



RIVENDALL BICYCLE WORKS

S P R I N G / S U M M E R ' 0 4

www.rivbike.com



Top:
Rich, Mary, Grant, Diana, Robert, John
Bottom:
Mark, Sterling, Mo

WE ARE LUCKY TO BE HERE, 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. Thank goodness it

seems to work like that.

Anything in the bike business is hard these years, and last year was the first ever that we broke even, so it's not like our "if we like it/you'll like it" approach is a winning model. It's our model because it seems natural to sell things you like rather than things you don't.

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, slender wrap-around sunglasses, and an "out for blood" attitude. For the most part, pros look like aliens, amateur guys look like pros, and women look like 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. We're sort of against all that.

Most impressionable newcomers in any pastime aspire to use the same equipment the pros use, because they assume it's the best. That makes sense for photographers, but not for cyclists. It may have made sense back when pro racers had to repair their own bikes, 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.

The modern high-end road frame is engineered to win this season's weight war, to give sales reps and retailers bragging rights, and to give a featherweight racer a slight real or psychological advantage in a mountaintop finish. 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. For anything other than racing or pretending to race, it's not the super ticket. When you take an already lightweight frame and remove material until it raises eyebrows in 2004, something has to give, and 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 track stand) 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. Weight is way oversold, because everybody can relate to it. Our take on weight is this: Light is good, but lighter is not necessarily better. Be smart about frame weight. Get something light enough, beautiful, and strong.

Here at Rivendell, we try to be practical in what we ride, espouse, and offer. Much of it is the best in the world, but we don't cater to racers, and that opens the door to some pretty fine gear. All of us commute by bicycle, too, so you'll find a good assortment of practical gear. The mix in this catalogue might strike you as odd, with a \$335 Phil Wood cassette hub on one page, and \$20 pedals on another, but every item earned its spot by being the best of its kind, or the best value, or the only option. We sell things we like and know and ride, and when you order from us, you can count on liking them just as much as we do.

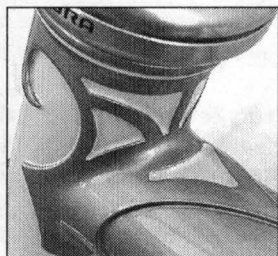
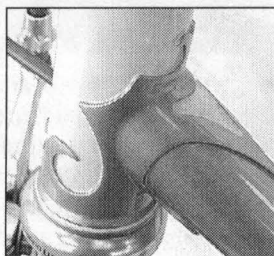
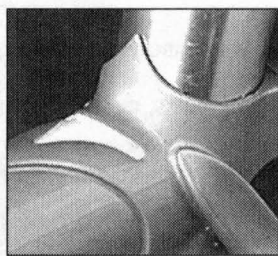
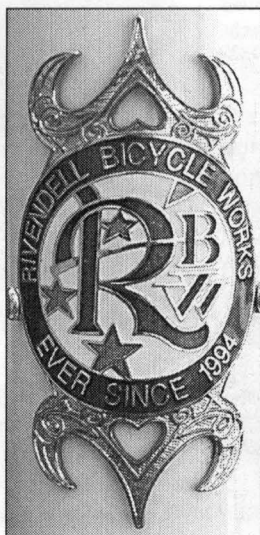
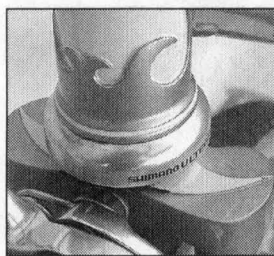
We are particularly proud of our shipping department. Mis-ships are rare, and Robert and Mo have elevated the job to a level I've never before experienced, and the package you receive from Rivendell will likely be the best-packed box you receive all year.

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. It's a complicated site, but a good one.

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

WEAR WHAT GROWS, AND WOOL	7
BAGS AND RACKS, IN THAT ORDER	16
BASKETS	34
HANDLEBARS & RELATED THINGS	38
STEMS	47
SADDLES & SEAT POSTS	54
SHIFTERS & SO ON	59
BOTTOM BRACKETS & CRANKS	65
PEDALS & OTHER DRIVE TRAIN PARTS, AND SUCH	68
BRAKES, LEVERS, CABLES, THEN TIRES, FENDERS, PUMPS, AND PATCH KITS	75
ALL ELSE, AND SOME NICE BOOKS	82 and on
FRAMES, BIKES, AND PUBLICATIONS	90 through 93
MEMBERSHIP/SUBSCRIPTION INFORMATION	94 plus





Ride Lugged Steel

There are so many ways to make bicycles, and many materials to make them out of, and there's always a market for anywhich way. Some people want inexpensive, some want ultra modern, some want the most labor-intensive, and some just want something that their friends recognize and applaud. The typical buyer cares mostly about three things: Weight, price, and number of gears. So manufacturers know what targets they have to hit.

Somewhere in the range of possibilities are lugged steel frames. They're what we love, ride, believe in, and outside of family, friends, food, and riding itself, they're what we live for. We are stuck on steel, in love with lugs, and convinced beyond the edge of the world that there is no better way to make a bicycle frame that will age beautifully as it plows through trends.

"Steel is heavy and it rusts," critics say, but that is wrong. The actual weight of any bicycle frame is a small percentage of the total weight of you and your fully equipped bicycle. And modern sprayable rust preventative take rust out of the equation entirely. Steel bikes last, they always have.

But the attraction to lugged steel bicycle frames goes beyond function and durability. Lugs are fascinating. When you look at a lugged joint and then look

at a welded or bonded joint, the lugged joint will either strike you or it won't. If it does, we're on the same page.

We offer only lugged steel bicycles, then, and that will never, ever change. We have Rivendells, which I design for you according to your body, your riding, and our frame values. They are made by Curt Goodrich, our full-time builder, and take about a year and a half and \$2,500 to get.

And then we have our more affordable models—the Atlantis, Rambouillet, Romulus, Saluki, and Glorius & Wilbury, and QuickBeam. These are made exactly to our specification in Japan, by the skilled builders at National (the QuickBeam) and Toyo (all the others). You can generally buy a frame and fork, or a complete bike, at a zero-to-three month wait and less than half the cost of a Rivendell.

It's up to you, but know this: We are tremendously proud of our bicycles. They're smart, beautiful, strong, comfortable, and without exception, are built to be the bike you ride from now on. Their beauty is immediate and enduring. They're all keepers. You, or somebody, will be riding the one you get in 30 years, maybe 50. We show a few on these pages, but if you want more information, see our site or call. Thanks a lot.—Grant



The Rivendell Bicycle

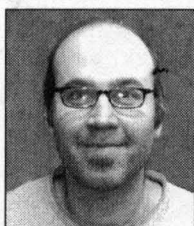
Everything we know and believe about bicycle frame materials, aesthetics, design, and construction goes into a Rivendell frame.

Rivendell frames are made-to-measure, meaning I design them according to your body and your riding. You might wonder how that can happen without you being here. That's a good question. We send you a packet with lots of questions to answer about you and your riding. And then, if there are any more questions, or if we see inconsistencies in the answers, we'll call you for more information, or to clarify some point. There's no guesswork. We are good at this because we care and we do it a lot.

All Rivendell frames, regardless of size or purpose, have certain details and characteristics in common. We like low bottom brackets for how they make the bike behave on descents and in corners. We like long chain stays for their effect on weight distribution and ride quality; high handlebars, for comfort; and good tire clearances, for versatility.

We have one builder, Curt Goodrich. Curt is 36 years old and lives in Saint Paul, Minnesota. He is married to Kate, and has two children—May, 4, and Jack, 2. Curt builds for us full-time, and despite his young age, he has achieved a level of skill that most builders don't in a lifetime. This is due to a natural proclivity for metal work, an extraordinary amount of experience (always the best teacher), and the highest personal standards.

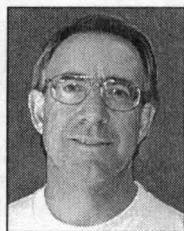
Frame building is more than brazing and shaping metal. It also involves judgement



Curt Goodrich

and the ability to hit a curve ball—in the form of odd, quirky, or unique requests. Curt has seen it all and done most of it before, and when faced with something new, he has the experience and the eye to make the best judgement. Curt is a pleasure to work with, and we're honored to have him build our frames.

Joe Bell paints them. Joe has painted frames for twenty-four years not counting ten before that, in his garage with a spray can. There are things he can do with paint that nobody else can—namely, the way he outlines lugs and masks off contrasting head tubes. Even more important to us than the obvious result, is the care and work ethic that go into a JB paint job. He takes as much pride in his painting as Curt does in his building, and that we do in the designs.



Joe Bell

As of spring 2004, a painted Rivendell frame, fork, and headset costs \$2,500. The wait is 18 months from the day we receive your \$300 deposit. A Rivendell is not the bike to order when you have no other, but it is the bike to order when you want to buy just one more bike, ever. Funny, though—many of our customers have several.—Grant

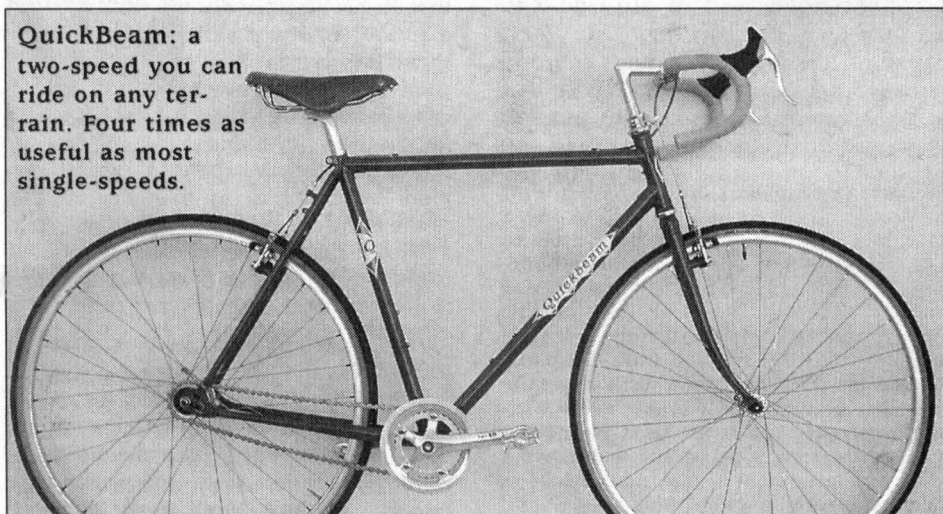
Atlantis: for touring, trail, commute. The most versatile bike we make.



Rambouillet: the most comfortable & best all-around road bike. Versatile



QuickBeam: a two-speed you can ride on any terrain. Four times as useful as most single-speeds.



Our Fantastic Standard Models

THE ATLANTIS

This is our touring-commuting-rough riding (trails and so on) frame. If you're after a bicycle that can do just about everything and do it well, the Atlantis is the bike (or frame) for you. It's the most versatile frame we make, and we build them up to suit. About half go out with drop bars, and the others, with Albatross bars or Moustache H'bars (shown to the left there, in full-touring dress). As a loaded touring bike for road or trail, it is unequalled. Equally popular as a commute bike set up with saddlebags or baskets. The Atlantis takes a tremendous range of tires, to suit any terrain or load.

Sold as a frame/fork/headset, for \$1300. But most customers who buy that have us build it up into a complete bike, for about \$2,200, depending on the parts. Any kind of handlebar, any stem we offer, any gearing, any tires...and no confusion. We've built up hundreds of Atlantis bikes, and we'll make sure you get it dialed in perfectly *for you*. Sizes 47 to 68, to fit shorties or tallies.

THE RAMBOUILLET

A superb all-around road bike, far more versatile, more comfortable, more practical, and more durable than anything in its price class, and any racing or mock-racing bike currently made. It comes with our own Ruffy-Tuffy tires and a full complement of Nitto hardware. It readily accepts fenders, so you can ride it in all weather, all year round. Every part on it is a keeper, not just a "good enough compromise until you can afford to upgrade." When 90 percent of your riding is on the road with no or light luggage (say, up to 20lb), the Rambouillet is the bike to get.

Sold as a frame/fork/headset, for \$1300, or as a complete bike (minus saddle and pedals) for \$2100. The parts are standard, and include Nitto bar-stem-seat post, Sugino triple crank with 48x36x26 rings, a mix of Shimano 105, Ultegra, and Dura-Ace parts, Araya rims with butted spokes, Ruffy-Tuffy tires, Tektro interrupter brake levers standard, and 9sp 12x27 cassette. If you need a different stem length or bar width, we'll swap that out free of charge. A superb bike! Sizes 50 to 68.

THE QUICKBEAM

The most practical, versatile, useful single-speed on the market, partly because it has two speeds—one for flat roads, one for climbing. Gear changes are easy and quick. With the quick-release rear wheel and 40x32 chain rings, there's no need to flip-flop the rear wheel (but the rear hub, a special-for-us Sansin model, is threaded for a single-speed freewheel on both sides, so there is that option). Like all our bikes, it is a fine lugged steel frame with versatility and comfort far beyond what's immediately apparent. It comes with Panaracer 700x35 tires, yet fits tires up to 700x42, so if you've the legs for it, it can be trail-ready in minutes. Cantilever brakes front and rear, and fenders go on easily. If you can't do it on this single-speed, you need derailleurs.

Sold as a frame/fork/headset, for \$900, or as a complete bike (minus saddle, bar tape, pedals) for \$1300. Some customization possible—handlebar style and width, stem extension, tires. And with each frame you get a \$50 credit, which presumably you'd use for fenders, but it's up to you. Sizes 54 to 68.

Arriving this summer...

THE SALUKI, which, like the canine it's named for, is perfect for fast-traveling over rugged terrain. A trail-riding road bike suitable for road touring with loads up to about 30 pounds. For those who can't decide between the Atlantis and Rambouillet. Frame/fork, \$1300.

THE GLORIUS & WILBURY. Genuine lugged mixtes of the highest quality. Perfect for casual riding, paths, and family rides. Ideal for dresses or stiff legs, these are bikes you can enjoy now and continue to ride until you can no longer pedal. Easy to mount, safe-feeling, gentle-riding, and gorgeous. If you can't bring yourself to riding a mixte, get one for a parent or two, with the stipulation that you—and not your siblings—get it when they pass on. Frame/fork \$1300. Complete bike for about \$1700. Limited to 100 this year.

Random thoughts on various subjects related to our business

(literally a last-second page-filler when we pulled out our WoollyWarm jerseys not because we don't have any, but because we don't have enough to put into this catalogue. More are on the way, however, but meanwhile...)

Our business has remained fundamentally the same for 10 years now, only we've refined the day-to-day processes to be more accurate and efficient. Everybody who works here is a nice person first, and a cyclist second. We all commute at least part of the way by bicycle 80 percent of the year or more. And we all wear wool, and lots of it, layered every imaginable way because even though this is California, the building we're in isn't insulated. The actual working temperature averages between 55 and 63 degrees from November through March; and between 88 and 104-degrees from June through mid-October. We still wear the wool when it's hot, but less of it; and shorts.

Some of the photos we show on our site and in our paper are of helmetless riders, so I'd like to address why that is, but first, why it is not. It is NOT because we don't believe in helmets, or we don't think yotta wear yours. *Yotta wear yours.* We wear them most of the time, but around here the hills are long and the weather's often hot, and the traffic is light, and sometimes we're helmetless on the climbs. Make up your own mind about helmets. In any countryside cycling photograph, helmets tend to be the dominant element. A bowl of plastic amid the flora, and all. You may not be able to tell what bike it is, but the helmet—that one's a Brand X model Y. This is such a hot issue that I can sort of imagine it being the beginning of the end for us. A boycott, bad press, whatever. Anyway, protect yourself. If you're so easily influenced by photographs, then after you see one of ours with a helmetless rider, please pick up any other cycling publication in the world and look through it, as an antidote.

On a lighter note, we're proud of our payment record with our vendors. In ten years we've been late with payments once, and that was about 6 years ago, and we told everybody we'd be late before it happened, so they knew. Other than that our record is perfect. Many of the vendors we deal with are small like us, and we are their biggest customer for the particular things we sell of theirs. Some have told us that without our business, they wouldn't be in business. That's an unusual degree of frankness between a vendor and a customer, but I think it speaks to the good relations we enjoy with them.

We all had lives before Rivendell, of course, and here's what some of us did:

Mark, our frame production coordinator and wool/bag product manager, worked for Kraft and Del Monte. John—customer service, membership, publications and birthday parties, worked for Macys, Goodwill, and most recently as an employment specialist for developmentally disabled adults. Robert—shipping and mechanic—worked for the University of California, then Bridgestone, then Bianchi, and now here. I've known him the longest of anybody here. Diana enters orders and does general office work, and she applied for work here as a school project. She was to see if she could actually get an interview in a job she'd like; it went too far and we hired her. Sterling worked for high-tech startups, but what he loves is bikes, so he's happy here. Mo is a Vietnam vet, and has worked various warehouse jobs. He's the most organized of any of us, and wishes it would rub off. Rich recently retired from United Airlines as a mechanic, and now he builds wheels for us. I worked for Bridgestone Cycle (U.S.A.), Inc. for almost ten years, ending when it closed in September of 1994.

I took my severance pay, sold stock to friends, borrowed money, and cashed in retirement plans and started Rivendell with \$89,000 in October of 1994. In the time since, we've grown a lot, but are still small. Last year we about broke even for the first year ever. Nobody here is rich by American standards, and everybody has to work for a living. So we may like bikes, but we gotta work, too.

Rivendell has received a fair amount of publicity lately, in some fancy magazines. It's always nice, and usually embarrassing. The magazines always focus on me, but if I cloned myself and replaced the others, we'd go under in a month. That is not humility, it's just a fact.

I hope you like this catalogue. I wrote it, so I own the typos. I laid it out and am not good at that, but I do it, anyway. Everything we sell is by the even dollar, and we try to avoid \$19, \$29, \$99, and so on. In ten years we've had just one fellow stiff us with a bad & uncollectable check, which is a pretty amazing record. You'll notice that most things show their country-of-origin, and that's because "imported" is insulting, isn't it? When they say that, you know they've searched the world for the cheapest labor. We try to get really good stuff no matter where it's made, and we don't ask our vendors to sharpen their pencils. No price negotiation here—everybody has to make a living, right?

If you are not satisfied with something you buy from us, we will make it right, it's your call. But we're particular about what we offer, so that's not likely to happen.—GP

Wear What Sheep Grow

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,

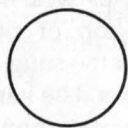
wool is far more variable and interesting. It has texture you can feel and see, and despite all attempts to high-techify it with computer-controlled processing and knitting, every all-wool garment, just like every sheep, has an inconsistency, a personality, that surfaces over time and with use and abuse 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 Grades & Scratchiness

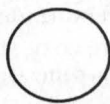
There are 25,400 microns to the inch.



COARSE

28+ microns

Strongest & most durable. Good for lumberjackwear & carpets & blankets that don't go next to your skin.



MEDIUM

23-27 microns

For outwear like Pendleton shirts and sweaters. Some guys can wear this on skin, easy, but few women can.



FINE

20-22 microns

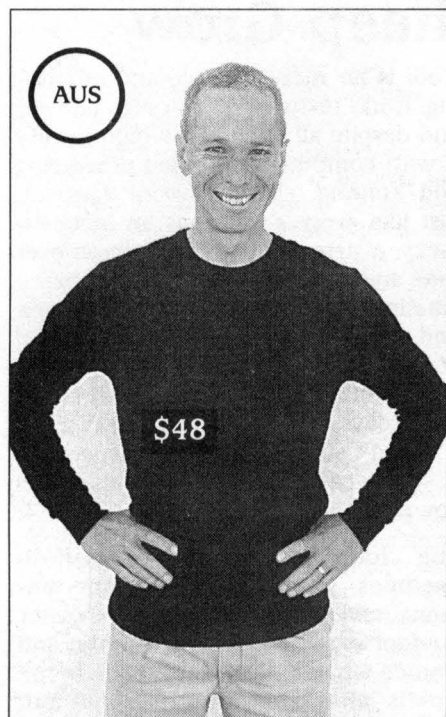
Great for outerwear, but guys can wear it next to their skin, and just about all women can, too. Soft.



SUPERFINE

17.5-19 microns

"Girl's wool," but guys like it too. Skinny, flexible fibers don't poke. It won't bother anybody, ever.

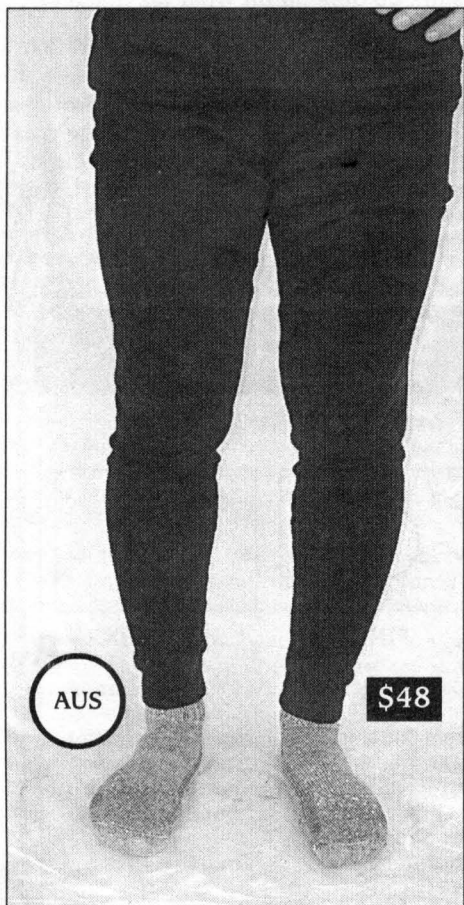


Australian Blacky-T

If you can 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 it still won't hardly wrinkle. As a cycling garment, you can wear it under, over, or instead of a jersey. It's thin and light 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. You'll rue all the days you've already spent without one.

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



Tights/LongJohns

When it's cold and you know it won't get warmer, 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.

