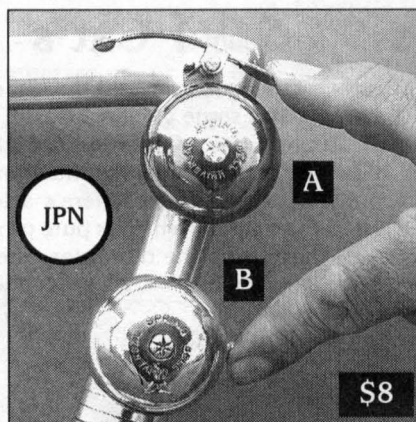
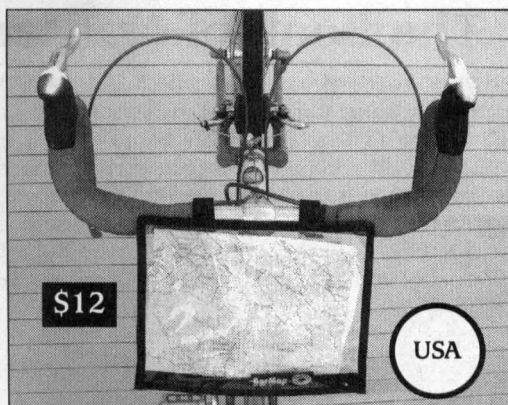
This is the best value in a bottle cage. Since it's steel, it plain won't blacken your bottle. Compared to Nitto, it's a little crude, and yours may have chroming over tiny, really micro burs, but this remains a 12-star, super champion value, and heavens to mergatroid, at only ten bucks a cage, there's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

Ale Steel Cage: 29-001

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, the best we've used, by far.

Map Case: 20-058



Classy Japanese Bells

Bell A has a spring-loaded striker, mounts on any 7/8-inch (22.2mm) surface, and lets out a friendly ping when you wind up the striker and let 'er fly. Some bell snobs prefer this type over all others. It's anodized aluminum, coppery orange, and looks good on any bike.

Bell B is solid brass, with a different style striker, and lets out a slightly deeper, mellower ring that lasts 5.4 seconds.

Both mount on 7/8-inch (22.2mm) things.

Coppery Orange bell: 31-368

Solid Brass bell: 31-367

U.S.A. *TICONDEROGA* Laddie 3304 NO. 2 - HB

\$1

Ticonderoga Laddie—Two for a dollar!

Made for third-graders. It's fatter than most pencils, easier for uncoordinated hands but fine for coordinated hands, too. The lead is thicker, almost never needs sharpening, and NEVER breaks. Writes well on paper, cardboard, almost anything. Hard to find, but we got 'em. Good price. Doesn't fit most pencil sharpeners, but you can sharpen them with a knife, a two-hole sharpener (stationery stores) or the famous Boston Ranger 55.

Two Laddies: 31-372



Rivendell Readers on CD

Thanks to recent, epoch-making technological advances, we are now able to offer back issues of the Rivendell Reader in PDF format on CD-ROM. Absolutely no returns (Geez...we aren't THAT gullible!) If your CD is damaged such that it is unreadable we can send you another one. Works with Mac or PC.

The issue breakdown is as follows:

RR 1-11: 24-127

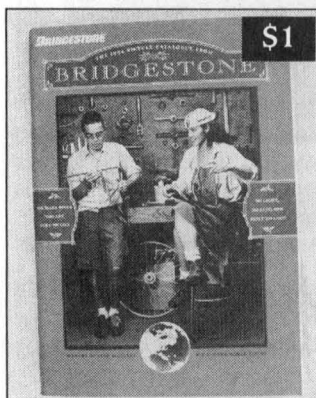
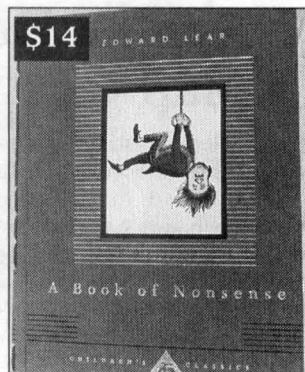
RR 12-21: 24-128

RR 22-25: 24-129

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 three 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



Bstone 92 & 94 Cat's

The 94 was the last Bstone catalogue ever, and the last of the three-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. The 94 is only \$1, which is pure profit for us, since I rescued these from the dumpster when we were closing up Bstone in October '93. As catalogues go, they're pretty good ones.

