

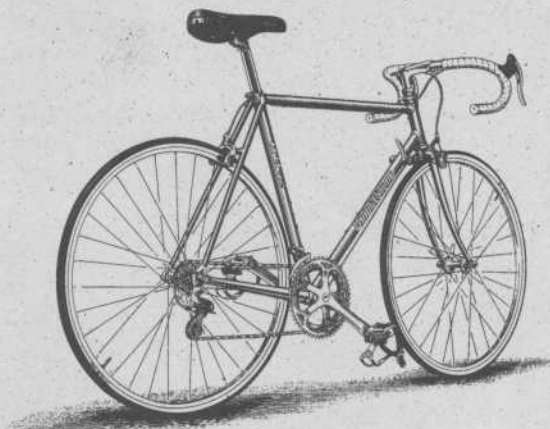
SPECIFICATIONS

	RB-2
FRAME	Ishiwata CrMo; triple-buttet
FORK	Ishiwata CrMo; pressed crown
HEADSET	Tange Levin CDS
F.DERAILEUR	Shimano 400 EX
R.DERAILEUR	Shimano 400 EX
SHIFTERS	Shimano 400 EX
CRANKS	Sugino DAC; 53 x 40
BOTTOM BRACKET	Tioga 401, bolt type
PEDALS	MKS Sylvan track; alloy
REAR COGS	(cassette) Shimano 7-speed 13-14-15-17-19-21-23
CHAIN	Shimano Hyperglide
HUBS	Shimano 500 EX
RIMS	Ritchey Vantage Comp 700C 32H, silver
TIRE	Specialized Transition 700x23C
TUBE	Normal weight, Presta valve
SPOKE	Stainless, 14ga.
BRAKES/LEVERS	Shimano 300 EX
SADDLE	Avocet Racing, vinyl
SEATPOST	Sakae CLE-100; 220mm
HANDLEBAR	Sakae, aluminum
STEM	Sakae, aluminum, melt-forged, 90°
TAPE	White plastic padded tape
WEIGHT	11.0 kg (56 cm)

PRICE:

DEALER:

BRIDGESTONE



A RARITY AMONG MODERN
ROAD BIKES: WELL-BUILT,
SMOOTH-RIDING AND
INEXPENSIVE.

RB-2: THE HIGH ROAD FOR LOW BUDGETS

THE SAME GREAT RIDE FOR A LOT LESS

If you're interested in the RB-2, read the RB-1 brochure, because the fundamental design elements are the same, and we'd rather dwell on other things here. Basically, the RB-2 is functionally 95 percent the bike the RB-1 is, yet it sells for half as much. The difference in price reflects differences in our materials and components cost. More money buys you visible improvements in finish quality and prestige, much the same as the difference between a \$100 watch and a \$1000 watch—both keep accurate time and look good doing it, but one looks better under magnification and has show-off value at social functions.

FRAME & FORK, SEAMS & CROWNS

The RB-2's frame is built from Ishiwata butted, seamed chrome-moly steel. Seamed tubes are the functional equals of seamless tubes, but they cost less because they are easier to make. A seamless tube is a solid bar pierced hollow by a hot poker. A seamed tube starts as a sheet, which is then rolled into a tube and welded—creating the seam (which is then ground and polished, so you can't tell).

The RB-2's fork has a pressed and welded crown. This crown also starts as a sheet, then is die-cut like a cookie and formed around a mold and welded together at the edges. Pressed crowns cost less and look cruder than investment castings, but they're equals in ride performance, and in this age of unicrown road forks, let's be thankful that pressed crowns still exist at all.

NO-HYPE COMPONENTS

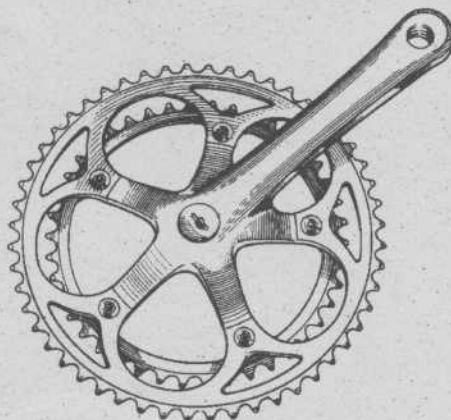
Most of the components are Shimano. Although Shimano has a lofty reputation at the high end of the market, the mid-range is where its values are truly untouchable. The Hyperglide shifting works as well here as anywhere, and the sidepull brakes are lighter than Shimano's popular "dual-pivot" brakes. But we broke from Shimano with a Sugino crank because it has a better design (no, not to save money).

The RB-2 has down-tube shifters, far and away the lightest, if not the latest, style. Our personal feeling, which we should probably shut up about, is that down-tube shifters are unfairly beaten up by shifter/brake-lever combinations, and that if you honestly feel inconvenienced by down-tube shifters, you're a victim of hype. After all, Eddy Merckx won 445 races with down-tube shifters, and Roger De Vlaeminck won a world cyclocross championship with them.

CONCLUSION (PLUS A PLUG)

The RB-2 rides as well as an RB-1, which is to say, you cannot get a better-riding handling bike at any price, period. If your vanity quotient is low and your value awareness is high, you can't beat an RB-2.

(Last year *Bicycling* magazine rated the RB-2 as the top value in a road bike, an accolade that boosted sales tremendously. It's our hope that this reminder will do the same.)



The RB-2 uses a mix of less expensive parts that work great, including this nice-looking Sugino crank.