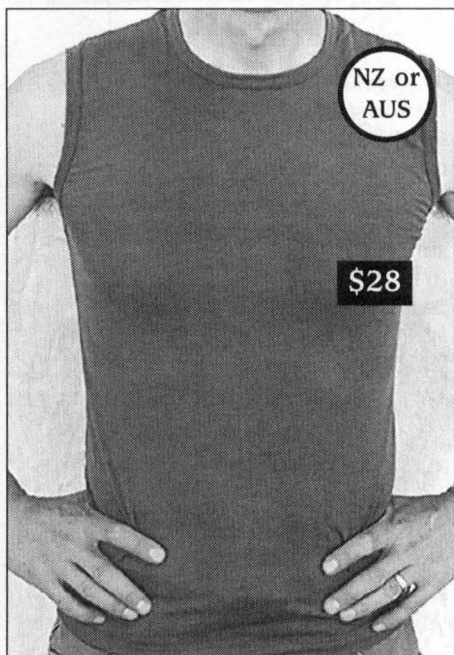
These are on the light side, as tights go, and that's how we like them. You can wear one or two layers, or wear knee warmers under or on top of them. They're cozy, stretchy, not too snug, and wonderfully comfortable. It'd be hard to imagine not getting your money's worth out of these in just a couple 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

100% Wool Sleeveless T

Robert kept cutting the sleeves off of his woolies so he could survive the 100-degree temperatures here in the summer, but it looked ratty, so we had these made. Good in hot weather under a seersucker to keep the chill off during an evening descent; and a fine base layer when the temperature really shrinks. Also good over another wooly t, since it adds a layer of insulation over your chest. That, actually, is a great system. It packs small and weighs little, so bring it on any ride. It's cut too long. Feel free to lop off about 8-inches and use that as a neck warmer. It won't fray.

Colors are black, dark blue, darkish grey—no choice. Fit is snug by our standard standards. If you're skinny, buy your normal size. If you're normal or stocky, go up a size or two. You know how you like these to fit. I/Grant am 5-10 x 185, and I like XXL, even though I wear a large normal shirt.



Wash cool, gentle, air dry = won't shrink.
Wash hot, warm dry = shrinks a size.

S: 22-343

M: 22-344

L: 22-345

XL: 22-346

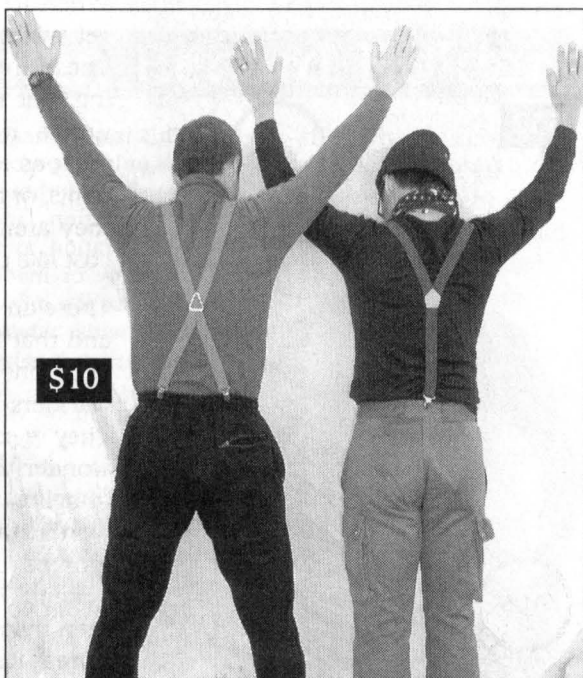
XXL: 22-347

Suspenders

We sold these years ago, and they were kind of sloppy because I/Grant sewed them myself, and it was by no means my field. Now Walter sews them, and he's so good that he does it for a living—a genuine pro. These are made in San Francisco, California.

Suspenders are good for riding in, especially when you aren't wearing ultra-snug spandex. Pedaling in a riding position tends to pull your pants down, and you don't want a belt there, so suspenders are the answer.

We offer a tremendous range: of colors and two styles: Red X-back, for maximum security; Blue Y-back, for ease of use and that "wedgie" feel. These are so good and so cheap that you should buy both, so when you get your third pair, you'll know which you prefer. Elasticified, so one size fits folks from 5-feet-1 to 6-feet-6.

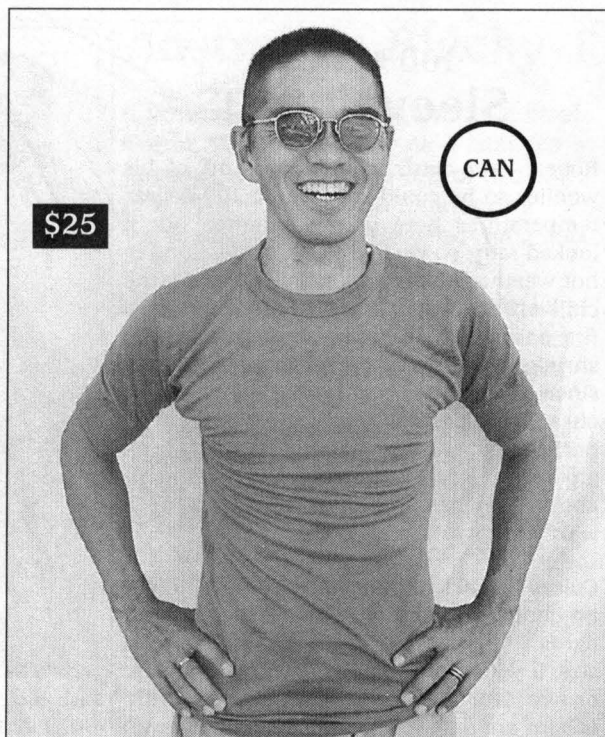


Red X-back: 22-390

Blue Y-back: 22-391

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. We carry both cream and green. The green is the color of fresh grass stain. More fun than olive, but not bright. Looks good!



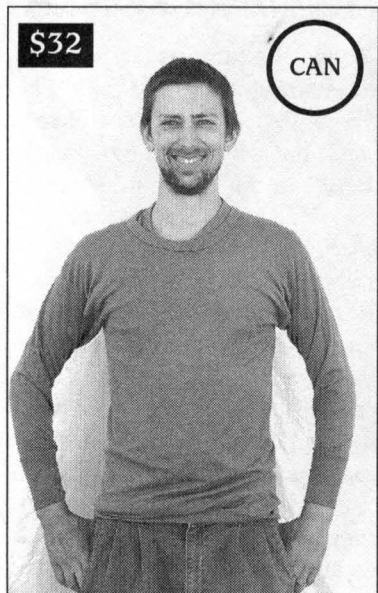
CREAM S: 21-117

M: 21-118

L: 21-119

XL: 21-120

LS Wooly



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.

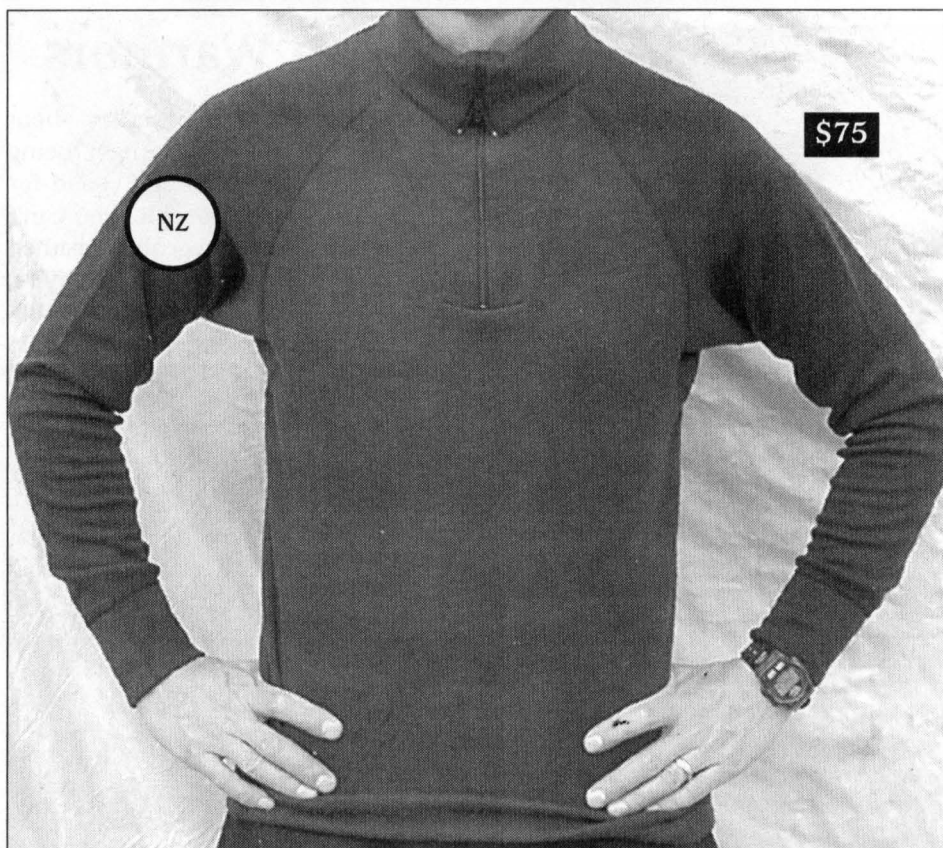
You might be wondering this: How does it compare with a 100-percent wool T-shirt? That is a great question. It shrinks less. It's not quite as furry. Compared to the 100-percenters we also sell, it's floppier (good for fat guys). It's not quite as soft, but it's still really soft. In actual use, there's 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.

GREEN: S: 22-218

M: 22-219

L: 22-220

XL: 22-221



The Norwegian Record Holder

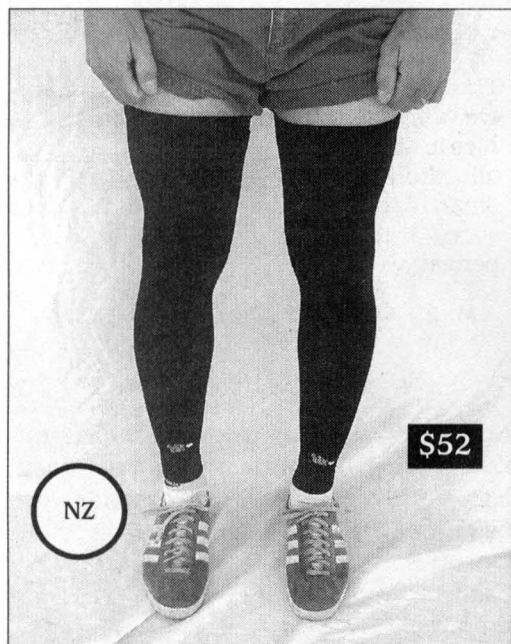
A few years ago on an Arctic expedition, Torry Larsen, the famous (in Norway) explorer wore one of these zip-T necks for 109 days straight without taking it off even once, not even to wash it (it would have frozen). He didn't set out to do that, but it happened. You won't beat that record, but it's a good bet you'll wear yours at least 60 days a year, on and off the bike and to sleep in. Most Rivendell employees hit about 80 days—it's that useful, good-looking, and comfortable. We had these in a nice muddy green couple of years ago, and now they're a nice blue—halfway between royal and navy. They're made in Norway by Devold, and they're a special knit they call "aquaduct" because the inner layer draws all the sweat out to the outer layer, precisely like an aqueduct. Far be it for us to sell wool on the basis of high tech, but whatever the case, this is one ultra-wearable garment. As I type this, Mark, Diana, John, Rich, and I have one on. Most of us did yesterday, too, and I'll wear mine tomorrow, and then this weekend on the campout. If you already have a green one, you ought to get the blue one so folks won't accuse you of never changing clothes. If you don't have one yet, consider that you have one life to live, and it would be a shame to live a life without this fantastic zip-T—even if you don't think of yourself as the zip-T type. I'm with you there, but I'm still good for 80 days a year. If you buy this and try it for a year and don't like it, we'll buy it back from you. Is it good? Yep yep yep.

Men: M: 22-393

L: 22-394

XL: 22-395

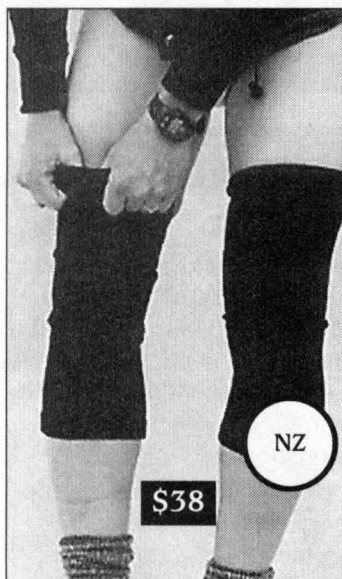
XXL: 22-396



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 Lanky: 22-253



Knee Warmers

I/Grant like knee warmers but didn't think they'd sell. Mark here loves them and ordered some, and they outsell every other piece of wool we have. They're really useful. They're 100-percent superfine merino wool, made just for us either in Australia or New Zealand.

They're longer than some knee warmers, so they won't ride down; and they have grippy elastic to aid in the not-riding down department, too. If you haven't tried knee warmers and you ride a lot in temperatures between 40°F and 67°F, try them.

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

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

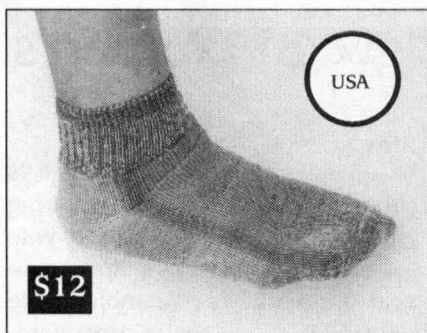


Woolly Sweatband

If you sweat or get cold ears, you'll love this thing. Compared to cotton or synthetics, it holds more sweat without leaking it. You can wring it out and reuse it. Good for all parts of your head. Piney Green or Red.

Green: 22-196

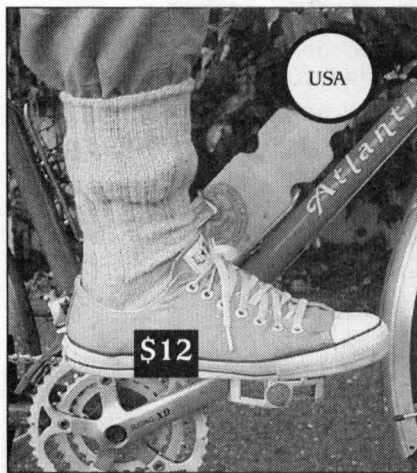
Red: 22-197



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, and as riding socks, they're unimprovable. They're 75 percent wool.

M: 22-152 L: 22-153 XL: 22-154



Pantsable Socks

Nothing makes a monkey out of you more than getting chain grease on your pants legs, but sometimes you have to ride your bike while wearing long pants while simultaneously not having a clothespin, rubber band, or reflective ankle band. These are the sox for it, and we hear they work as well in the board room. They're super comfy, wearable all year long, not too thin, not too thick. You will like them a lot. They're 87 percent wool. One man's size, but fine for big-footed ladies, too.

Lt. Grey: 22-383 Dk. Green: 22-382

Wool , the wind, the rain, & the wash

When it's bitter cold and windy I wear a windbreaker, but if it's just bitter cold or just windy and not both, I'll bulk up in wool and forget the windbreaker. That way, I'm not cold, I don't get clammy even if I'm grunting up a hill, and I enjoy the feeling of the wind percolating through the wool and tingling me. It's better than being trapped in plastic and building up steam. The antihypothermists might howl, but it works fine and I'm still here.

Also, it's a silent system, since there's no flapping. Windbreakers are noisy. I like layering wool for rain, too. When it's not too cold out and you're pedaling for no more than about 2 hours, a few layers of wool just feels better. You don't hear the rain smacking you, so you don't feel as victimized. The longer you're out there the more water you take on, but if the wool's thick enough it just soaks it up and you stay comfortable the whole time.

Wool is easy to care for. Wash it on gentle cycle with Ivory detergent, Soapworks soap, or in the shower with shampoo. After the spin cycle (or rolling it in a towel and stepping on it), let it air dry and it's ready the next day. Wool undershirts can go ten or more wearings between washings. It's good to alternate undershirts, so it pays to have more than one.

Our wool selection is decent now, and will get better as the cold comes. In October we'll have some really neat wool garments. Some will challenge your sense of fashion, others will be easy. —Grant



Wigwam Women's Socks

These are for women or guys with size 9s or smaller who are okay with wearing women's socks. They are the sox my wife and oldest daughter lounge around in and wear on cold days. Wearable inside out or inside in. They're the most comfortable and luxurious wooly sox we've seen, and they ought to make bigger ones and not call them women's socks. Eighty-five percent wool. If you don't like these, we'll double your money back.

Greyish Green: 22-389

Lightish Blue: 22-299

Light Greyish: 22-300

Andiamos

These slightly cushy feather-weight skivvies are great under non-cycling pants or real cycling pants. Wear these as your undies, then wear tights, nylon baggy shorts, or whatever you want over them. They provide a seamless area and slight padding, and they dry super fast.

Wool undies are available, but psychologically, these are easier to pass gas in—knowing how non-absorbent they are, how easy they are to wash in a gas station sink when you're on tour, and so on. They're fine for everyday wear as well, but we aren't about to tell you what underwear to wear. We carry these because they're our top choice for cycling, that's all.

Men's White, Women's Black. It's handy to have two pair. Extra good for touring.

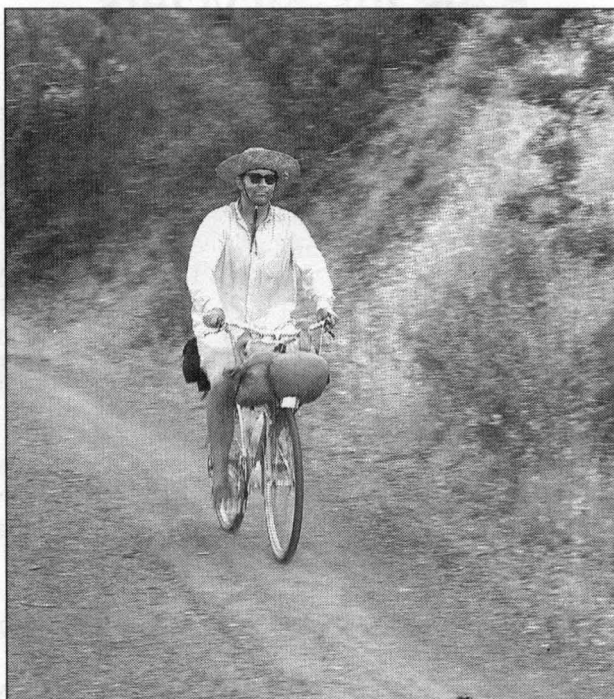


MEN'S: M: 22-301 L: 22-302 XL: 22-303

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

SEERSUCKERALERTSEERSUCKERALERT

For scorching hot weather, nothing beats a light, loose, long-sleeved seersucker shirt. The catalogues (Bean, Lands End) start to offer them in late spring, and are generally out by summer. No, we are not secretly owned by either one of those. We aren't secretly owned by anybody. They won't have us!



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 21mph; and in a race, most of the time your aerodynamicness 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 usual-

ly 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.

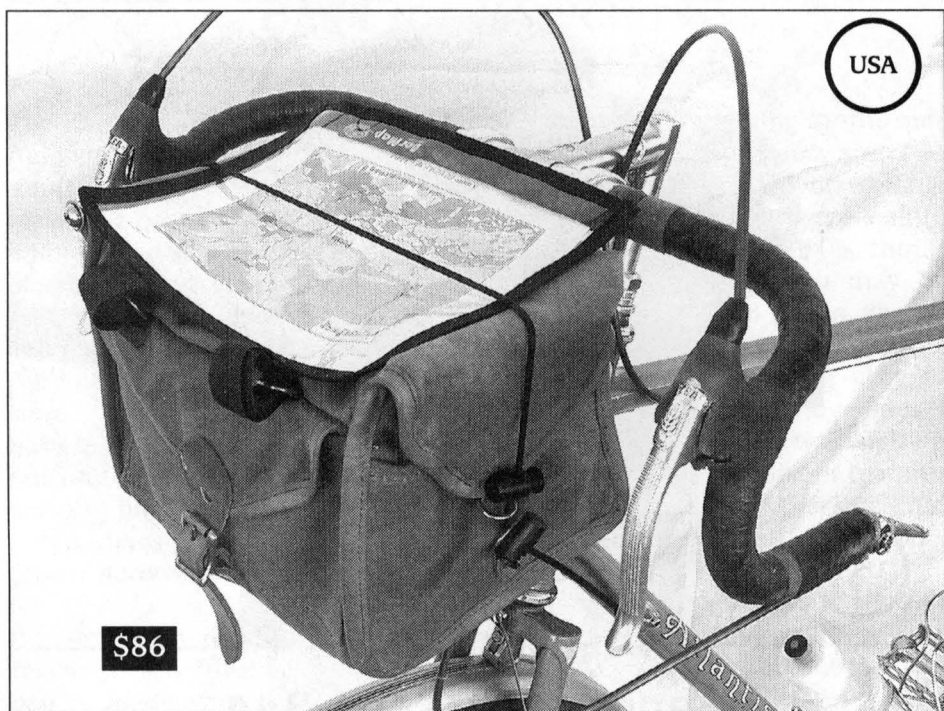
The Baggins Banana is the best small seat bag you'll ever use, and by far our most popular model. We sell about 300 of them per year (one year, 444). It's a good one!

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.

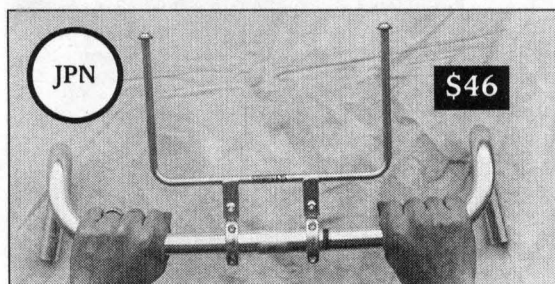
The lid is tailored so that you get full coverage of your load even without it cinched down. In fact, probably the only time you'll want to fully batten down the hatches is during a strong wind or rain; or if you've got a Leica in there and you're bouncing down the trail.