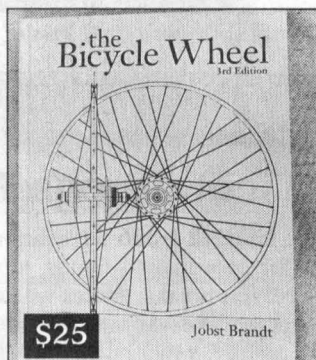
92 Bstone Cat: 23-009: \$5

94 Bstone Cat: 23-010: \$1

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.

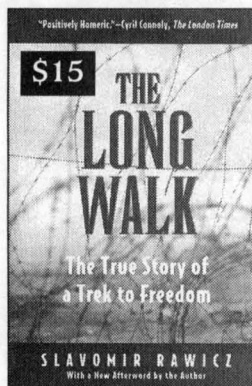
The Bicycle Wheel: 23-008



The Long Walk

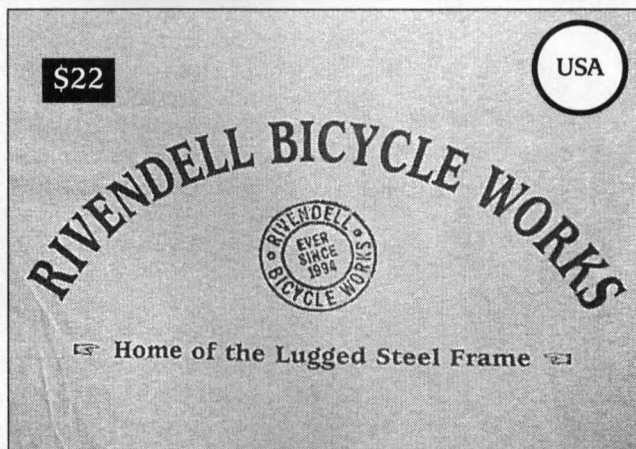
This is a true story that takes place just before WWII, in Europe and Russia and ultimately Asia...about a long walk away from a Siberian prison camp—the kind we all fear the most. It is a remarkable story, and not to take anything away from *Into Thin Air*, but this one is every bit as gripping, and were it released new nowadays, holy Moses, it would be on the NY Times Bestseller List for a decade. Since it was originally published in the '50s, it's difficult to find in stores. You can get it through Amazon, but if you're learning about it just now, you should get it from us. Besides, we offer a double-your-money-back guarantee if you don't like it. But there's no way...

The Long Walk: 23-018



Rivendell Organic Cotton Long-Sleeved Tee

Made in the U.S.A. of organically grown cotton, which costs more, but it's not a difference that'll break you. Natural, which is off-white, and with blue lettering on the front and back. The slogan on the back changes, but may be the one shown here. We may change the slogan on a whim, so the one you get may vary from what you see here; but we'll never put anything embarrassing or in bad taste on it.

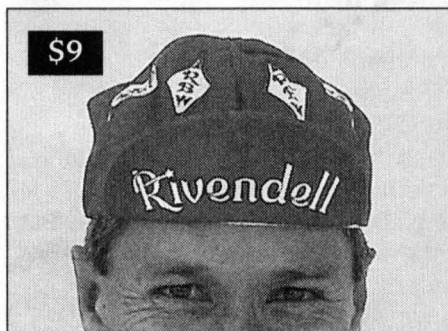


M: 22-134

L: 22-135

XL: 22-143

Cycling Cap

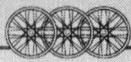


24-066 \$9

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 the current color is red, and looks fine.

Gift Certificates

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

RIVENDELL BICYCLE WORKS Box 5289 • 2040 North Main Street #19 Walnut Creek, CA 94596 Phone: (925) 933-7304 Fax: (925) 933-7305 www.rivendellbicycles.com		180088
Date <u>July 29</u>		
A Gift for <u>Pernell Roberts</u>		
Valued at <u>Seventy-Five</u> → \$ <u>75.00</u>		
Presented by <u>Carmelita Pope</u>		
Gift Certificate		Authorized Signature <u>Wally Allen</u> 

\$25: 24-082
\$24

\$50: 24-083
\$47

\$75: 24-084
\$71

\$100: 24-085
\$92

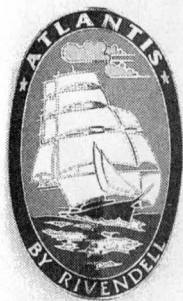
A Word About Our Frames & Bikes



The Rivendell frame is a made-to-measure frame designed for you by Grant Petersen, made for you by Curt Goodrich, and painted for you by Joe Bell.