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



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.

USA

A Saddlebag Breakthrough

USA

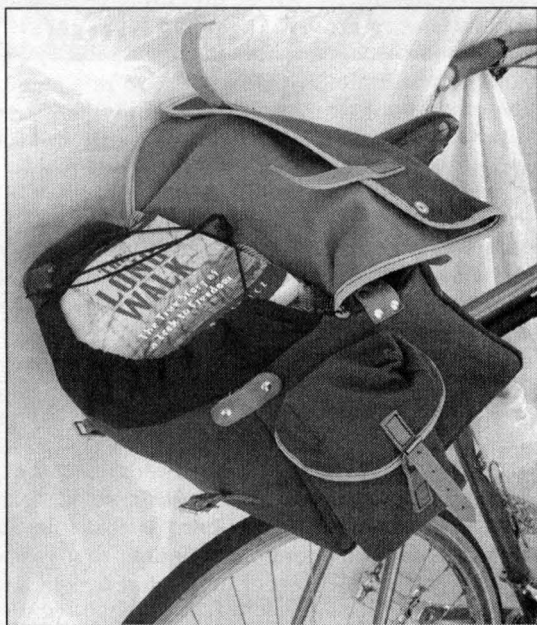


All the saddlebags shown in this catalogue have a flat bottom, which lets you load them up and use them on bikes with lowish saddles without dragging on the tire. And they load vertically, not at an angle. This helps the load stay there even if you forget to buckle down the flap. It's not our invention, 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 sideways 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 lightweight, roam-around-the-countryside bikes there.

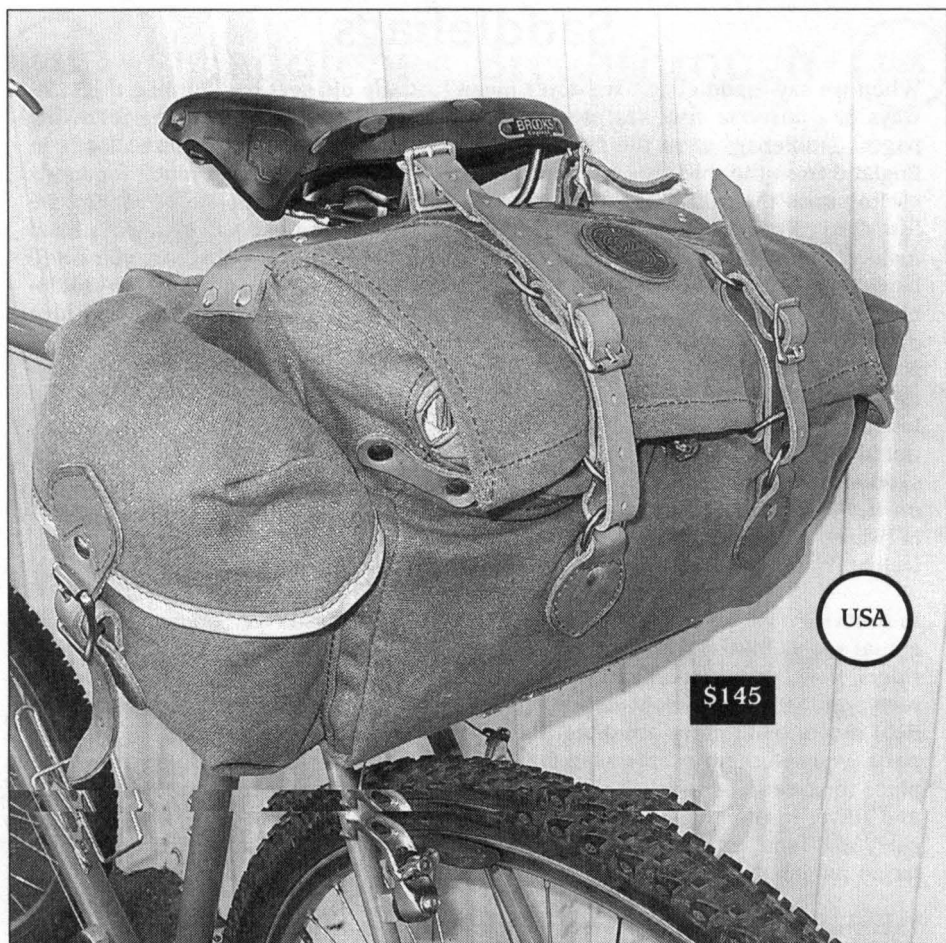
In America now, we have a small but powerful racing influence. There aren’t many actual racers, but racing style and equipment casts a wide net that traps fitness riders, new cyclists, weekend warriors, and general enthusiasts who figure, incorrectly, that the equipment developed for racing is naturally 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 holds more than you could ever stuff into your jersey pockets, and isn’t as picky about about the shape or goopiness. 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 overnight in winter or two days 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.

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

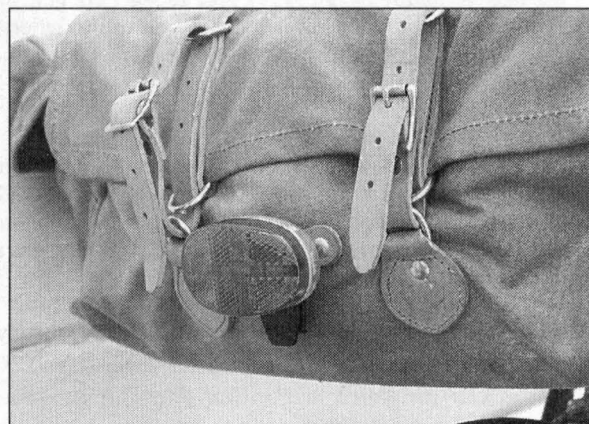
Each of the Cartwright series saddlebags hangs from a piece of hand-cut and unfinished alder. You tie one or two cords to that using a barrel knot (or anything that works for you), then string them through the grommets, and put a cord lock on the outside. We provide everything, by the way. The cords 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 grommeted, 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 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

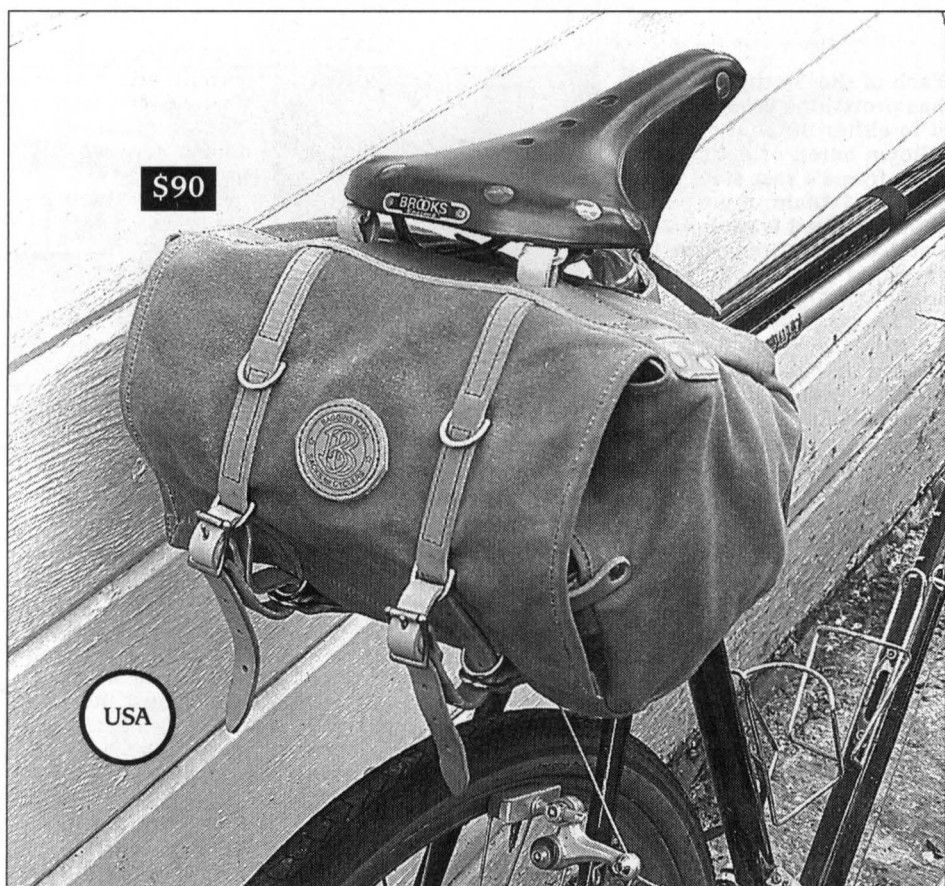
Each of the Brothers Bags has provisions for attaching it to either the seat post (shown here), or a rack, or your frame's seat stays. On Hoss and Adam, there's a monster-sized leather wear patch running under the full length of the bottom. It's really too big and too thick, but it's also useful. With 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

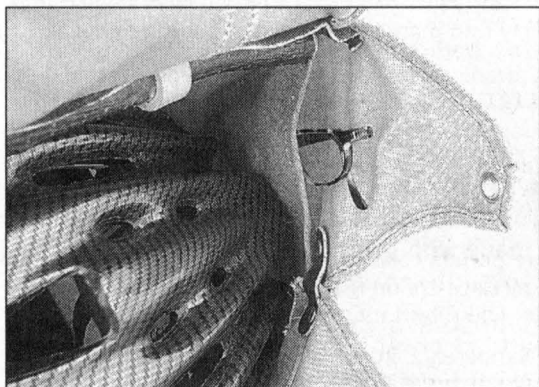
All our saddlebags are rugged and made with good materials that can handle a certain amount of abuse, but to get the maximum life out of one, goop up the leather as soon as you get it. The Obenauf's we sell is as good and maybe better than anything out there, so smear a coat on all the leather surfaces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

Coming soon: Semi-Vegan Bagbery

Due to continuing supply problems related to getting enough cow to make these bags, we're soon going to increase the canvas-to-cow ratios on *all* of our bags, except the Pa Cartwright panniers, which already enjoy a high ratio. Carnivores may squawk and vegans will continue to shout "any leather is too much!" but remember, these are *semi-vegan* bags, not all vegan; and carnivores, keep in mind that the bags will still have some cow, and it'll be in all the right and necessary places. Both the weight and the price will semi-plummet, and delivery woes should fall off the cliff. All in all, it's a cause for celebration! Stay tuned, and if you want thick leather and lots of it, buy it now.—Grant



Pa Cartwright Panniers

Designed to drive Felix Unger-types crazy

If you delight in tiny pockets in every corner, mesh sleeves for drying off dank hosiery, smooth-running nylon coil zippers with color-coordinated pull tabs, and hidden compartments to hold your manicure kit and designer breath mints, then you'll hate these Pa Cartwright panniers, because they'll challenge your every reason for living. These are our style panniers. We're not saying they should be yours, or that they're better for you than yours or some other model out there, but for our needs, these are unbeatable. And they're dirt cheap, which doesn't hurt, either.

There's a single compartment sack on each side, and a removable pannel in the middle. With the panel connected (with cord, zip ties, whatever you can lace through the grommets), you just lay them over your rack, load them up, and strap them to the rack's side struts. There's another connector strap down low, but we never use it, and suggest you don't, either.

Packing is easy: Stuff them, that's it. If you want to separate food from gasoline and clothing, use separate stuff sacks—mesh or coated nylon, typically. Get them at REI or wherever fine stuff sacks are sold. The sacks have extendable sleeves for containing oversized loads, and the top flaps cinch down with a single strap or cord, thanks to the handy sticks that come with. It's some kind of alder, and you have to figure out how to keep them from sliding out. There are about a million ways, and you'll find one that works for you.

Like all our Baggins bags, they're made with stiff, waxed cotton duck, fine leather, wood, and brass. Removing the center panel lets you mount them separately, as low-riders. These are fine panniers. They'll carry your gear securely, and look great doing it.

PA CARTWRIGHT PANNIERS: 20-084

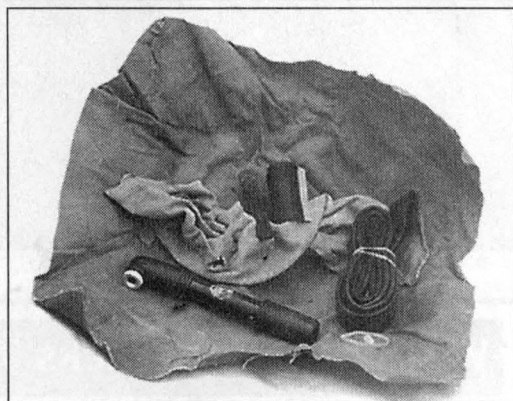
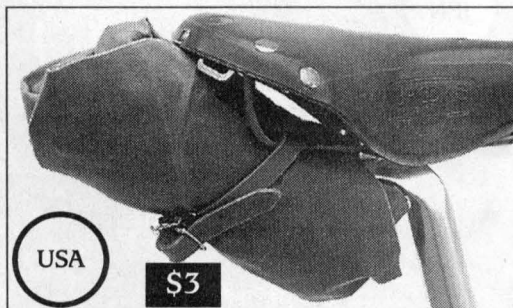
Burrito Wrap

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 catalogs.

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.



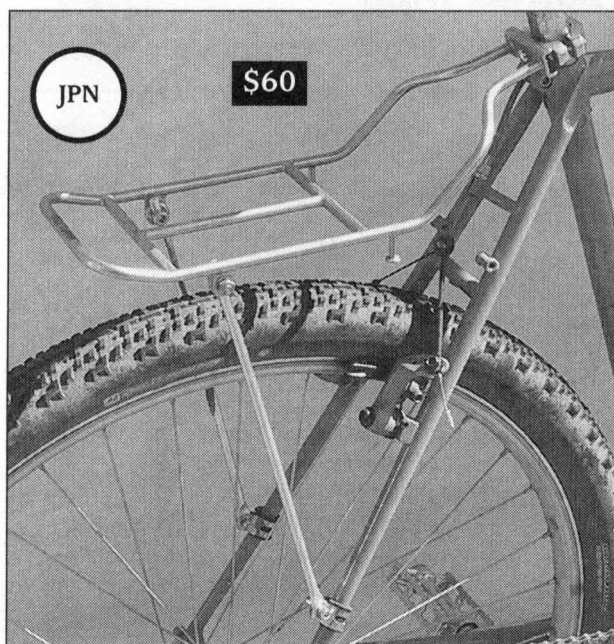
Here's Mark's Burrito Wrap just as he carries it, with a spare tube, mini-pump, two tire boots, one lever, and a rag. He could easily fit twice that.

Burrito Wrap: 20-003

Approximate Capacities

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
Burrito Wrap	18 x 18 x 0	120
Pa Cartwright Panniers	XX x XX x XX	AAA

* = 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.



Saddlebag Rack

The perfect companion to any large saddlebag. 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. Or zip-tie a rear basket to it! There are so many uses for this neat little rear rack. Also foils seat-post thieves. 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.

Later this spring or early summer, we'll introduce at least two other smallish rear racks. They'll function a lot like the one you see above, but will have some additional features that may appeal to you (and may not). They won't replace the Saddlebag Rack, they'll just supplement it.

All Nitto racks are made of tubular CrMo steel, nickel-plated, and finished soft and satin-like. They complement any bike.

This is about two of our charities.

In June of 2001, then ten-year old **Shawn Jones** of Richmond, California, was riding his new cheap mountain bike that he got for getting good grades in school, when he was attacked by three loose pit bulls, and mauled beyond recognition, nearly killed. Ears torn off, face chewed up, horrible things. Three years later now, and Shawn is a teenager and still recovering. He can't attend school, he doesn't enjoy any sort of social life, not the way it should be. He is constantly in and out of surgery, and there's no end in sight to that. Plus, he's a poor kid by many standards. His case received a lot of publicity in the San Francisco Bay Area, but stories like Shawn's come and go—unlike his need for help, which will be lifelong. We've given him a few thousand dollars, and will continue to as we're able.

And, we'll make it easy for you to, too: Send us a donation to the Shawn Jones Special Needs Fund, and we'll give you half as much in Rivendell credit. For instance, send a check for \$100, and we'll give you \$50 credit here. Your donations are not tax-deductible. That works only for general-help funds, and this one is specific to Shawn.

Another way to help Shawn and at the same time cut your long-distance phone bill in half or more, is to sign up for telephonic.com's long-distance service. No long pitch here, but if this interests you, go to telephonic.com and you'll see how it works. It has cut our phone bill by 80 percent.

Another charity we give to is the **River Valley Shelter**, in Arkansas. What's the story there? Well, no story, nothing juicy behind it, but I think we all agree that beating women and children is a bad thing to do, and it's an epidemic. Look up battered women's shelters on google and in Arkansas alone you'll find an obscene number of them. *One* is an obscene number, but holy smokes, there are like fifty down there. And more than 700 nationwide. Most shelters rely on charitable donations and a small amount of government support. We've sort of targeted this one, the River Valley Shelter, and made it our focus. Last year we sent them \$2,000, which wasn't easy on this end but helped a lot on that end. This year we'd like to do more. It's a good shelter and needs more help, so the same things as the Shawn Fund: send us a check made out to the River Valley Shelter, and we'll give you half as much in merchandise credit, up to \$1,000 per person. (Otherwise, suppose somebody donated \$50 thousand—the \$25K credit might wipe us out. You're free to donate that much, but we're good for up to \$1,000 credit.

On any of these donations, please make out separate checks. Mail them to Rivendell Bicycle Works • Box 5289 • Walnut Creek, CA 94596, attn: Shawn Fund or River Valley, and we'll take care of it. No credit cards, just checks. That'll keep it clean and easy.

For more information on Shawn Jones: www.dogbitelaw.com

And on women's shelters: www.arlegalservices.org/faqs/shelter.asp



Another look at baskets

To suave modern bicyclers, baskets are a symbol of low-brow, poor-folks, non-serious riding, and there's nothing we can say here that will change that. But we're in love with baskets, and if that makes us unsuave, so be it.

One reason front baskets haven't taken off on good bikes is because, up to now, they've been designed for bikes with high-rise handlebars and coaster brakes. They've interfered with cables, and few are the views that bug one as much as sharp bends in fine cables on good bicycles.

Wald, an American bicycle part maker since 1905, and in the same location in Kentucky since the 1920s, has a new basket that changed solves all problems. It works great with normal bikes (maybe not STI bikes, because of the stick-out cables). I/Grant have used one every day for two months, and am sold. There are still times when I prefer saddlebags—in bad weather, on longer rides, for organizing things. But for short errands or commutes when I just want to throw in some mail, lunch, books, and extra clothing, a basket is fantastic, and quite hard to beat.

You need a cover, or things will fly out, so we offer nets, too. It's a good system. You can see inside it, and if something soft like a beanie or gloves are down at the bottom, you can fish them out through the holes. These are things the lowly basket users have known for years; and we're just discovering them. It works great.

Rear baskets generally mount on top of rear racks. That's how we do it, anyway. Tall rear baskets get in the way when you mount and dismount, so we found a shallow one, which, if you use it without a net, your load will get lighter as you go. Only Howard Hughes can afford that!

Both of these Wald baskets mount easily on just about any bike. Give baskets a try. Somewhere in your garage is a bike that's begging for one.



Wald Front

This is the newest basket on the block, and if I were a front basket designer working on competing designs, I'd tip my hat to Wald, then quietly walk into the mountains. The bracket mounts easily on drop or Albatross or straight handlebars. The basket itself lifts on and off in two seconds, and locks securely. It's genius. Powdercoated black, and the welds are so smooth you can carry water balloons. They make it in white too, but it looks too cheap. Two sizes:

Small and Big. For drop bars narrower than 46cm, get Small. Otherwise, the size is up to you. If you buy both, you can trade out baskets on different bikes, according to whatchagonna carry. *Hallelujah!*

Small is 9" front-t-back x 12" wide x 8" deep & 2.32lb (light, for what it'll tote!).

Big is 9.5" front-t-back x 14.75" wide x 9" deep & 2.75lb (and it carries a lot).

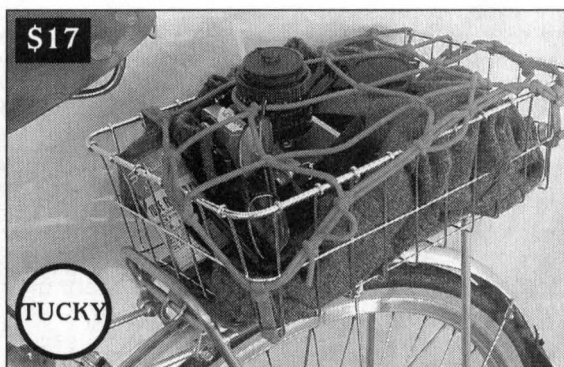
SMALL: 20-098

BIG: 20-099

Wald Rear

Le challenge: A decent-capacity rear basket that didn't overly interfere during mounts and dismounts. Something not too heavy when it's empty. Something that mounts on just about any rear rack. Something made in our own Kentucky.

Le solutione: This guy here. It comes with clips that you may or may not use to secure it to a rack. If you don't use the clips, you'll have to use something else—zip ties, tie-wire, or some kind of something else you get at the hardware store. This is a nice basket. It measures 9.95" x 15" x 4.75" and weighs 1.14lb. Black or Silver.