There certainly are many fine hand-builts out there. Each brand has its own flavor; each designer, his own approach and priorities.

A Rivendell is as beautiful as we can make it, down to the smallest details you've always overlooked. But beneath the beauty is a rugged, intelligently designed frame that will be your friend for the rest of your life. Everybody who loves riding should own one really fine bicycle, and there's none finer than a Rivendell. See rivbike.com or call for a free brochure.



The Atlantis and Rambouillet are handmade in a small custom frame shop in Japan, and are sold as framesets with fork and headset installed, for about \$1,000 (prices may vary from dealer to dealer, but that's what we sell them for when you buy from us direct).

The Atlantis is a touring/trail/do-it-all bike. It accepts all tire sizes, and is designed to be the best off-the-shelf



touring bike in the world, and the most versatile bike we know how to build.

The Atlantis comes in a soothing blue-green with creamy details.

The Rambouillet is an all-around road frame built for standard-reach sidepulls, and it is perfect for anything from sporty-fast short rides, to weekend saddlebag tours, to riding on smooth or familiar fire trails. It fits tires up to 700x38, or 700x35 with fenders. A stunning bike in orange with creamy details.

You can build them up yourself or have us do it from parts we sell. Complete bikes, with assembly, cost about \$2300 plus freight. For more about these frames, see rivbike.com; or call (925) 933-7304 for a brochure.



The Romulus and Redwood are complete road bikes based on the same frame design ideals as the Rambouillet, and only minor differences that allow a lower price without structural or real compromises. The result is a bike that at around \$1,700 complete, is an untouchable value. The drivetrain is mostly Shimano 105, but with a Sugino triple with much more usable gearing (48 x 36 x 26) than the Shimano comes with (52 x 42 x



30). If you want a super comfortable, versatile, and stunning-to-look at road bike for the cost of a generic, get it. The Romulus is light blue and comes in odd sizes 55 thru 63. The Redwood is light green and comes in 65 and 68cm only (for tall guys). For more information: www.rivbike.com or call (925) 933-7304.

Defensive Thoughts On Weight

Twenty years ago a medium-sized pro road frame weighed 4.65 pounds. The fork added another 1.5 to 1.75 pounds, so the whole frameset, with fork, weighed about 6.5 pounds. It had about 15 to 17 pounds of parts, and the whole bike weighed 21.5 to 23.5 pounds. Then you add a 185-pound rider, five pounds of clothing and four pounds of pump, spares, water, and tools, and it got to 217 pounds (or so). The 6.5-pound frame and fork, which you could reasonably expect to last you 20 years or more, represented less than 2.9 percent of the total.

Today's superlight frames, and by that we mean anything under 3.25 pounds for a frame and 1.1 pounds for a fork, are made with the hope that you'll replace them every four or five years. They're sold as pro-racing framesets, an association that helps them sell to regular folks. But the world's fastest riders have different concerns than normal folks do. They get more than one bike per year. They're scrawny. They don't ride the same frame for more than a couple of years. Their livelihood demands that they shave every ounce from their frames, for any real or psychological benefits it may offer.

These same frames are available to non-pros, and they sell like mad.

If you equip a 4.25-pound frame and fork with 15 pounds of parts to make it a whole bike, it will weigh 19.25 pounds. When you start with one of these superlights and add the same 185-pound rider and nine pounds of clothing, water, and tools as above, the bare naked package weighs 213 pounds. Of that, the frame and fork make up 1.9 percent of the total.

So to sell a modern superlight frame on the basis of its being 40-percent lighter than a normal frame—which is done all the time—is misleading. Add up your parts and accessories and body, and the difference isn't 40 percent anymore.

When you consider the life expectancy of a normal and a superlight frame, and the versatility and comfort and inherent safety of a frame with a little more material, it is hard to understand the popularity of the superlight. It must be that

weight is an issue everybody can relate to, and it's more fun to talk about than longevity and safety. But it's common for superlight forks, for instance, to snap unexpectedly. Nobody talks about it, but most folks who are steeped in the modern bike world have seen it, or heard of it second-hand. Now and then a steel fork will break, but it's rare, and rarely sudden.

We're used to pros in any profession using the best equipment, but it's not that way with bike racers and bike frames. It doesn't have to be. Quality and longevity don't help you win a race, so pro racers ride what they're paid to ride, and it's usually the lightest frame possible to make.

The modern superlight frame is a relatively quick and inexpensive one to build, certainly when compared to a finely made lugged or fillet-brazed steel one. It seems to stand to reason that they'd do just that. But in the case of bicycle racing, speed, not safety, is what wins the races and renews the contracts; so pros ride with as light a frame as possible. It makes sense to do that when you weigh less than 155 pounds and ride several frames during a 20,000-mile year. But if you're looking for a frame you can reasonably expect to ride for 50 to 250 thousand miles, and you weigh more than a pro racer, and you're more interested in enjoying the ride and getting fit, than in shaving seconds off your Lake Loop, then steel is the best choice.

The best modern steels are supremely suited to building bicycle frames. What they don't have going for them is novelty, promotion, and modeling by pro riders. Big makers won't read this and go back to steel. They're selling plenty of bikes already, and the market for bikes is becoming increasingly obsessed with light weight and high tech, so why fight it? Their competitors are using those weapons, so they have to, also.

As a bicycle rider, you can ride whatever you want to. If you like the featherweight futuristics, your selection is vast. But if you just want a really fine steel bike, you can get one of them, too.—Grant

Publications

THE RIVENDELL READER. It is our quarterly cycling publication, described in detail on the next page.

RIVENDELL FRAME BOOKLET. Twenty-four pages on our finest lugged steel frames. A Rivendell is as fine a frame as it is possible to make, and it is designed just for you and your riding. In this booklet, we tell you all about them, and even if you can't afford one, you'll learn a lot from this. FREE.

ATLANTIS FRAME BROCHURE. Four pages on this most versatile, rugged, production touring and trail frame/bike. FREE.

RAMBOUILLET FRAME BROCHURE. Four pages on this amazing road frame. It takes sidepull brakes, yet accepts tires up to 700x38. It's easy to control at any speed, and on any surface you have any right to be riding a road bike on ... and some you don't. FREE.

ROMULUS BROCHURE. Four pages on this all-weather, all-surface, all-purpose lugged-steel bicycle. Sidepull brakes, tires up to 700x38 (just like the Rambouillet) but sold as a complete bike. FREE.

To request a FREE brochure:

Tele (925) 933-7304 or Fax Toll-Free (877) 269-5847

Websites

rivbike.com

This catalogue and more, with updated inventory. Shop by mail, save the freight. Archived articles from the Rivendell Reader. Lots of useful information. A gallery of color photos of our customers' Rivendell, Atlantis, and Rambouillet bicycles. Technicolor photos!

WoolyWarm.com

The direct way to order WoolyWarm clothing. Color photos, more information than we have in here, what colors and styles are coming up next, and updated delivery information.

Contact Information

Telephone: (925) 933-7304

Toll-Free Fax: (877) 269-5847 or (UPS) COW-LUGS

Normal Fax: (925) 933-7305

Website: www.rivendellbicycles.com

email: Info@rivbike.com

An Overview of the *Rivendell Reader*, and How to Actually Subscribe

This is for those of you who may have gotten this catalogue at an event, and probably haven't heard of Rivendell until now, and who definitely don't know that we also publish the *Rivendell Reader*.

The *Reader* is our own publication, a bike magazine of sorts, but without, unfortunately, the color & glossy pizzaz. What the *Reader* lacks in glossiness it makes up for in content, though. Since it carries no paid advertising, we have no advertising-to-editorial ratios to shoot for, and consequently, the articles and interviews are often more developed than you'll find in a publication with advertising.

Also because we have no paid advertising, there's a certain objectivity that is harder to come by in publications that live on advertising (and they all do). I'm not saying we're totally objective, or that the real magazines are unable to be so; just that we have a built-in advantage from the get-go. We still have an axe to grind, though.

The *Rivendell Reader* doesn't cover racing; others do it better and it's not our focus. Also, there's less focus on high tech and New Ways than there is in mainstream magazines. We aren't cavemen by any stretch, but there are a lot of older styles and approaches and attitudes that are still valid and valuable today, and we don't bury them.

Riding a bicycle is inherently fun, and we don't assume you're in it just for the fitness payoffs. We try to promote cycling as practical and thrilling without falling into the usual traps—how to go faster than your friends, how to ride your first century, and why you should commute instead of driving a car, even though it's pouring outside and you live 15 miles from work.

We review bikes and parts, both new and old, and often compare the new with the old and make some judgment as to which one deserves to live or die. In many cases, there has been progress, and we acknowledge that (in bicycle lights, for example).

But in just as many cases, many of the best designs of the past have been discarded in favor of new nonsense, and we point that out, too.