HIGH TECH BLACK: 20-101

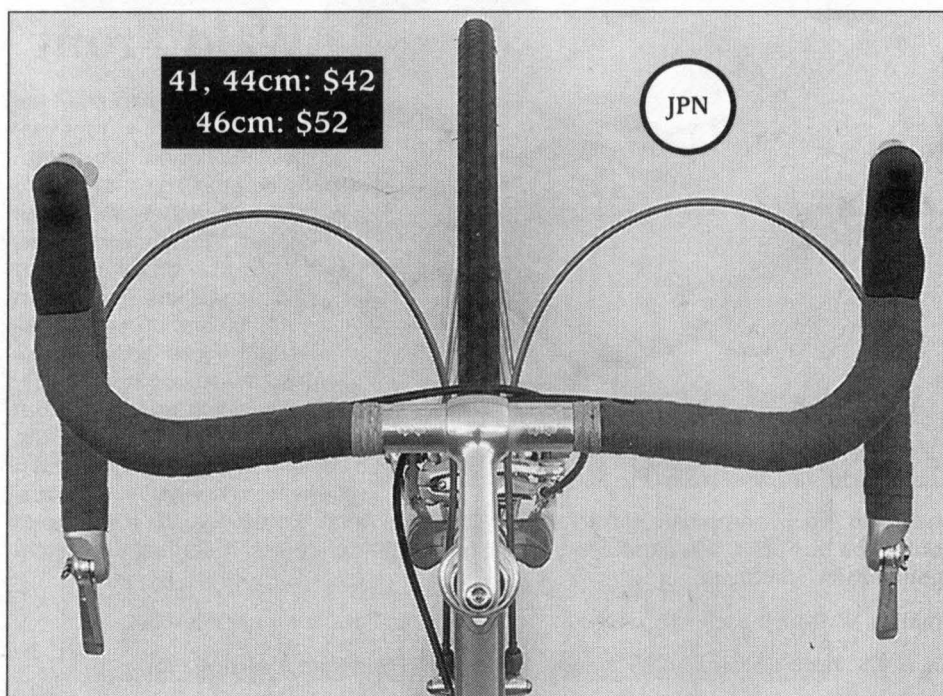
HIGH-OH SILVER: 20-102

Basket Net (as shown up there)

Don't get a basket without getting this, too, unless 1) you LIKE it when papers and gloves and beanies fly out when you go fast and hit even the slightest bump. No need for a second reason! Made of stretchy cord and roughly already the shape of a basket top, it stays on with plastic hooks, and frankly, couldn't be simpler. It allows access through the stretchy mesh. It weighs nothing, lets you view your load as you pedal, and comes two colors. Tip: If you rig it right, you can tie or tape 3 of the corners to the basket, and just use one hook. Figure out a way that works for you—it's easy. We assume it's made in China, but frankly, haven't asked.

LE NET NOIR (BLACK): 20-100

LE NET ROUGE (RED): 20-099



Nitto Noodle Bar

The drop bar we sell the most of.

Subtle details that are barely noticeable to the bare eyeball make this handlebar 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.

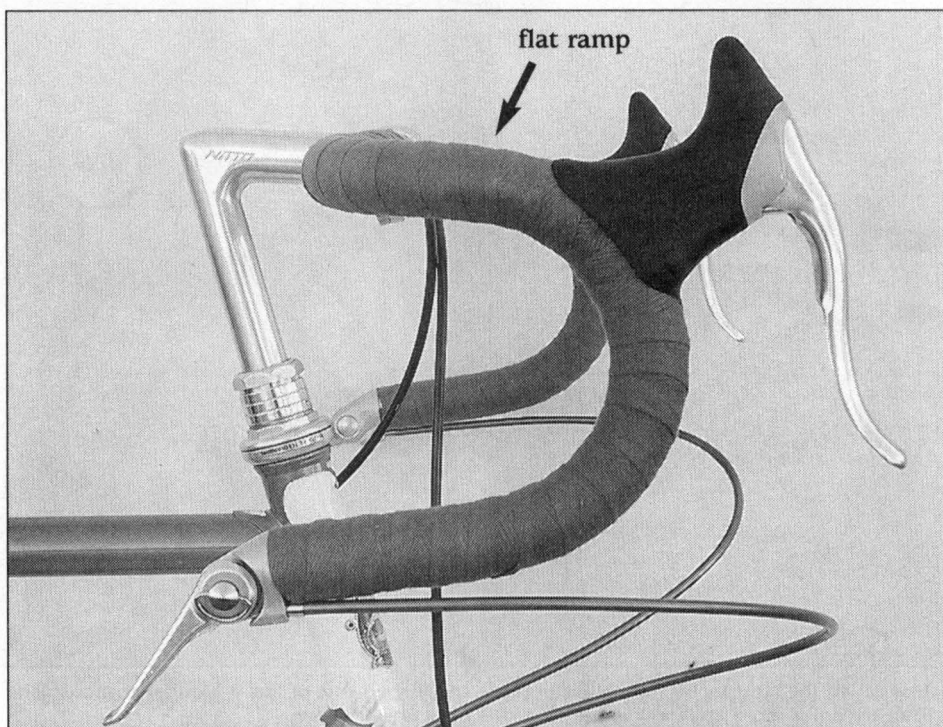
This has become our most popular drop bar, and some folks grumble that now they have to get one on all of their bikes. There are worse ways to spend loot. It feels normal and natural immediately.

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.

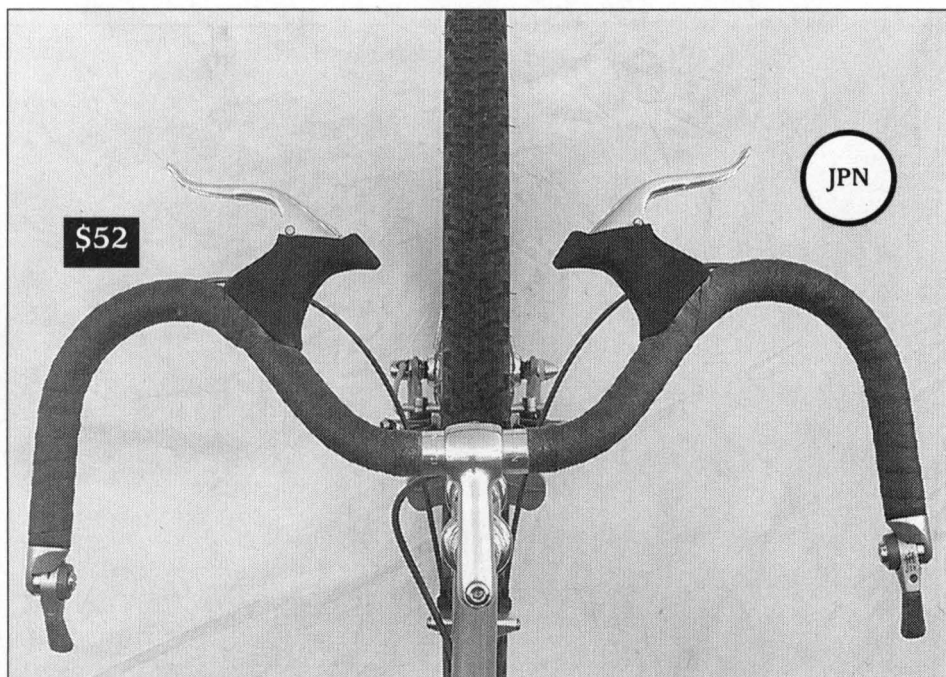
Recommended use: Road, touring, commuting. The 46cm heat-treated one is made with a superstrong, heat-treated aluminum, so it's stronger. You're unlikely to break any of these bars, but Nitto, a conservative maker when it comes to safety, likes it when we say the non-heat-treated models are for roads only.

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.

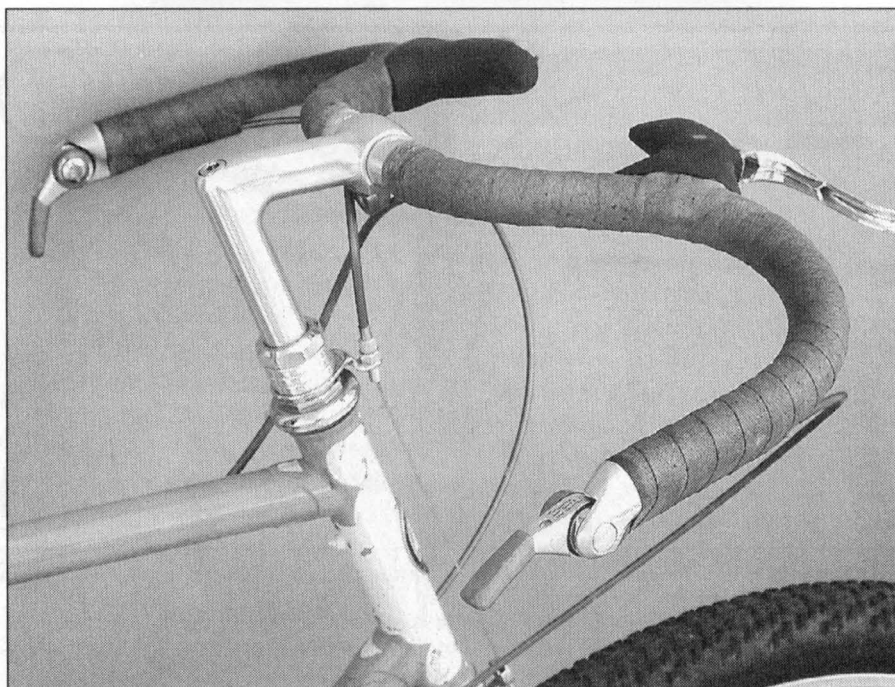
On a commute bike where speed, visibility, quick brake access, and multiple hand positions matter, there is no better bar. You can go fast on the road and get more aero than you can with a standard drop bar. The wider-than-a-drop-bar grip helps you to pull up steep climbs and stay in control on bumpy 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 bikey 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. 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

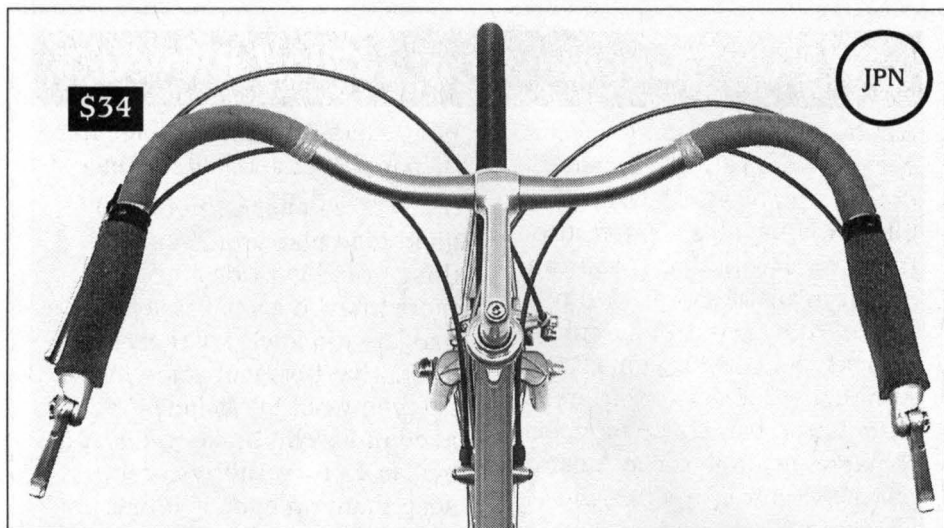
Bar ID: 23.8mm

Shifter compatibility: Road style, any.

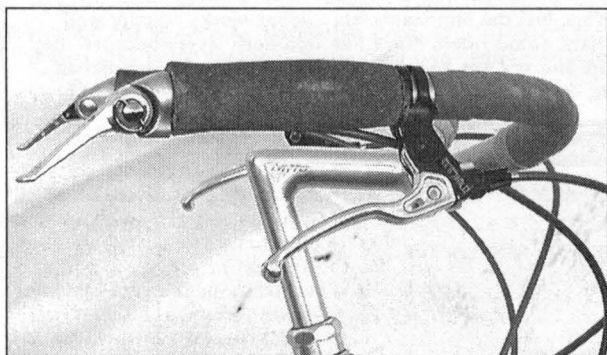
Recommended use: Road, touring, commuting, fire trails (no stunts). A good all-around bar.

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.



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 widges. 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

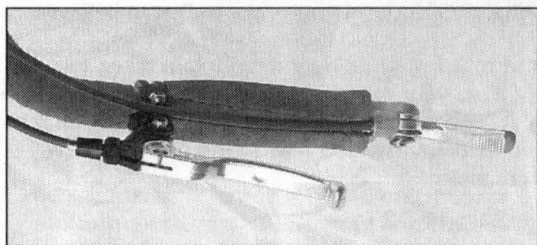
ALBATROSS, 54CM ALUM: #16-127 \$50

Try the Albatross on a *Good* Bicycle

Bars this shape get no respect because cool riders associate them with cheap old-fashioned 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 handlebar potential 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 down tube 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, you'll see. —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 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)

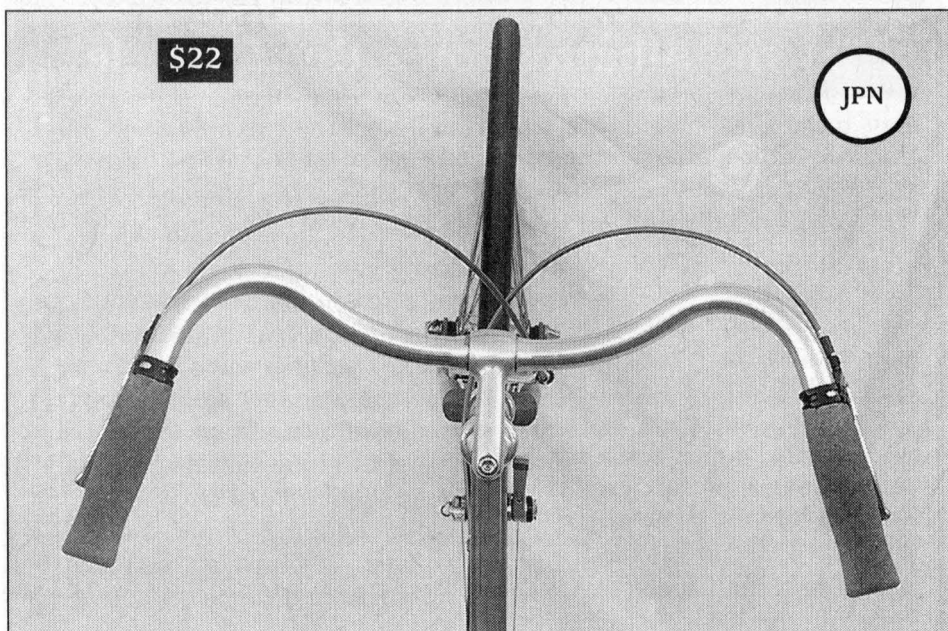
Clamp Ø25.4mm (both)

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

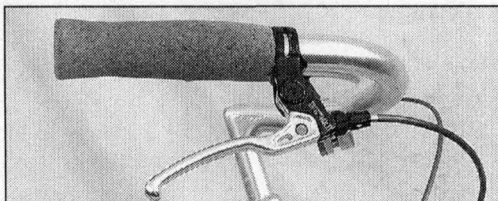
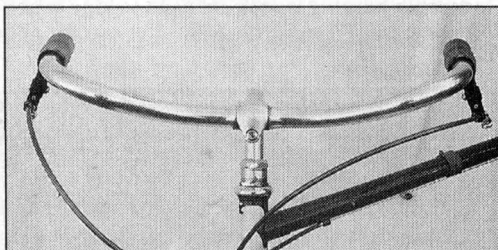
Clamp Ø: 25.4mm

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.



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! This is by far our most popular drop bar, and receives more acclaim than any drop we've ever stocked—and we've stocked lots of them and only good ones. We still have the Nitto Dream Bar on line, and that may be your choice for classical restorations. But the Noodle wins out in all-around comfort, so that's the only one we're showing in here.

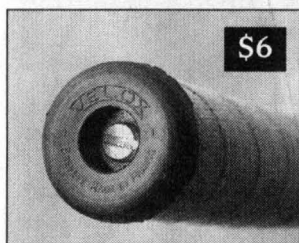
Get the Moustache Handlebar if: You want the upright position and immediate access to the brakes that a flat bar provides, but want a bar that offers you multiple hand positions. The Moustache H'bar is a fine all-around shape, but get it at least level with the saddle, and a bit higher is even better.

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 multi-mile 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 your 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.

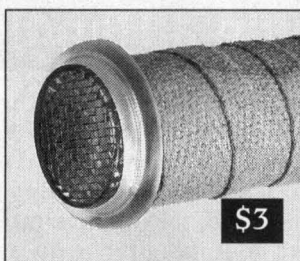


\$6

Velox Plugs

The oldest plug around, and the top choice for daytime riders and classicists. Black. France

Velox Plugs: 16-077



\$3

Reflector Plugs

Half the price, less than half the weight, and one billion times the reflectivity of the metal screwhead in the Velox plug. Made inexpensively and cheaply in China or Taiwan, and you just push them into

your bars and go. The only plug for lightweight fanatics who want all the visibility they can get. A good idea for any bike that doesn't have the end of the handlebar already plugged with bar-end shifters. China.

Reflector Bar Plugs: 16-115



\$4/roll (get two)

French Cloth

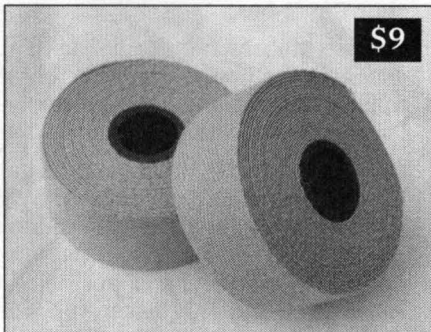
Made by the largest maker in the world, or at least France, in a wide assortment

of colors. Not as fine as the Japanese stuff, but plenty good enough for everybody but ascot wearers. New to wrapping cloth tape? Get three rolls. Use one for pre-wrapping the brake lever clamp area. Wrap from the bottom, wrap to the pre-wrapped area. Then cut and restart on top of the clamp. That's the easy way, nothing wrong with it.

Black: 16-068; Brown: 16-114

Red: 16-073; Dk. Blue: 16-069

Yellow: 16-075; Grey: 16-126



\$9

Japanese Cloth

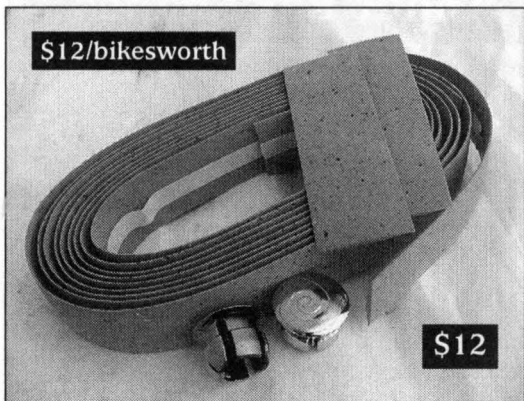
This is the best cloth tape ever made, but naturally it's been discontinued, so no hoarding. It's dense and smooth and comes in the two colors listed below.

Silver (gray):

16-124

Minty Green:

16-125



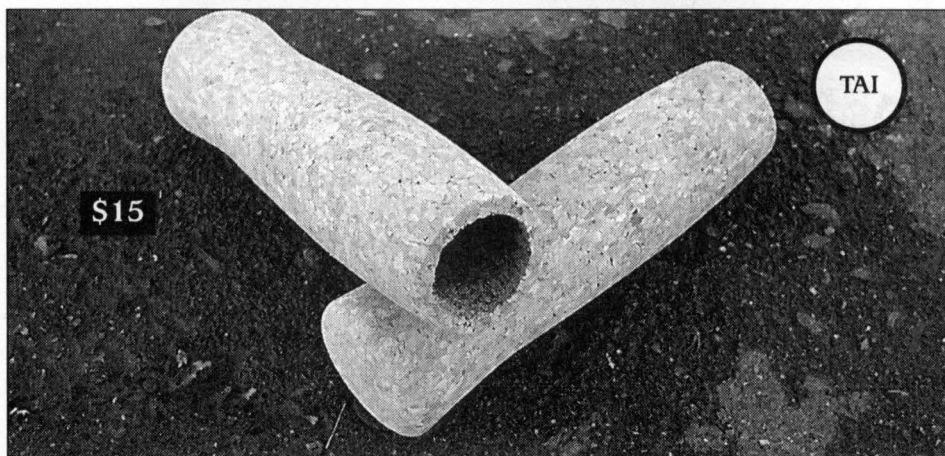
\$12/bikesworth

\$12

Corkish Tape

After a decade of selling only cotton cloth, here we go. It wasn't a huge leap, since we already sell cork grips. Mark and Robert here ride with cork, and started slipping in come cork on customer builds (without prior approval—horrors!). I tried it, tried hard not to like it but failed, and so here it is. We don't specify a brand, we get anything that Mark says is fine. Cork tape, there you go. It works fine. Two rolls per set.

Cork Tape, cork color: 16-130



TAI

\$15

Cork Grips

These feel as good as they look. Slightly spongy, just like cork. Never cold in freezing temperatures, nor sticky in hot. They're kind of expensive, at \$15 per pair, but that's only about \$4 more per pair than most grips, and these are cork, which, you don't even have to kill the tree to get it, so there.

You have to glue them on. Use 3M Spray Adhesive No. 77 or Gorilla Glue, both available at an hardware store.. Just follow directions and test before riding. Don't do a lousy job and then pull them off, crash, and sue. Please, just glue them on securely.

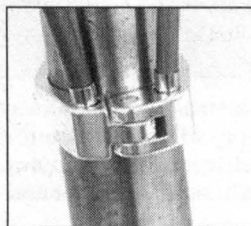
Cork Grips: 16-103 \$15

Genuine Taiwanese 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



All Day Sunscreen

Sunscreen is about the most boring thing you can buy, and the most unthrilling thing in this catalogue...until you realize that it's the only thing we offer that can help you ward off that nagging skin cancer. This Ironman sunscreen, stay with me here, was developed to last an entire Hawaii Ironman competition. I doubt anything else comes close. You can even put it on wet skin and it works. It's water-based, but somehow stays on you. It doesn't smell, it's pleasant to use. It should be your everyday lotion. Listen, you already have some in your cupboard, right? Recycle it and get going with this, because it's better.

31-376 \$13





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/Zinsser 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 15-year supply.

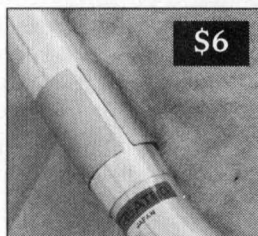


Hemp Twine

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.