Our interviews are pretty good ones. Past interviewees include Tom Ritchey, Jobst Brandt, Maynard Hershon, Lon Haldeman, Sheldon Brown, Phyllis Harmon, Michael Kone, and Charlie Cunningham—all people who have carved their place in the world of bicycling, and have an interesting perspective worth sharing.

By the time you read this, we will have published at least 29 issues (four per year for the past several years), and they've averaged more than 40 pages per issue. Since most of that's readable, you get more content than you do in a typical bike magazine of 80 to 90 pages.

Other things we address: A How To section (Fundamentals), teaching you how to do something basic on your bike, something every cyclist ought to learn or at least know how it's done. Everything from fixing a flat tire to pressing in a headset using tools you can buy cheap within five miles of where you live.

We also have articles on historical bikes, bikes of note from the past, that have influenced modern designs. If you like bikes and you like history, you'll get your fill. There's a science column, too, and product reviews, and we have a few columnists that have their own view of the world and what matters to them.

We put a lot into the *Rivendell Reader*, and our resubscription rate is about 90 percent. Many of our subscribers tell us it's the only cycling publication they read cover to cover.

On the next page is a form you can fill out to either get a free sample or subscribe. Go for the subscription, though. If what you've read here sounds interesting, then you'll like it.—Grant



Two Options (circle the one for you)

1. I'll sign up. Please send me four (4) issues of the *Rivendell Reader* over the next year. Make sure I also get a new catalogue whenever one comes out, and a \$10 credit toward my first order. I understand that this effectively means my subscription costs just \$10, which, if the *Reader* is as good as you say, is a screaming deal.
2. I want a free one first. Here's either a dollar or a dollar's worth of stamps. If it costs slightly less than that to mail, it's okay.

Three Easy Ways to Pay (circle the one for you)

1. Here's a check or money order for \$20.
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Become a Rivendell Member for \$20. Get a year's subscription to the Rivendell Reader, money-saving coupons, and seasonal Catalogues.

LOOK WHAT YOUR \$20 GETS YOU:

1. MEMBER PRICES ON EVERYTHING IN THIS CATALOGUE

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

2. RIVENDELL COUPONS

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

3. OUR QUARTERLY NEWSLETTER

It's called the *Rivendell Reader*. A typical issue is 40 pages long, and contains stories, articles, and interviews that you absolutely, positively will not read in any other cycling publication.

4. FOUR ISSUES OF OUR CATALOGUE

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

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

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Hours, Visiting Tips, Directions, and Policies

Telephone Hours

M-F, 9:00am to 5:30pm Pacific time. We're here earlier and later, but these are our phone hours. We return messages!

Visiting Tips

We have a shop, warehouse, phone area, and a new showroom that's still coming together. Our visiting hours are the same as our phone hours, more or less. Call first, and come on by. We're a friendly lot!

To Find Us

From the south or west: Take 680 N to the Ygnacio Valley Road exit. East on Ygnacio, two blocks to North Main Street. Left on Main. We're at 2040 North Main, cell block #19. Up the hill between the bakery outlet and the green 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. We're up the hill between the bakery outlet and the green building, around the left side, about halfway down.

From Walnut Creek BART: We're a five 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 green building. Stay to the left of the corrugated metal building, find No. 19.

What To Expect & Where To Park

We have three 1000-square-foot adjoining spaces. Park in front of 18, 19, or 20.

Will Calls

Please call first so we can have your order ready for you.

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 now complimentary. The prices listed are good until the next catalogue or price update in the next *Flyer*.

Returns, in General

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

Payment

Visa or Mastercard, personal checks or money orders. We don't hold checks to wait for clearance, but in nine years, we've only had one uncollectible check. If you're the second, the world will know of it! All orders shipped to California get charged your local sales tax.

Shipping/Handling Charges—UPS Domestic Orders

Standard: \$7 per order, allow 7-10 days for delivery.

3-Day: \$12

2-Day Air: \$20

Next Day: \$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: Freight postage paid.

Wheels: \$15 per wheel, unless it's part of a bike.

Frames: \$35, shipped UPS ground.

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

International

UPS only

Ground to Canada: \$25

Air to Canada: \$50

Int'l Air: Actual UPS—email for estimate

Frames & Bikes: Call/email

PRICING

Catalogue prices are member prices. Non-members pay \$5 more per item. That's usually a decent deal anyway (except on small items). It sounds harsh, maybe even cruel, but it's our way to get you to join. Joining is cheap and easy, and you get your member fee back starting with your first order.



Rivendell Bicycle Works
2040 North Main Street #19
Walnut Creek, CA 94596

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