Hemp Twine: 16-086

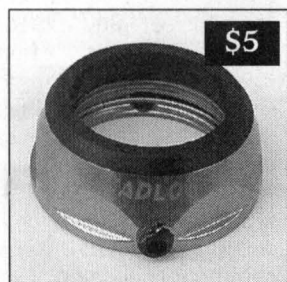
Wrap the last three wraps over a separate loop of twine, then pull the end through.



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



Smart Headset Locknut

For the most part, when you adjust a normal threaded headset properly, that's it, it'll stay put. But for five bucks, what the heck, this one here is a good deal and a smart purchase if you ride off road a lot or have a longish tour planned. It looks normal enough, except for a couple of tiny allen bolts sticking out, and it's pretty smart. You put it on in place of the normal locknut, and then turn in the allen bolts some, and they push in a hidden ring (as opposed to biting the threads themselves); and once that's done, even King Kong couldn't shake your headset loose. So, cheap insurance for the paranoid. Tres colours!

Blue: 30-016

Silver: 30-017

Black: 30-018

The Secret To Comfort? Raise d'Bars!

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 cyclers ride with their handlebars too low. When you raise your bars, good things happen.

WHY HIGH?

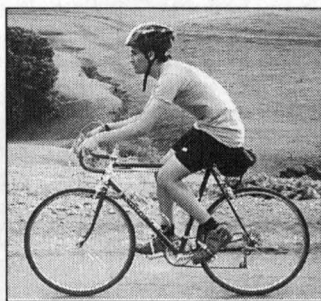
1. Relaxed, comfortable position. Higher handlebars sit you more upright and take weight off your hands and arms. Your triceps don't tense up, and your hands don't go numb. With your arms relaxed, you can easily absorb road and trail shocks almost intuitively, by letting your body flex at the joints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

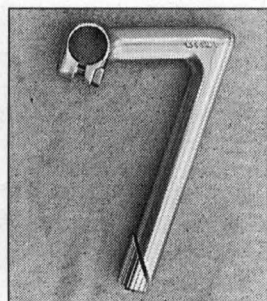
2. Better descending. On a descent, you're already pointing your body downhill, and low bars just increase the steepness. Higher bars make any hill seem less steep, so you'll relax more, and enjoy it more. You'll be less likely to panic, and panic causes crashes. Higher handlebars make descents safer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

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 Raise Your Bars

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.

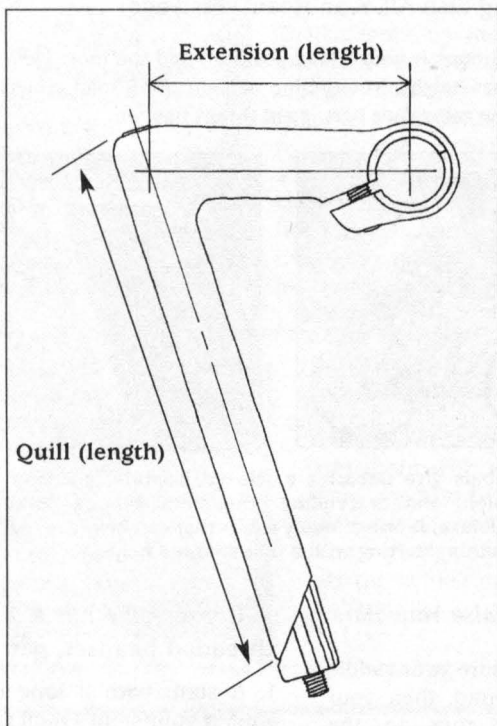
Finally, don't go walking around the street convinced that only one position will work for you.—GP

Stem Stuff

How Our Stems Are Measured

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

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



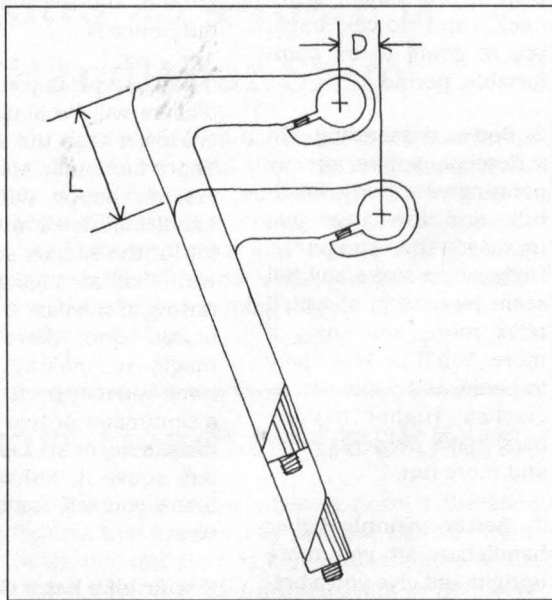
What Happens When You Raise Your Stem?

Lots of things, 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.

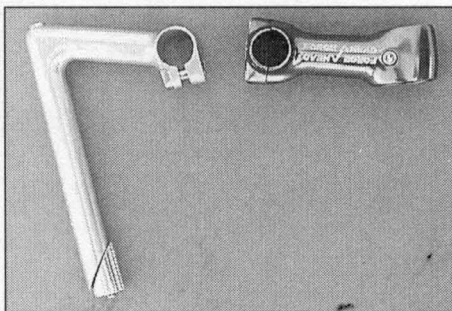
2. As you raise the bars, your arms become more horizontal, and therefore effectively longer. Again, trigonometry can prove that, but if you stand 10 inches from a wall with your elbows at your side and rotate your lower arm forward, you'll see that the more horizontal it becomes, the further out there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



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.

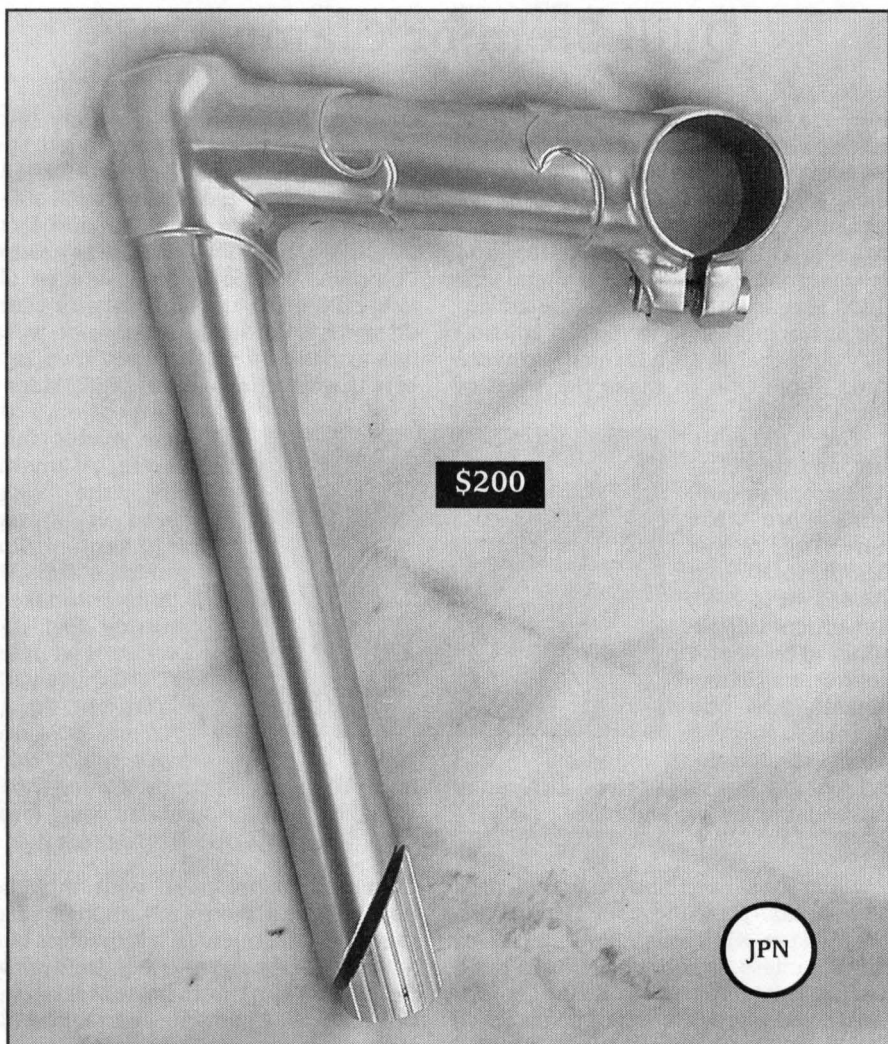
Now that most everybody acknowledges the benefits of raising your handlebars, bike makers who spec clamp-on stems and threadless forks are starting to build in adjustability by means of a longer fork steerer and an inch or so of spacers. It's a step in the right direction, but still yields a fraction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

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.



Rivendell Lugged Stem

When there's nowhere else on your bike to upgrade, your house is paid off, your children are through school, your accountant tells you to spend more, your wife just spent \$500 on opera tickets, and your children say, "Forget our inheritance—enjoy life!", then treat yourself to this stem. It is brazed by Nitto, and more specifically, by Nitto's Noriko Yabashi. In strength, beauty, and longevity, it can't get any better than this.

At \$200, it's almost, but not quite, embarrassingly expensive. When you consider that mass-produced Taiwanese stems with American and Italian logos on them sell for about the same price, and Taiwanese ergonomic handlebars sell for up to \$130, then \$200 for this truly hand-made, super strong, and uniquely gorgeous stem seems nearly reasonable. If you're still on the fence, consider that steel stems don't fatigue the way aluminum ones do; and don't fail catastrophically the way carbon fiber stems do (when they do); so this stem is a lifetime investment. You won't have to look at it in 20 years and wonder: Am I going to die on my next ride? Besides, the stem is a highly visible part of your bike, and a beautiful stem such as this is more fun to look at when you're riding.

7cm: not avail.

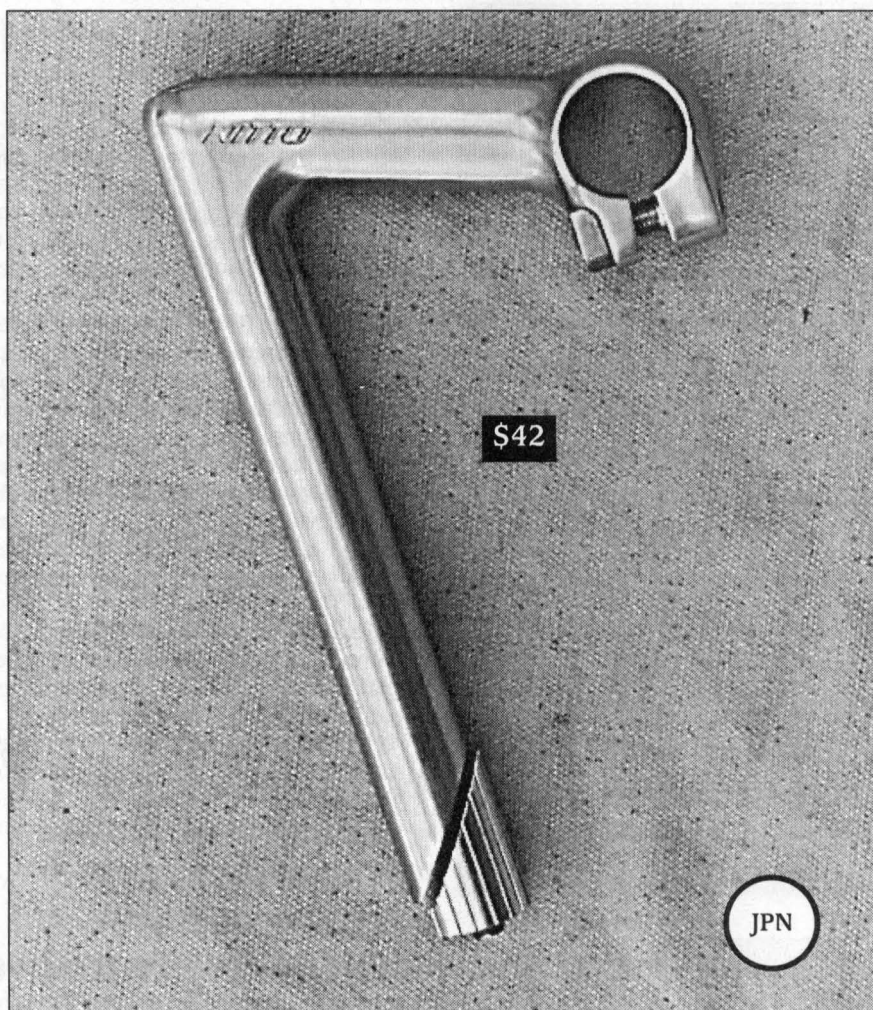
9cm: 16-089

11cm: 16-091

8cm: 16-088

10cm: 16-090

12cm: 16-092



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 Cinelli bars, though). The quill fits every normal, 1-inch threaded steer tube except old Frenchies.

7cm: 16-044

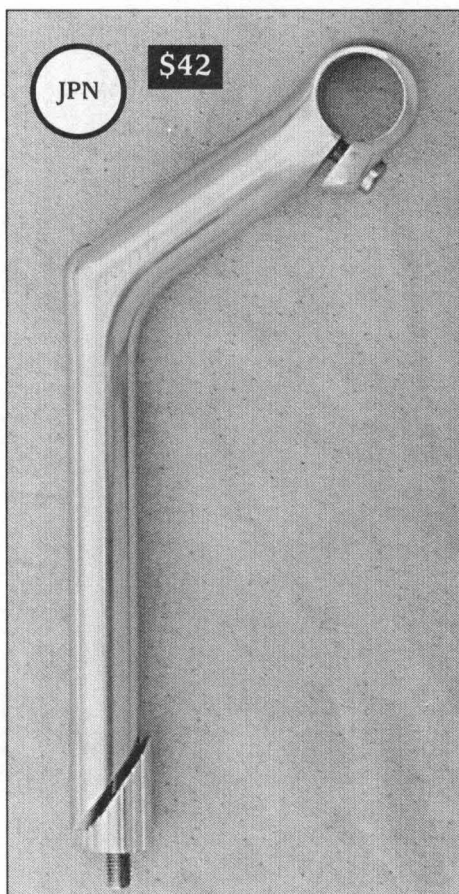
9cm: 16-046

11cm: 16-041

8cm: 16-045

10cm: 16-040

12cm: 16-042



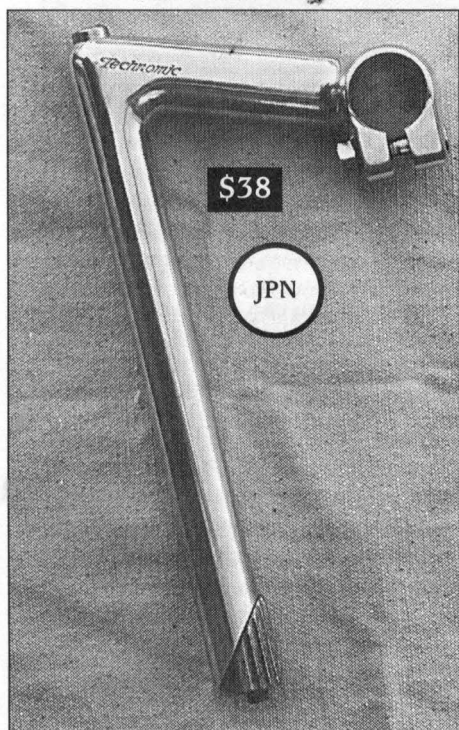
Nitto DirtDrop

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

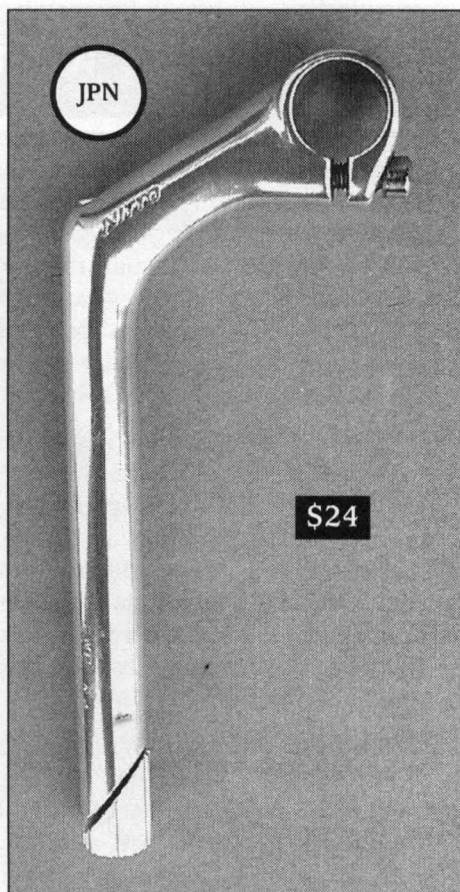
Nitto Periscopa

The Periscopa is basically a low-cost Nitto stem intended to jack the bars up high for the lowest possible price. It still costs 4x what a Taiwanese stem costs, but it is Nitto, after all, and being Nitto, you can trust it with your life. It is a bargain at this price.

It lacks the fine polish of a Technomic Deluxe, but there's nothing crude about it, and I say that as an ascot-wearer. It comes in one extension only, 80mm, with a 190mm quill. If you have an old bike of any kind that nobody rides because it's just not comfortable, you can put on this Periscopa and Dove or Albatross bars, and presto—the bike is now fun to ride.

The clamp is 25.4mm, so it fits all mountain bike bars, and the Albatross and Dove. The quill is 22.2mm, so it fits all normal bikes with 1-inch threaded headsets. (If you are a guy, you will be amazed at how hard it is to hold this stem in your hand without pretending it's a six-shooter.)

8cm: 16-131



Nitto For Rookies

Nitto is a small (48-person) old (since 1923) handlebar-stem-seat post-rack-and bottle cage maker in Tokyo, and everything Nitto makes is the best of whatever it is. The designs are always spare and beautiful. Nitto's company slogan is "Light weight, heavy duty, finely made," and it is apt. There are lighter seat posts; but Nitto's are light enough, and stronger. Nitto will not build anything to its customer's specs if it doesn't pass Nitto's own internal standards. Nitto was at its biggest in the early to mid-eighties, during the mountain bike boom. Back then, the dollar-to-yen exchange rate was 250:1, and it was cheap to bring in Japanese goods. These days it's 109:1, which is why almost nothing you buy is made in Japan.

Nitto can bend metal in ways that other makers just plain can't. Mr. Yoshikawa, who designs most of Nitto's products, has an eye for beauty that so many other designers don't. He takes our ideas and rough sketches, and turns them into stunningly lovely shapes—the Moustache Handlebar, the Noodle Bar, and he tests the heck out of them to make sure they're safe.

There aren't many companies like Nitto these days, and none other that I'm aware of making bike parts. It is a pleasure and an honor to offer them to you. Every loved bicycle deserves some kind of Nitto on it!—Grant

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.

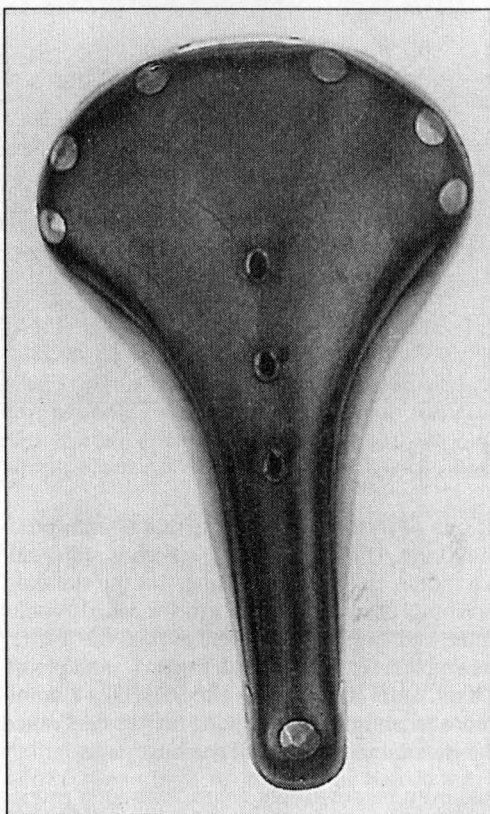
That's all there is to it. Don't be scared. All natural products require more care than does plastic, but it's not a hassle. Three catalogues ago I suggested that you could expect a good leather saddle to last 15,000 miles. I was deluged with claims of two and three times that. I still think that's optimistic, 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.

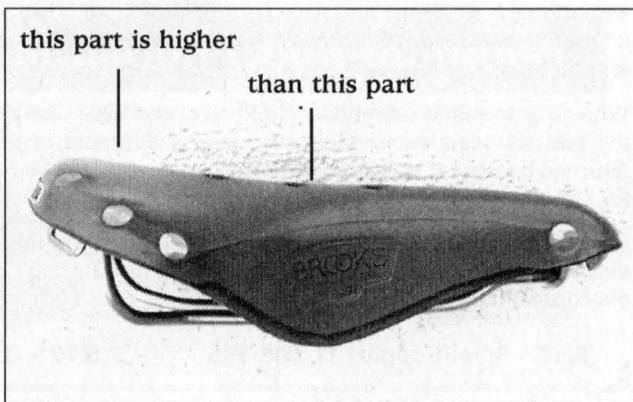


THREE: A HIGHER REAR THAN MIDDLE

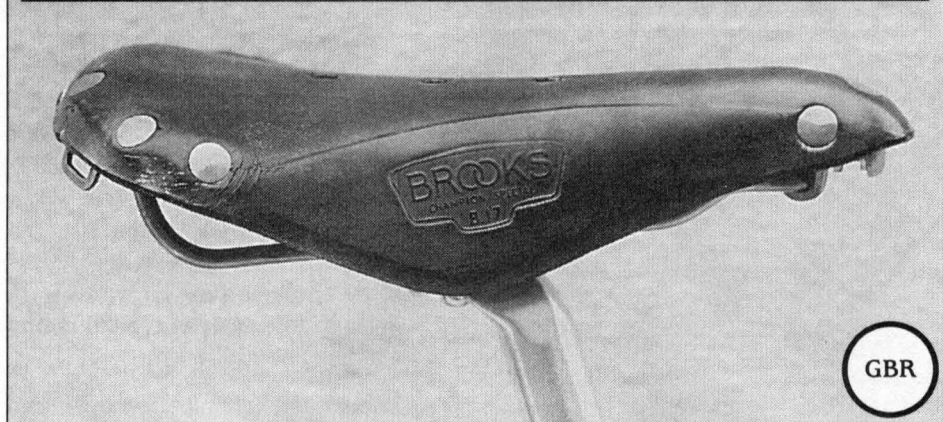
See how the rear part of the saddle, where your sit bones rest, is a bit higher than the middle, where your genitals are? It makes a big difference. It reduces pressure on your genitals. Make sure the rear is higher than the middle.

this part is higher

than this part



see www.rivbike.com for latest Brooks availability (since things are changing as we go to press, etc.)



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. (See the note on the bottom of the next page.)

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.

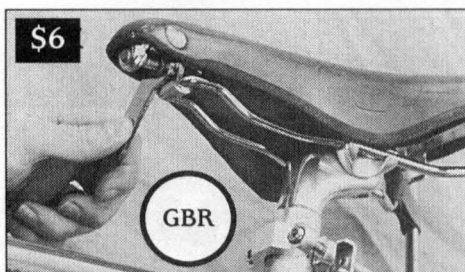
There is a rumor, perpetuated by those who have never ridden a B.17, that leather saddles are uncomfortable and take forever to break in. When the new crop of cyclers sees one on a bike, he or she will often remark, "Hey, retro, cool, but isn't it uncomfortable?" It's like they want to high-five you 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 only 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: British Racing Green (dark green) with copper-plated steel rails, or Honey brown, with copper rails. Both are around 522g.

B.17 - Steel/Copper: 11-006 \$95

B.17 - B.R. Green: 11-051 \$95



\$6

GBR

Brooks Spanner: 19-013

Brooks Spanner

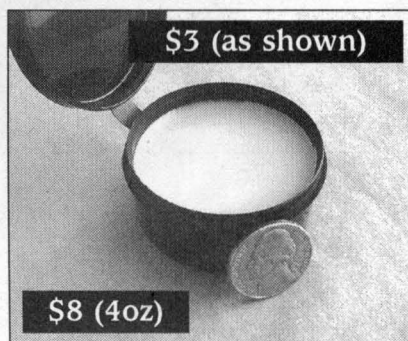
You may ride your Brooks for years and never need to use this, but if you ever want to tension the leather, this tool will make the difference between a satisfying experience and wanting to blow your brains out. No normal tool works worth beans, and if you're a Brooks-riding tool person, go for it. Cute,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

Obenauf's

This is the stuff we prefer over all others for saddles, shoes, belts, baseball mitts, and the leather on saddlebags. Made with beeswax and propolis, for firefighters. A blob the size of a pencil eraser will coat the side of one whole Brooks B.17.

Obenauf's dinky tub: 31-243

Obenauf's quarter-pounder: 31-344



\$3 (as shown)

\$8 (4oz)

Saddle Bonnet

Riding uncovered leather saddles in the rain is ranks high on the list of Bad Ideas that won't kill you. Don't do it, anyway. This bonnet here is made for the B.17, and we highly recommend it on rainy days, or hot days when your rear-end sweat is likely so saturate the leather. (If that were good for it, we'd sell it.) 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.



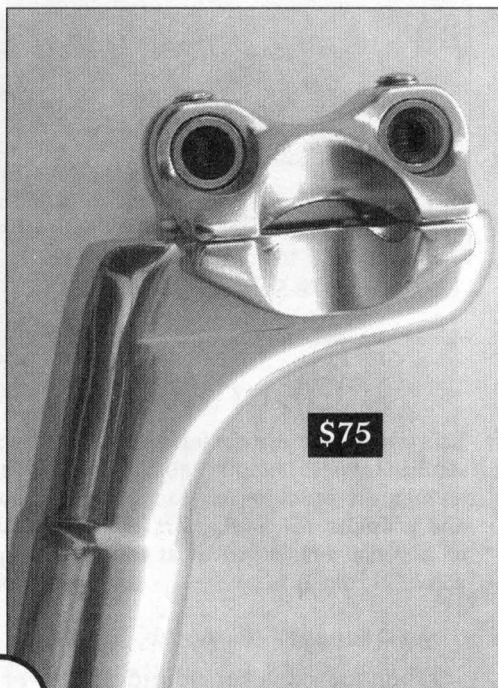
\$15

GBR

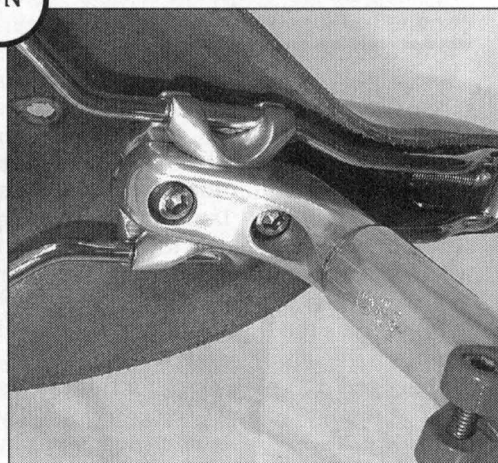
Bonnet: 11-014

The Brooks Situation (semi-bummer)

Brooks, a ravishing and revered English company since the late 1800s, was bought last year by Selle Royal, a large Italian saddle maker whose name translates to Royal Saddle. There are always transitional pains, and at least through May we're not sure how our inventory's going to stack up. Some models are being cut, others that make the cut are being offered in fewer colors, we just aren't sure how Life With Brooks will be in July and beyond. Temporarily, be patient and don't hoard—not that we'll have enough for that to happen, anyway. One per customer, and let's see how nice we can all be in times of saddle shortages. Thanks. —Grant



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 frog-like 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.

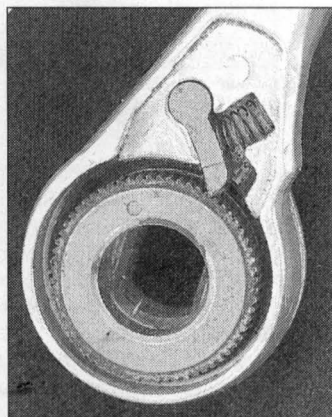
Frog: 11-016

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 Ritchies, 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.



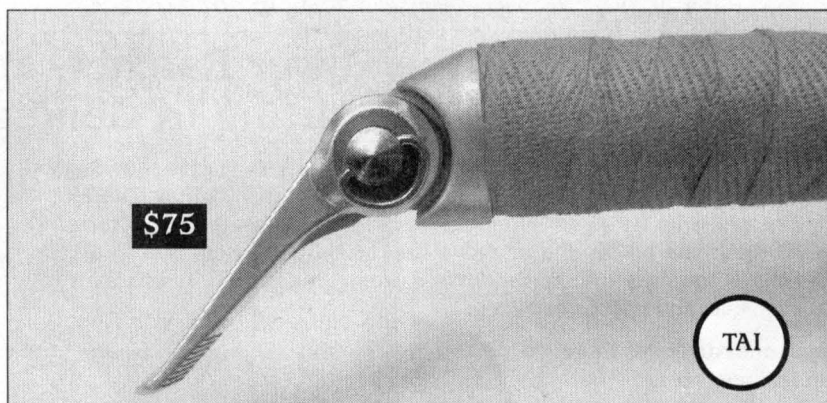
That original version of the Power Ratchet worked fine, but in the 1986 model year (meaning it was developed in 1985), SunTour introduced a new version, with a lighter action, finer ratchet, and used it in its Sprint and Superbe Pro models. This next version improved on something that seemed perfect 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.

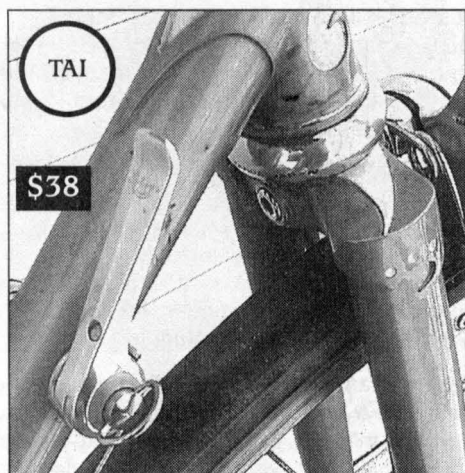
You'll master it almost immediately, and once you do, you'll shift faster and more quietly. You'll be free of the frustrations of having to match up the drivetrain parts. You can put it on any bike and shift away. It frees you and gives you more control, and many folks find it far more satisfying. Don't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



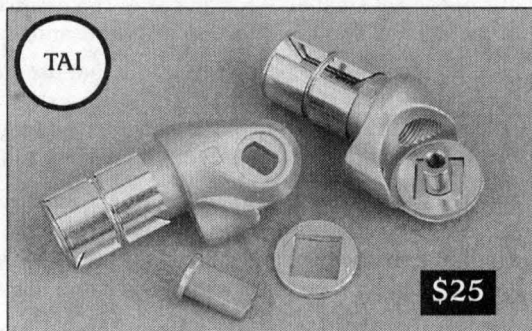
Silver DT Shifters

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'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, well, it just depends upon your approach to life. But that's the main difference between indexing and friction.

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 you do miss it, it's easy to correct it. But

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.

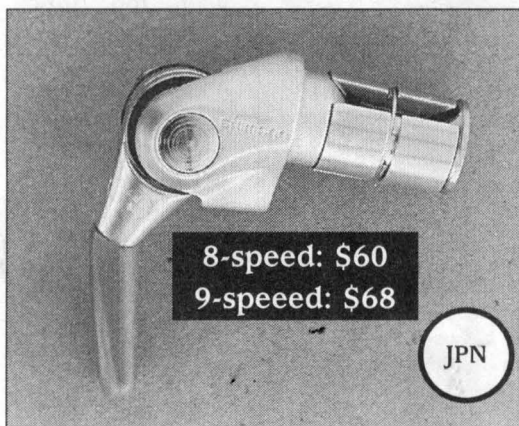
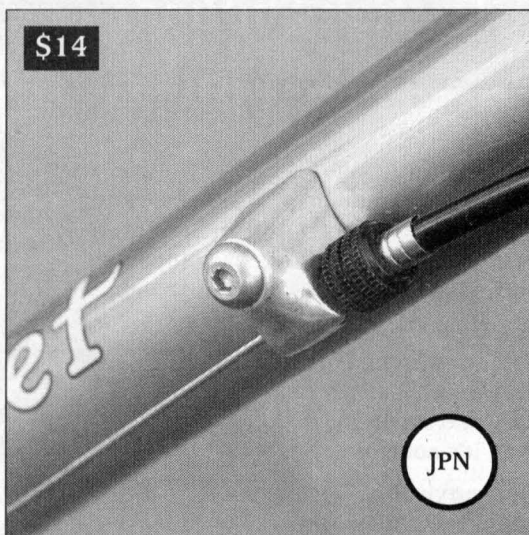
It requires a small amount of skill, but the skill comes quickly and stays with you the rest of your life.

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!

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.

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

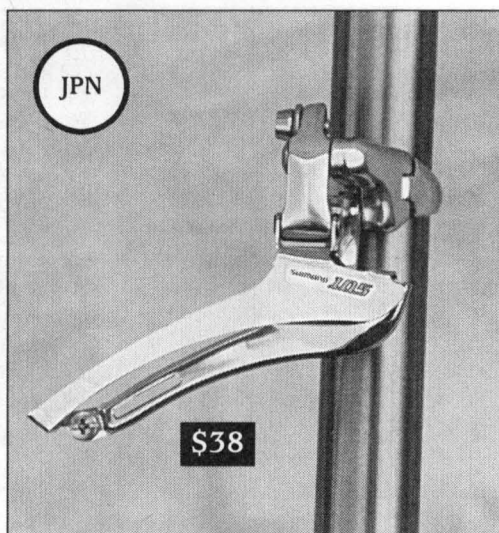
Modern shifting is sold on its convenience, since the shifters are built right into the brake levers. Folks who like the new shifters often say, "Now I shift so much more often!" as though that's a good thing. But for a lonely rider on a homely road, there's a case to be made for grunting five-percent 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.

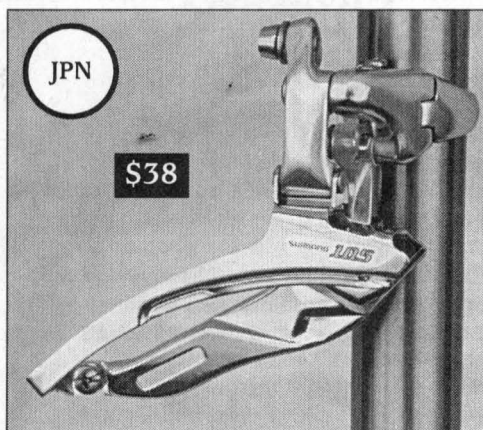
Shimano 105 F. Der: 17-083



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 chain stay 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.

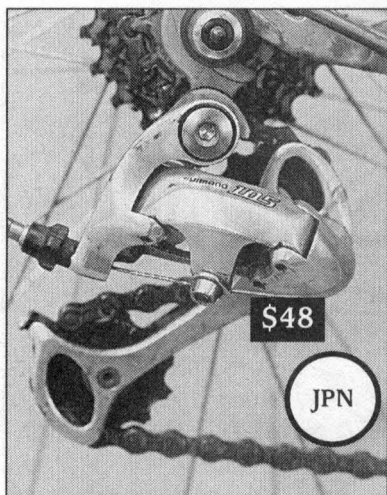
105/3 F. Der: 17-082



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 chain ring 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 chain ring. 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 chain rings. 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 chain rings you're most likely to ride.



Shimano 105 Triple

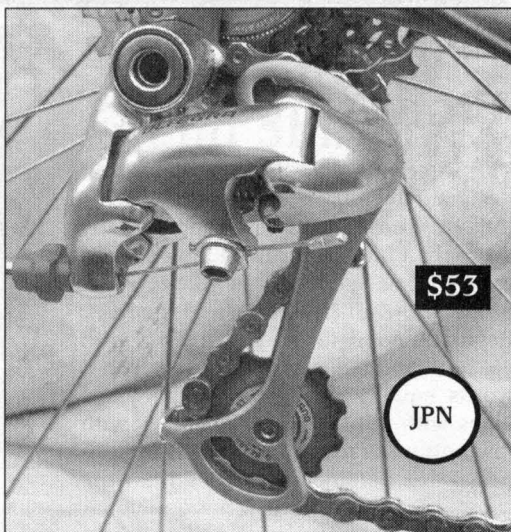
For three chainrings and up to 28 teeth in back. This year's version is shiny silver, looks great, and given all that, it's hard to justify anything fancier and costlier. Shimano rates it to 27t in the rear, but it goes to 28t easily. Shimano's 105 parts group is the best value out there, and the derailleurs are the best part of it. We believe this is the top value in a road rear derailleur today. Beautifully styled, shiny and silver, and it shifts predictably and perfectly all the time. Prices went way up this year, but it's still worth it. If our price goes down, yours will too. It could happen.

Shimano 105 R. Triple: 17-059

Der. cable, each: 17-003, \$2

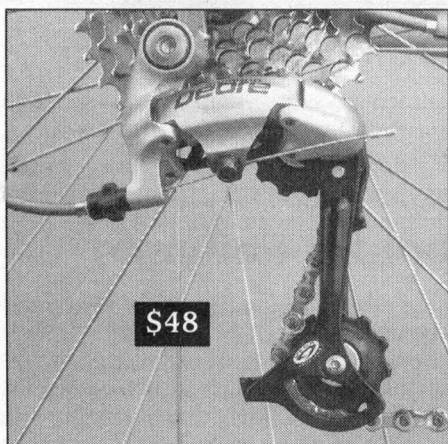
Shimano Ultegra Triple

Same design and function as the 105 above, but with sealed bearings and a slightly fancier finish. This is not the place to upgrade if you're watching your budget, but not everybody's in that boat, and if it would nag at you to put the same Shimano 105 derailleur on your fancy bike as you see on an entry-level Giant road bike, then by all means go for the Ultegra, and justify it with "sealed pulleys"! It is still a good value. Shimano knows how to make good derailleurs, that's for sure.



Shimano 105 R. Triple: 17-059

Der. cable, each: 17-003, \$2



Shimano Deore

For rear cogs to 34 teeth, you won't find a better shifter than this one. Fancier and more expensive, yes, but not better. It's a strange champagne-y color and has a black cage. This is the model we put on most Rivendell All-Rounders and all Atlantis bikes. 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

Der cable: 17-003 \$2

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

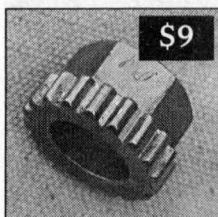
Grease the shoulders, where the retaining rings fit on, and pre-install one side before inserting it into the frame. The red ring goes on the right.

108: 12-045

119: 12-050

123: 12-051

125: 12-140



\$9

Phil BB Tool

Stainless steel and made by Phil to fit Phil retaining rings. You can do it

with one, but it is much easier with two, and we are pricing them just about at cost to encourage you to get two. .

Phil tool: 19-035



\$20

Phil Rings

These screw into your frame and hold the Phil

bottom bracket in place. We list British only, for American and Japanese and most non-Italian frames, but usually have Italian ones in stock (call).

British \$20: 12-053

Italian \$20: 12-054



\$40

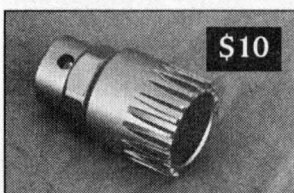
107: 12-191

115: 12-217

Shimano or Tange BB

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 great with triples if the small ring is 24t. 113mm: The standard, manufacturer-recommended size for all triples.



\$10

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.

BB Tool for Shimano: 19-055

Crank Design and Gearing

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 not useful. 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 grupp" 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 chain stay 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 chain ring.

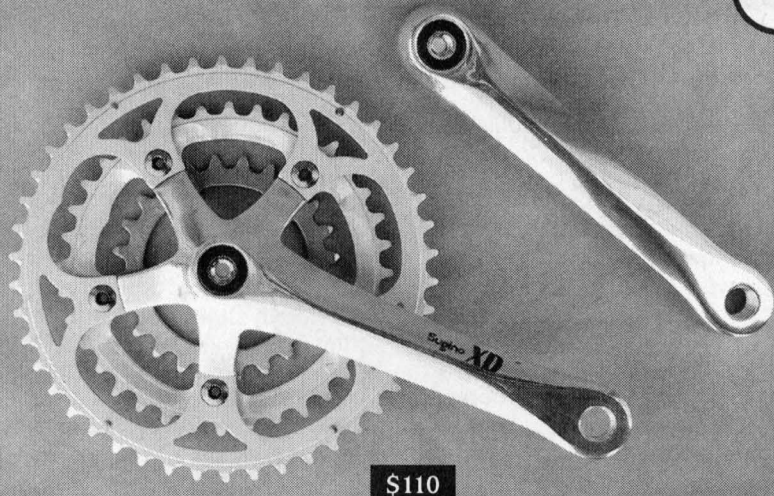
Next, if they want to do a real bang-up job, make compatible cassettes with at least 28-tooth big cogs, and even better, 32t. The larger cogs would require either a mountain rear derailleur, and there's no way Shimano (for example) is going to intro a new group with a mountain derailleur. But they could 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 chain rings? We'll see. Something's got to change, though. The current state is not good.—GP

CHI



\$110

Sugino XD2 Triple: The best value ever in a triple crank

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) chain stays, mount it on a 107 to 110mm bb. If your bike has bowed-out chain stays like most mountain cranks, it'll need a 110mm to 115mm. Unlike most cranks, it also comes in a 165mm arm length. At only \$110, it is a shocking deal. In the summer catalogue it will go up \$10.

165mm: 12-231

170mm: 12-167

175mm: 12-190

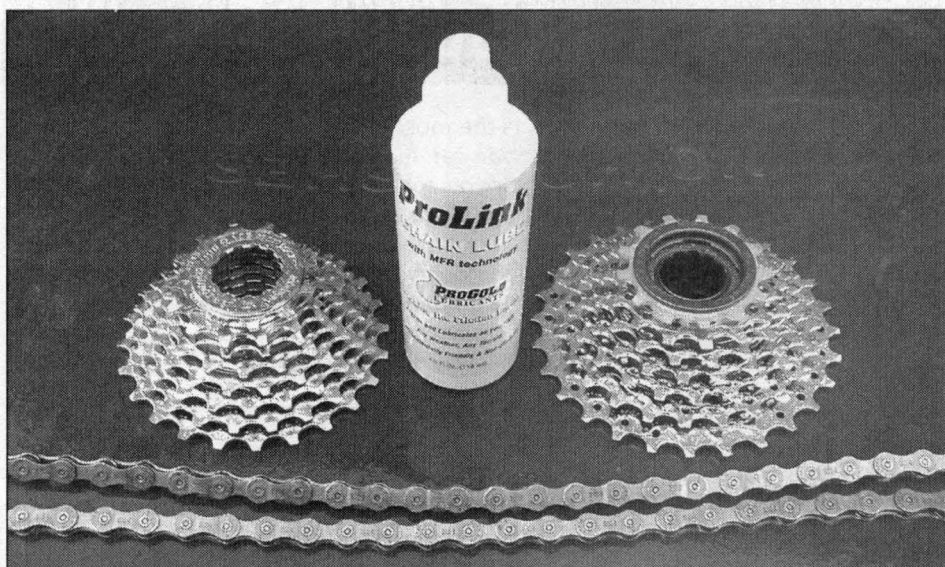
How Long the Cranks?

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 bring-along 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.



Cassettes, Freewheels, Chains, Lube

These are the down & dirty parts of a bike, and there's no use lusting after them or going to Great Lengths to acquire The Perfect One. For non-competitive riding, just decide between freewheel and cassette, then pick a gear range you can live with, and then get a chain you like the looks of and can afford. Our selection here is small, and may not make the manufacturers happy, but it makes choosing easy, so you can get on to other matters. When possible, we have Shimano chains in either silver or silver/black combos. Cassettes are Shimano-compatible, but not always Shimano. They're always good, reputable, respectable, etc., but if you need to have a certain brand, call first.

As for chain lubes, there's no need to use anything besides ProLink. It treats the metal to resist wear, it lubricates, it doesn't get all black, and it's cheap. The best we've used.

8sp cassettes: 12x24 : 13-048 11x28: 13-049 11x32:13-041

9sp12x27:13-064 — \$55

Chains: 7/8sp: 13-031 (\$15); 9sp: 13-063 (\$21)

ProLink chain lube: 13-051 (\$6)

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

...you can grab a fingerfull of chain from the chain ring, 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.



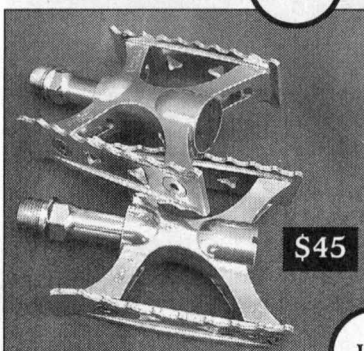
\$36

JPN

MKS Touring

Our most versatile pedal, and most popular one, too. 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. You will adore this pedal.

MKS Touring: 14-020



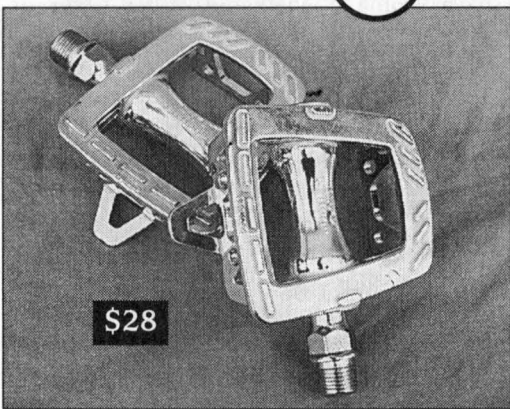
\$45

JPN

MKS Fancy Touring

Like the pedals above, but at 308g per pair, lighter by 72g; and with a shorter cage for better cornering clearance. We had MKS do that just for us. So if you pedal around corners or tend to be careless, get this one instead. Also made by MKS, with the custom shorter cage (for more ground clearance!!!!)

MKS Fancy Touring: 14-048

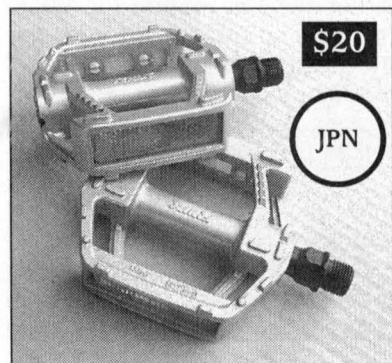


\$28

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. At \$28/pair, a write-home-to-mom-about deal.

MKS Platform: 14-030



\$20

JPN

MKS Sneaker Pedals

All of our pedals are inexpensive and good—try them and see what you like best, or ride a variety. These made the cut because they're extra supportive and good with sneakers; AND they have built-in reflectors, so even if you forget your lights or ankle bands, you're still visible and identifiable as a rider. Most of us here have them on at least one bike. What a bargain—only \$20. That's nothing! You will absolutely like them. And cheap!

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.

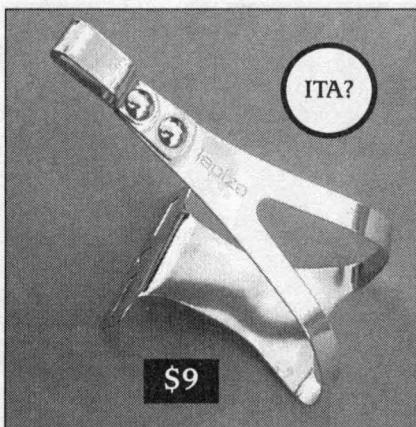
That last one's a biggie, and Bullseye Cycle's Roger Durham pointed it out to me, after I'd already experienced it. When you pedal with the ball of your foot over the center of the pedal, you're using what Roger (never the physiologist) calls "toe muscles," or the muscles you use when you stand on your 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

Plain, non-laminated full-grain leather with buckle pad, to increase comfort just slightly if you have them cinched too tight; and to add classy looks and protect classy shoes.

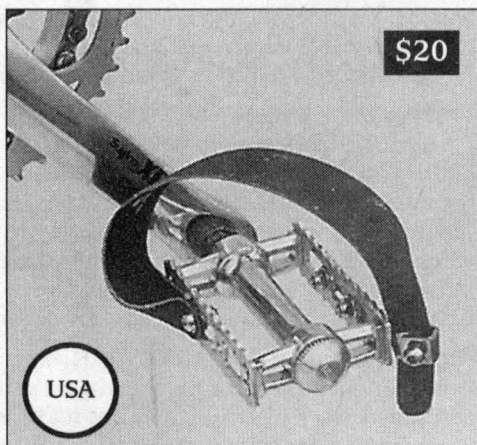
We used to sell both plain and laminated straps, but laminated straps are mainly for track competition (the laminated decreases stretch, so you don't pull out of the pedal at the start of your kilo)—and modern-day track riders who still use toe straps will now have to fend for themselves. The plain ones work fine for all practical toe-strap uses, so that's what we got. Usually blue.



14-044

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.

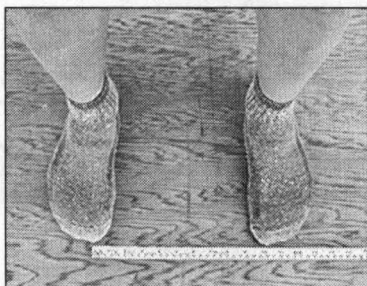


Power Grips: 14-046

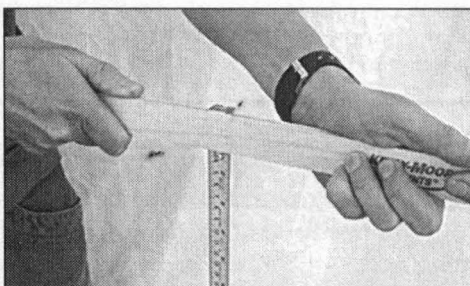
Learn Your Pubic Bone Height (PBH). Here's How To Measure It.

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.

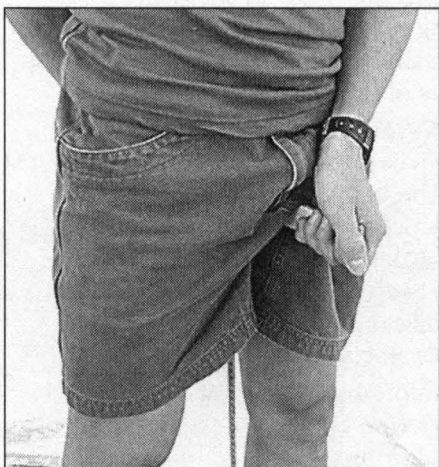
- You will need:**
- two paint stirring sticks, rulers, or a thin hardcover book.
 - A metal tape, and you might as well make it metric.
 - An honest, helpful person with good vision. (Note: It is not necessary that this person be a friend.)
 - Bare feet and a hard floor



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.

Shimano Ultegra 57mm 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.

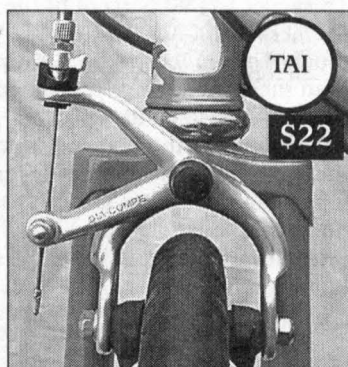
The Ultegra has a slightly better finish than the Tiagra (Shimano's other standard reach caliper), as well as a real metal barrel adjuster and shoe holders, and thrust bearings in the pivots, for theoretically smoother braking. These work best with sprung (like Shimano) levers. Minimum reach, 47mm; maximum,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



Ultegra Std Reach Sidepulls: 15-094

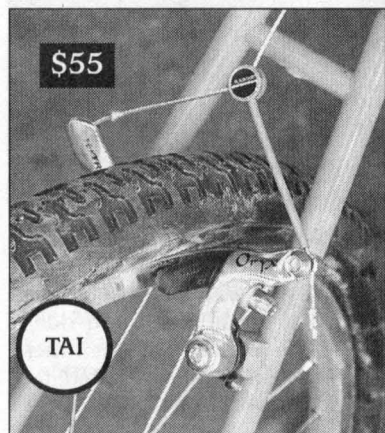
Dia-Compe 505Q

For those of you who truly don't have an ounce of snobbishness in you, and who only want perfectly good, lightweight standard-reach sidepull brakes—probably to retrofit an older bike, or to shock your friends when they show up on your new Rivendell—we offer these. Cold-forged. Adequately finished. Ugly brake shoes (but you can change them). How do they work? Just fine. Truly the best value in a road brake, in the whole universe.



Dia-Compe 505Q: 15-026

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.

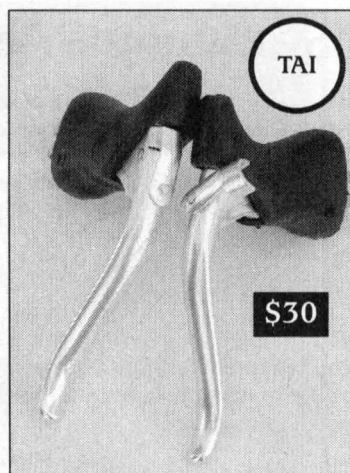
Tektro Oryx Cantilevers: 15-098

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

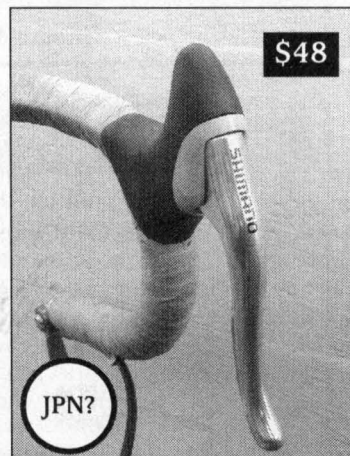


Brown hoods!

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.

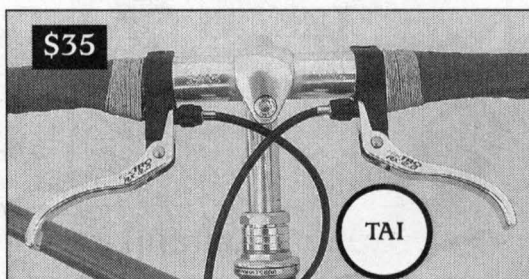
Shimano Tiagra Lever: 15-091



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

Dia-Compe Canti Shoes

The rubber isn't as grippy as Mathausen rubber (also known as Kool Stop Salmon). But grippiness isn't absolutely totally completely everything in brake shoes, and where Mathausens leave off, these take up. For instance: The shoes are curved to follow the rim (good). They don't have quite the tendency to squeal when things aren't just perfect (also good). They grip plenty good, even for steep descents. They won't last as long as Mathausens, and at some point Mathausens will edge ahead under extreme circumstances, but overall, these are super shoes, and slightly easier to live with than the M-brand. Made in Japan. Grey. These are great shoes, really cheap.



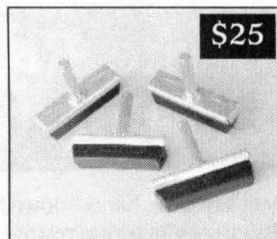
Dia-Compe Canti Shoes: 15-113



Mathausers

More likely to squeal if you don't set them up right, and not curved nicely to fit the rim, but if you need the highest friction brakes for extended loaded touring or steep trails, these are the best choice. The hardware is

crude, the look is clunky, but there's a lot of fantastic rubber there, and they'll outlast most other shoes. If you live in the flatlands, don't kid yourself—you don't need these, U.S.A.



Mathausen Road shoes: 15-093

Four Mathausen Canti Shoes: 15-095

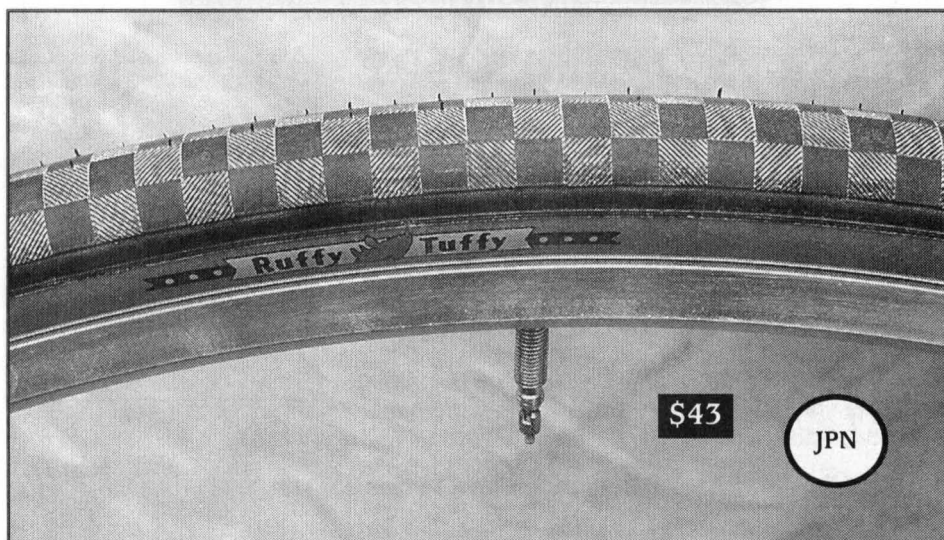


Super MountainLevers (Dia-Compe SS-5)

Dia-Compe SS-5, by model, and they're the best mountain levers we've seen, used, tried, or heard of. Made in Japan years ago, but new-in-the-box, and this is the last of them. Superlight, beautiful in all the details, cold-forged for strength, designed for cantilever or sidepull brakes (not V-brakes). These are as good as this type of lever gets, and once our supply is gone, see you later. Will you ever have a need for this type of lever? Then get these now or something worse for more loot later. This is our preferred lever for the Albatross and Dove bar. Blue anodized or silver. Both pretty. No cables or anything like that, but they come packed well in a nice box.

Silver SS-5: 15-103

Blue SS-5: 15-112



Is the *Ruffy Tuffy* the Smartest Road Tire In the World?

We say yes, hands down. It's our design, made just for us by Panaracer in Japan. The Panaracer factory is relatively small by tire factory standards, and the quality and quality control are unsurpassed. Naturally they have all the automation and computers you'd expect from a modern Japanese manufacturer, but in addition, every tire that leaves the building is thoroughly inspected by hand. You don't see Panaracer tires as original equipment on many bikes, because product managers try to pay less than \$6 per tire, and nothing out of Japan comes anywhere close to that.

But the Ruffy Tuffy is the roundest, best-cornering, most consistent, strongest, and safest lightweight road tires we've ridden, and are as perfect as any product in this catalogue.

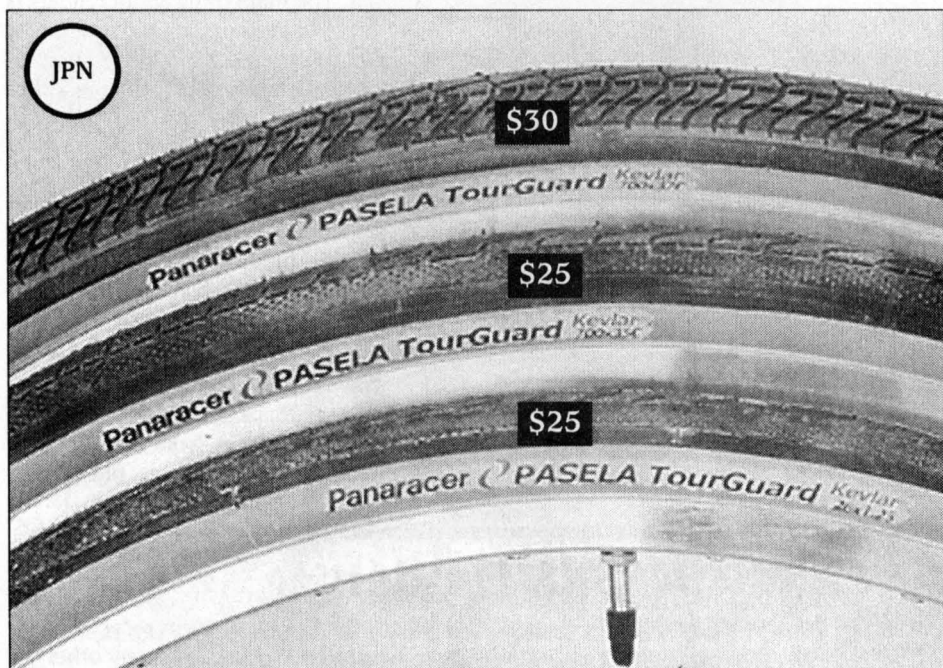
1. It's 27mm wide, the fattest tires that fit 98 percent of the road bikes today. They're rated to 120psi, but what's the point? At 90 to 105psi, they're cushy and fast. If you're racing, go ahead and ride skinnier tires. If you don't race but like to pretend that you do, ride skinnier. If your bike's fork is so short that it can take only a tire up to 700x25 and you don't race exclusively, your fork's too short and you have to ride hard skinny tires.
2. It's 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. THE TAN SIDEWALL makes it 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 Ruffy-Tuffy has every quality we like in a road clincher. You won't find a better made tire at any price. It's expensive, but it's safe. You should ride on cheap tires.

Approx. weight: 320g. With kevlar bead only.

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

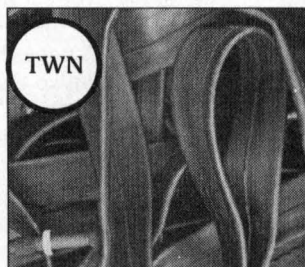
\$30

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

• No. 14 Spring 2004 •



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. These don't come with mudflaps, but you need them. Make them from duct tape, a water bottle, or an old leather shoe tongue (zip tie on).

SKS Fenders

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

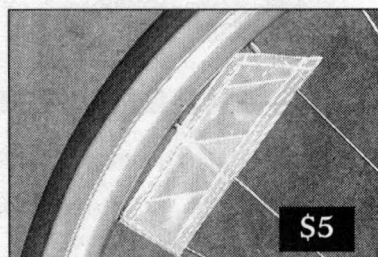
Fender stays only: 27-006 \$8

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

Spoke Reflector

Regular plastic spoke reflectors are fine, but everybody takes them off bikes because they're rigid plastic, heavier than necessary, and make it harder to true a wheel. 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.

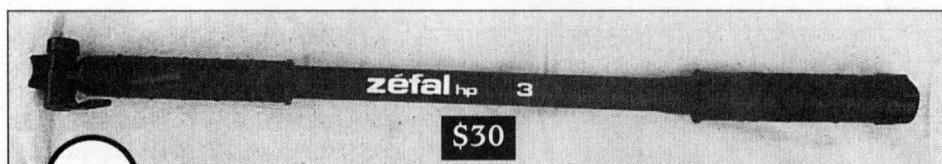
Spoke Reflector: 31-371



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



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 schrader valves. Easy to use, simple instructions—please read 'em.

Zefal Sizing:

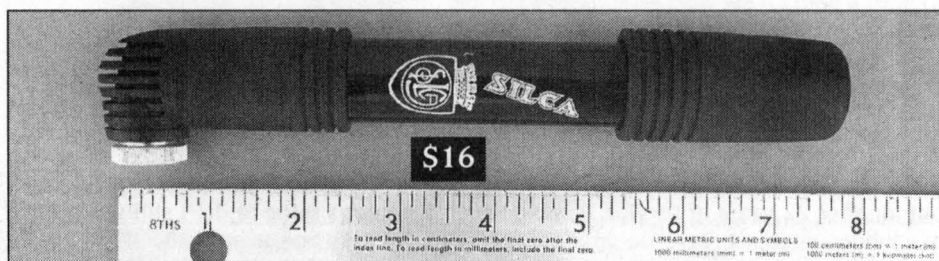
Measure the distance between the tubes, not the tube length itself.

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

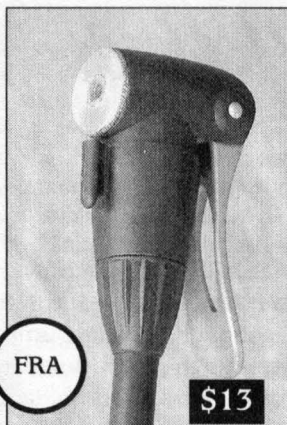
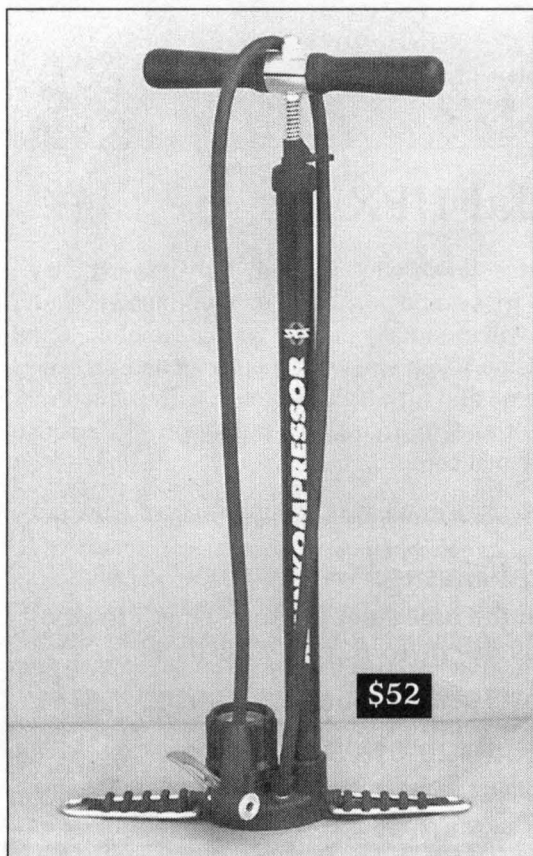
Contains cap, rubber gasket, rubber plunger, wings, lever. That'll do it.



Silca Mini Telescoping Pump

The best mini we've tried, and before we put one in this catalogue, we tried many. Some are even smaller and lighter, some look more substantial, more clever, or more powerful, but there's always something about them that kills the deal—hard to grab, or the plunger handle hits your other hand, or the stroke is just ridiculously short. This Silca wins because it telescopes, so you get a much longer stroke than with many; and it's easy to hold onto the valve; and when you pump with your right hand, you don't pinch your left hand. It still takes forever to inflate a tire. But Mark here uses it, and I/Grant have used his, and if you need a small pump to fit into a jersey pocket or tool wrap or Banana Bag—or you carry your bike up long flights of stairs to get to the train platform, and a frame-mounted pump gets knocked off—then a mini is the way to go. Compared to a Zefal HPX frame pump, this Silca Mini is absolutely terrible, frustrating, throw it away! But if you need a mini, you can buy this one confident that it works better than the others. Four ounces. Presta only.

Silca Mini: 28-023



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.

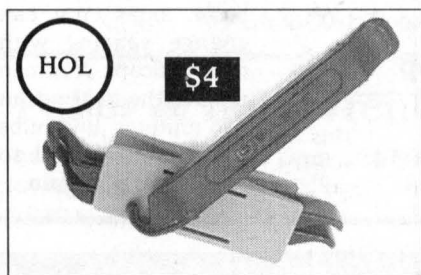
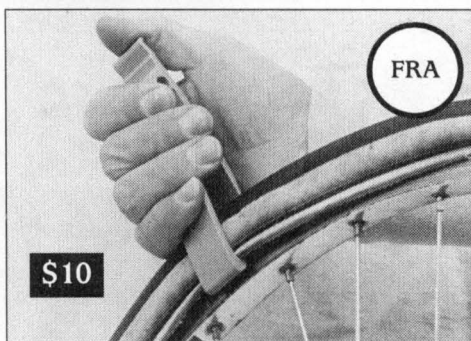
SKS Pump: 28-015

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.

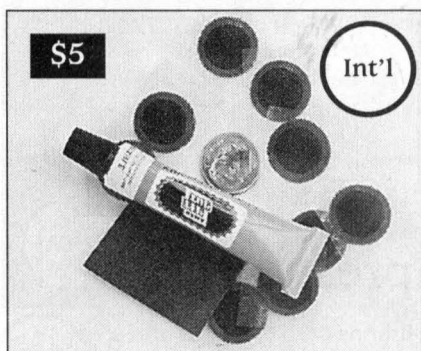
Ex-Var Lever: 19-045



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



Universe'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 European glue with them; a single glueless patch, and a small square of sandpaper or emery paper—whichever the local Five & Dime has on sale that day—and a ten-cent piece, to verify that the patches are indeed dime-sized. Please return the dime by post after verification.

Best Patch Kit 10-048

**Are you an
overabrader?
Please stop.**

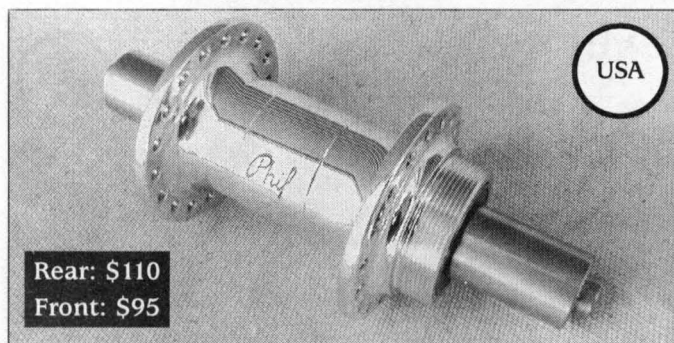
The purpose of abrading the tube is to rub off the anti-stick compound the tube maker puts on the tube so it won't stick to the tire. It's not to rough the tube up. It's So, don't go overboard with the abrasion (like I used to). Just think of it as cleaning the area with sandpaper. It takes half the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



USA

Rear: \$110
Front: \$95

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.

Rear:

130x32°x7sp: 18-035

135x32°x7sp: 18-036

130x36°x7sp: 18-037

135x36°x7sp: 18-038

Front:

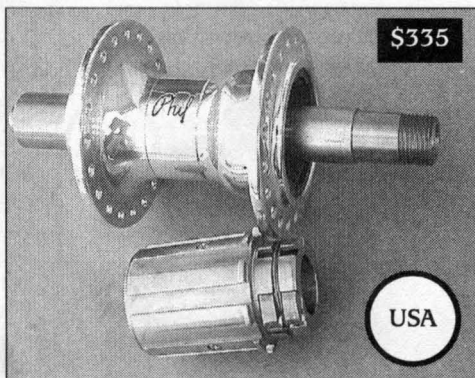
32°: 18-033

36°: 18-034

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.

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.

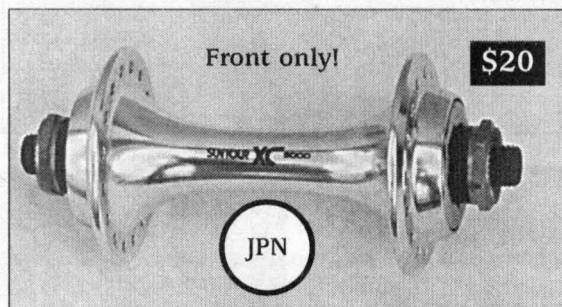


\$335

USA

130x36: 18-142

135x36: 18-143



Front only!

\$20

JPN

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

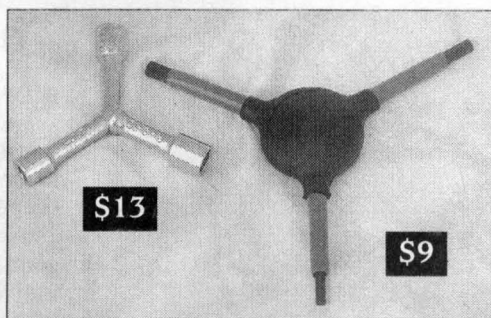
Save Your Neck!

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.

• No. 14 Spring 2004 •

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

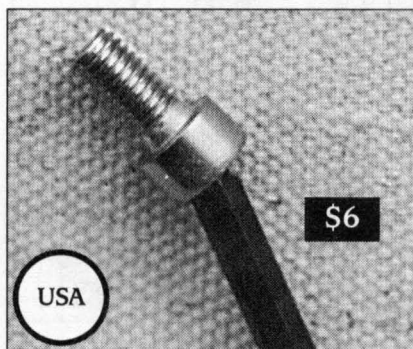
The best we've ever used, and a true classic. It's long, so you get tons of leverage. So much, in fact, that we recommend holding it amidsthips for installations, and at the end for removals. Hard, chrome-vanadium steel. German. Tough. There's a 15mm and a 9/16-inch end, and good pedals take the 15.

Eldi No. 61: 19-051

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



\$6

USA



\$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

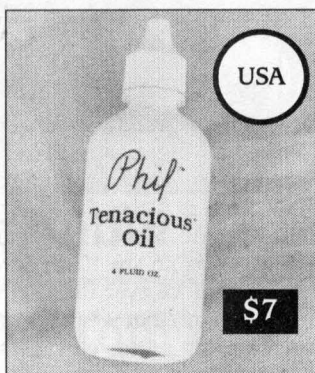
You got bare steel around, you're gonna get rust...eventually. You make popcorn on the stove, you're gonna burn the pan...eventually. Quick-Glo has been around for 41+ years, and is as useful in the kitchen as it is in the garage. Rub it on with a Scotchbrite pad, and just watch that metal gleam! Being 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 though a bottle a year; yours will likely last you five years. Keep some around!

Phil Oil: 31-013



USA

\$7



\$14

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

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 headset. 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.

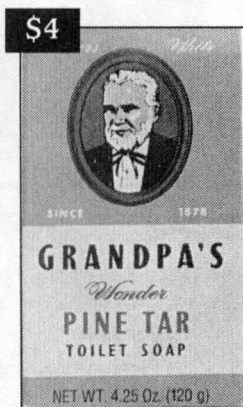


Lanolin: 31-343

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 size, a full 4.25oz, which is larger than the size you see in progressive natural food stores.

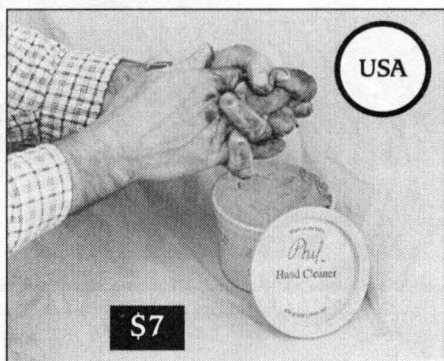
Pine Tar Soap: 25-001



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.

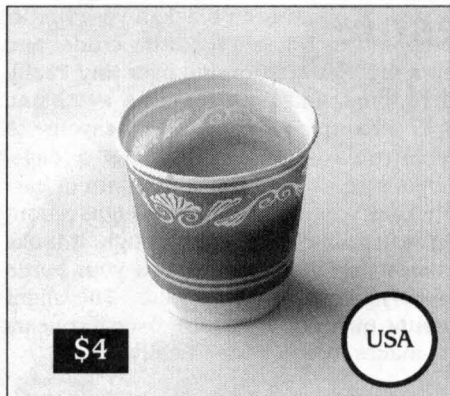
Phil Gritty Brown: 31-038



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 dust caps, 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

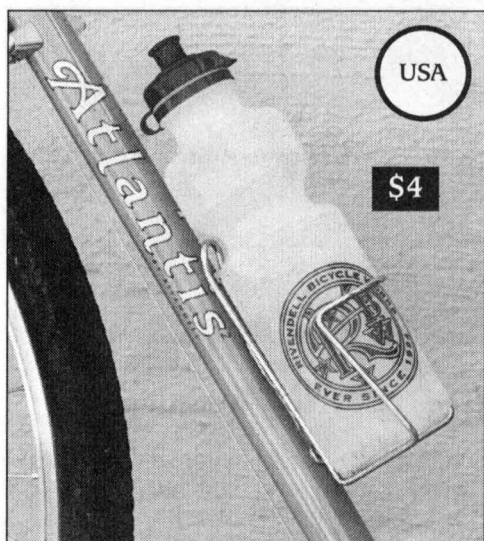


Water Bottle

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.

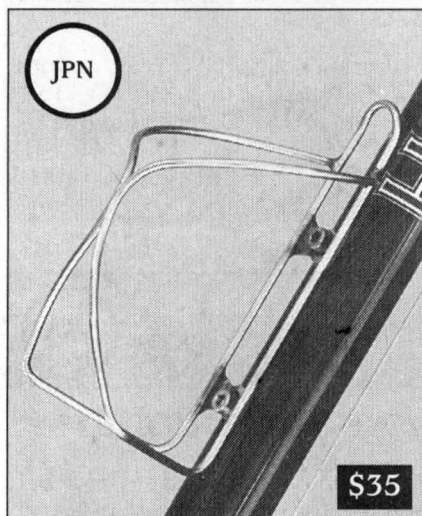
Water Bottle: 29-010



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.

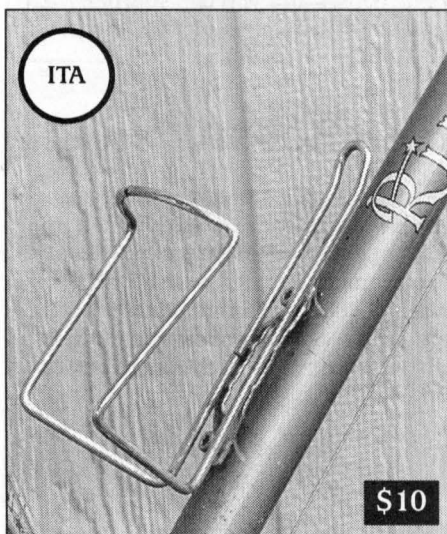
Nitto Cage: 20-030



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!

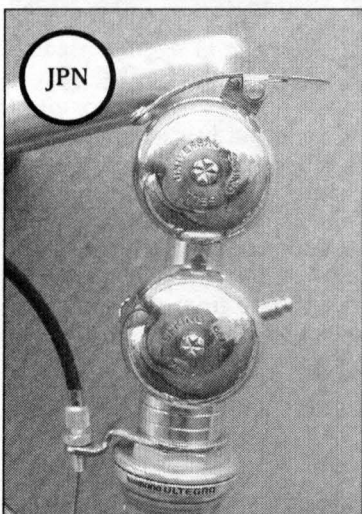
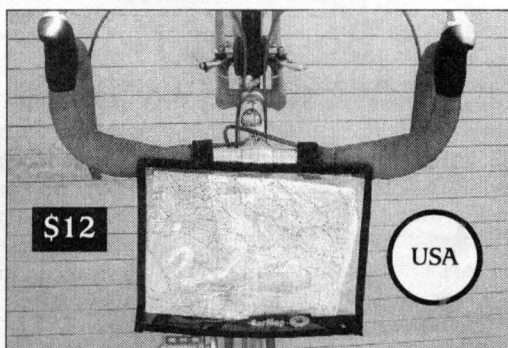
Ale Steel Cage: 29-001



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



Japanese Brass Bells

Solid brass, made to last a lifetime and then pass on to a Lucky Heir. Brass has the best ring of any material. It's rich and mellow, not the irritating.

We have two styles. The one on top there has a hammer striker. You give the thumb-tab a hit and the knocker strikes the bell part.

The bottom bell has a coil-spring striker, and it's just as easy. They both get dull, being brass and all. Polish them up if you have nothing else to do!

These are the best bells we've used.

Hammer Brass bell: 31-368

Coil Spring 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 01-11: 24-127

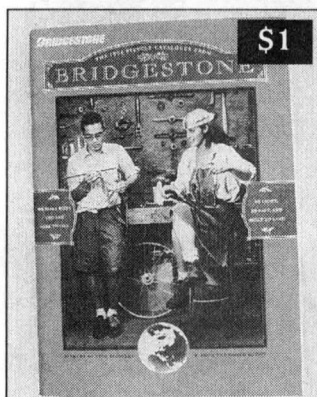
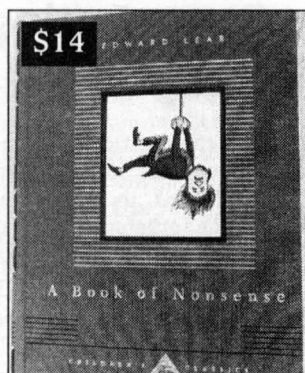
RR 12-21: 24-128

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.

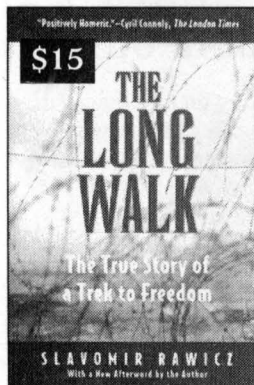
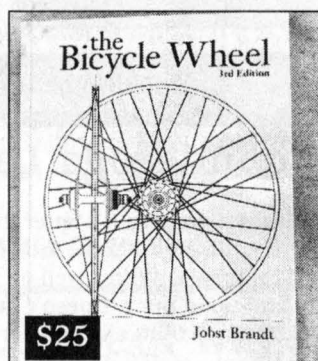
92 Bstone Cat: 23-009: \$5

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 Short-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 (Rivendell Bicycle Works: Home of the Lugged Steel Frame). 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. "Smirking at the fads for going on ten years now" is a likely candidate for the next run, but our internal debate still rages.

M: 22-134 L: 22-135 XL: 22-143



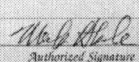
24-066 \$9

Cycling Cap

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

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 94599 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>		 Authorized Signature
Gift Certificate		

\$25: 24-082

\$24

\$50: 24-083

\$47

\$75: 24-084

\$71

\$100: 24-085

\$92

Steel as a frame material

Today's superlight frames and forks are made with the expectation that you'll replace them every 5 to 7 years, and will be ridden under ideal conditions only. There can be no other explanation for why they are like they are. The expensive ones are sold as "pro" framesets, which appeals to regular folks who figure that pros use the best. But modern pros use the *lightest* frames their sponsors provide, for any real or psychological benefits they offer when ultimate speed is the only goal. Their bikes are disposable tools, with material removed to the point where the frames are a toe-stub away from collapse. Indeed, some frames are discarded after a stage or two, because they aren't trusted beyond that; and it's common for bantamweight top pros to ride 8 or more frames per year. They may go faster and put out more wattage than you, but if you think a 140-pound pro puts the hurt on a frame as much as a stomping 200-pounder, please think again. We're not saying the frames pros ride aren't suitable for racing. They're perfect for it—light to the bone, inexpensive to make and replace, and with ample decal surface. But the current focus on weight, combined with effective promotion and distribution, lead 80 percent of new bike buyers to bikes that are too fragile for a decade or more of real world riding. Many riders enjoy riding the same frames pros ride, and the process of buying a new frame every few years. As long as the frame holds up, no harm done—and it's good for the economy. But if you're looking for a frame you can bond with and ride for a decade or two or three, look beyond the 3-pound frame, and by all means, look at steel. The best modern steels are supremely suited to building bicycle frames. Compared to aluminum, carbon fiber, and titanium, a fine steel frame will suffer the same bumps, nicks, scratches, and weathering with less loss of strength and safety. Steel has a much greater fatigue life than the other materials; and if it does break, it happens slowly, not suddenly. That's an extremely important quality, because it gives you warning. When a lugged steel frame is well-designed and engineered, and you choose one suitable for your weight and riding style, it will likely last you a few hundred thousand miles, or a lifetime. And if you buckle a tube in a crash, it can be repaired and made good as new. Rust isn't an issue. Paint protects the outside, and sprays protect the inside. There are countless 50-year old steel frames still in use today. *Steel frames outlast all others.*

Steel's advantages go beyond mere durability, though. Because of its inherent stiffness, steel frame tubes can be made in diameters that allow good tire clearances. Chain stays can be slender, leaving more room for a tire. Fork crowns can have the brake hole near the bottom, for better clearance. The overall look of a steel frame is slender, svelte, and birdlike. Other materials *require* fatter tubes to compensate for the properties of that material. The result is a different aesthetic, and here—of course—to each his own. Still, if you think any frame can match the appearance of a fine lugged steel frame, you haven't had a good look at a fine lugged frame.

Being lugged and steel doesn't guarantee anything. Fit, design, craftsmanship, and suitability for your kind of riding should be on your check list, too. There are plenty of fine lugged steel frames out there; some made by old guys, some by young guys. The best ones are quiet, beautiful treasures you can ride for life. Don't rule them out because they're "old fashioned," or because pros or your pals don't ride them, the local shop doesn't stock them, and the advertising-supported media acknowledges them only as charming throwbacks to the olde days. The best things aren't generally the most famous or readily available. But if you're a lifelong cyclist, it makes sense to get a bike that'll last as long as you do, even if it requires a bit of a hunt, patience, and a few more dollars.

5 Questions For Bike-Shoppers

1. **Can I get the handlebars as high as the saddle?** If your bars max out at 2-inches below the saddle, you won't love long rides on that bike.
2. **Can this bike take fenders?** If it can't, you'll be miserable, grimy, or both when you ride in wet weather. Even though wet-weather riding isn't your fantasy, your bike ought to be able to handle it if it rains where you live.
3. **How large of a tire will the frame accept?** If it won't take a 700x32, you can rule out rough roads. If it won't take a 700x28, it's for light riders and smooth roads only.
4. **If I break a rear spoke, can I still ride the bike?** If a broken spoke makes the wheel wobble side-to-side, and if the wobble makes it rub the chainstay, you won't be able to ride home or to a shop. You'll have to carry the bike, because it won't even roll. And if you ride enough, you will break a spoke.
5. **Where do I put the frame pump?** Mini pumps are frustrating and slow, and CO2 is costly way to perform the most basic of repairs. They both have their places, but a good frame pump still makes the best primary pump, and any bike that won't let you carry one should come with its own sag-wagon.

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

Website: 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!

Online Forum: [go to rivbike.com](http://go.to/rivbike.com)

...and click on the link that tells how to get on it. Talk about our gear, plans, bikes. Ask questions, get answers, and show your bike to others. It's one of those online community sorts of things, like everybody else has. Now we do, too.

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 pizzazz. 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, Mike Barry, Nitto's Akira Yoshikawa, Toyo's Tetsu Ishigaki, 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

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.

5. TEN DOLLARS OFF YOUR FIRST ORDER

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

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

Name _____ Member # if renewing _____

Mailing Address _____

City _____ State _____ Zip _____

Ship to, if different _____

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

Fax: (_____) _____ Email: _____

MEMBERSHIP ORDER FORM	TOTAL
I'd like to join Rivendell for one year. (\$20)	
I'd like to join for two years. (\$30)	
Sign me up for three years. (\$35)	
Sign me up for 99 years. (\$200)	
Foreign subscriptions are \$25 per year.	

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

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

PAYMENT

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

Credit Card No.:

Expires (MM/YY) - WE ACCEPT VISA & MASTERCARD ONLY

Fax: () Email:

Hours, Visiting Tips, Directions, and Policies

Telephone Hours

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

Visiting Tips

We 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 a minute to North Main Street. North on Main, and look for parking, because there's no parking by us. We're at 2040 North Main, cell block #19. Up the hill between the bakery outlet and the blue brick building, around to the left, then halfway down on the right, before Discount Mufflers.

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

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

What To Expect & Where To Park

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

Will Calls

Call first so we can have your order ready.

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 free. The prices listed are good until the next catalogue or price update in the *Reader*.

Returns, in General

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

Payment

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

Shipping/Handling Charges

Domestic Orders

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

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. \$50 for 3-day Select.

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

International

UPS only

Ground to Canada: \$25

Air to Canada: \$50

Int'l Air: \$50

Frames & Bikes: Call

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.

\$1

© 2004 RIVENDELL BICYCLE WORKS



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

PRSR STD
U.S. POSTAGE

PAID

WALNUT CREEK CA
PERMIT #816